

Review of Car Parking Provisions for Transit Oriented Residential Development

Date of Council Resolution

These guidelines were adopted by Council on 13 February 2008, and take effect on 18 February 2008, in accordance with section 2.3(2) of the Planning Scheme.

Purpose of the Guideline

This document is intended to assist with the implementation of the Planning Scheme by providing guidelines for the review of car parking provisions for transit oriented residential development.

Council's Implementation Guidelines are intended to apply a standard approach to the interpretation and implementation of the relevant aspects of the Planning Scheme. They offer a degree of certainty and formality to applicants, Council and the community. Where an applicant is proposing a variation the onus is on the applicant to demonstrate the facts and circumstances to support the variation.

Application of the Guideline

This Guideline is intended to apply to transit oriented residential development (including both permanent and temporary forms of accommodation) or other forms of innovative development e.g. the creation of walkable, mixed use development through traditional neighbourhood design.

This Guideline is not intended to apply to car oriented contemporary suburban development, which is expected to meet the criteria set out in the Parking Code (Division 9, Part 12 of the Ipswich Planning Scheme).

Reduction in Car Parking Rates

Council may allow a reduction in the car parking rates as specified in the Parking Code (Division 9, Part 12 of the Ipswich Planning Scheme) where an applicant is able to demonstrate to Council's satisfaction:-

- (a) that the proposal constitutes transit oriented residential development, particularly where the development is within easy walking distance (e.g. 400 metres) of a passenger railway station; or
- (b) that the proposal constitutes a walkable mixed use development based on traditional neighbourhood design principles; or
- (c) that the proposal warrants a lesser number of total spaces having regard to the likely mix of uses, the timing of peak demands for uses, or the likely reduction of trips as a result of complementary on site residential and non residential uses (e.g. residential units on top of food and beverage outlets); or
- (d) that the specific design or nature of the proposed use (e.g. an inner City hotel) warrants a lesser number of total spaces having regard to actual usage rates.