

Off-street car parking ratios

A Policy Directions Paper informing
the Better Housing Amendment



Alignment with our roadmap

The Better Housing Amendment is helping to achieve the outcomes of our Corporate Plan 2022–2027 and realise our vision:

Our Moreton Bay. Amazing places. Natural spaces.

The strategic pillar this amendment specifically relates to is:



Our well-planned places

Our well-planned places pillar aims for Moreton Bay to have a network of well-planned and connected places and spaces, enhancing lifestyle, accessibility and employment choices by 2033. This amendment will be considered in the development of our Growth Management Strategy.

Read more about Council's Corporate Plan and the pillars that underpin it at: moretonbay.qld.gov.au/Services/Reports-Policies/Corporate-Plan#a1-3



Acknowledgment

We acknowledge the Kabi Kabi, Jinibara and Turrbal Peoples as the Traditional Custodians of the lands and waterways of the Moreton Bay Region, and pay our respects to their Elders, past, present and emerging. We recognise that the Moreton Bay Region has always been a place of cultural, spiritual, social and economic significance to First Nations people.

We are committed to working in partnership with Traditional Custodians and other First Nations communities to shape a shared future that celebrates First Nations history and culture as an irreplaceable foundation of our region's collective identity.

Disclaimer

The Moreton Bay Regional Council and its officers accept no responsibility for any loss whatsoever arising howsoever from any person's act or omission in connection with any information, expressed or implied, contained within this paper. Nothing in this paper should be taken as legal advice.

Off-street car parking ratios

For Public Consultation

About the Better Housing Amendment

The Better Housing Amendment proposes changes to the Moreton Bay Regional Council Planning Scheme 2016 (MBRC Planning Scheme) to support better housing and better neighbourhoods across our region.

Since the MBRC Planning Scheme commenced, our neighbourhoods have grown and changed. And residents have told us they want more space in their neighbourhoods—for greenery, for privacy and for parking.

This amendment proposes a range of updates to the planning rules to enable Council to address residents' concerns and ensure we achieve housing diversity where we need it most.

The amendment includes changes related to:

- Next Generation Neighbourhoods
- Off-street car parking
- Secondary dwellings
- Student accommodation
- Warner Investigation Area boundary reduction

**Better housing,
better neighbourhoods**



Timeline



2021 - 2022

Prepare amendment

Changes drafted and submitted to State Government for review

Timing subject to change.



Mid-2023

Public consultation

A formal submission can be made on the proposed amendment



Mid/late 2023

Finalise amendment

Consider feedback and Minister signs off



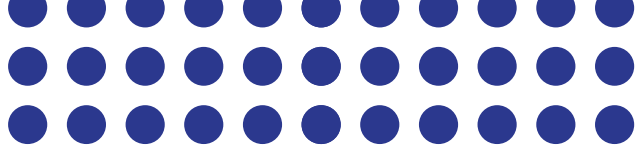
Late 2023/early 2024

Adopt amendment

Changes formally start

Off-street car parking ratios

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Background to this paper

1.1 Purpose

The purpose of this paper is to provide clear rationale to support improved off-street car parking outcomes for particular development types within the region's residential neighbourhoods.

The setting of off-street car parking policy and associated ratios is a complex matter with diverse stakeholder interests. In order to consider both current and future demand, and to look at things like access to public transport, household types, cost and impacts on housing affordability, a comprehensive investigation is needed. This would also consider transport innovations (such as electric vehicles, ride-share and e-scooters) and their impacts, and what this may mean for transport, travel and parking across the region.

While this comprehensive study has commenced, interim measures to update off-street car parking policy for specific land use types are proposed.

1.2 Off-street car parking ratios review

As a result of concerns raised by residents about adverse parking issues in residential neighbourhoods throughout the region, Moreton Bay Regional Council (MBRC) undertook a review of current off-street car parking policy in the MBRC Planning Scheme and the development outcomes being achieved.

The review focussed on parking policy and off-street parking ratios for Multiple dwelling, and Rooming accommodation (where Student accommodation), Dual occupancy and Dwelling house uses in:

- the Next generation neighbourhood precinct (NGNP) (and the equivalent Transition precinct); and
- the Urban neighbourhood precinct (UNP).

The review identified that current policy and ratios for off-street car parking are resulting in a parking undersupply causing adverse amenity and local road network impacts for residents and visitors within these neighbourhoods.

1.3 Basis of current off-street car parking policy

Off-street car parking policy in the MBRC Planning Scheme was informed by studies undertaken in 2013 that encouraged a market-driven approach. This intended to provide flexibility when delivering parking for new development.

The MBRC Planning Scheme supports reduced private car usage and greater densities (increased number of dwellings) in locations close to centres and public transport. However, within these areas, corresponding low off-street parking ratios appear to have jumped ahead of investment in public transport and associated changes in residents travel behaviour, without opportunity for an ongoing review process.

Off-street car parking ratios

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✗ Poor example

A shortfall of off-street car parking for Dwelling houses in Morayfield has contributed to vehicle parking on street frontages and verges.

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Policy directions to support better outcomes

The review identified the following key issues arising from current policy and associated ratios for off-street car parking in urban residential settings:

- existing car parking ratios do not reflect resident and visitor demand resulting in new development often being established with less car parking than needed;
- parking ratios for Multiple dwellings, Rooming accommodation (where Student accommodation), Dual occupancy and Dwelling house uses are low, and significantly lower when compared with other South East Queensland (SEQ) Councils;
- parking ratios for Multiple dwellings and Student accommodation don't reflect the variations in parking required by these uses as the number of bedrooms or beds/students within these developments increase;
- visitor parking (for Multiple dwellings) is not required, unlike other SEQ Councils; and
- limited off-street car parking availability adversely impacts neighbourhood amenity, resulting in increased numbers of cars parked on street frontages and verges.

A policy direction is proposed to address these issues and improve off-street car parking provision and development outcomes for the identified residential uses.

Section 3 of the paper outlines recommendations to achieve this policy direction. The recommendations relate to Multiple dwelling, Rooming accommodation (where Student accommodation), Dual occupancy and Dwelling house uses.

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Policy direction

Resolving insufficient car parking issues

Development is provided with off-street car parking sufficient to meet the demands anticipated to be generated by the development and to appropriately cater for resident and visitor needs.



✓ Good example

Two on-site car parking spaces provided per Dwelling house in this Albany Creek street (and tandem spaces on the driveway). This removes cars from along frontages and improves neighbourhood streets.

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Recommendations for improvement

3.1 Off-street car parking policy to better reflect demand

Rationale

Current car parking policy for residential development does not address the importance of providing sufficient parking on-site in order to manage adverse amenity impacts on neighbourhood streets, and the need to avoid a parking shortfall.

Recommendations



R1

A new policy requiring development to provide sufficient off-street car parking spaces that cater for both residents and visitors while limiting any potential adverse off-site impacts. This reflects the importance of ensuring off-street car parking meets the demand generated by development while limiting adverse impacts on neighbourhood streets.



✗ Poor example

Off-street car parking spaces for this development in Margate do not meet the demand generated by the development and adverse impacts have been observed on neighbourhood streets

3.2 Multiple dwelling ratios

Rationale

Reviewing relevant recent development applications for Multiple dwelling development approved under the MBRC Planning Scheme indicates that 64% of Multiple dwelling developments have three or more bedrooms. Given current car ownership rates in Moreton Bay, it is reasonable to assume (for at least those Multiple dwellings with three or more bedrooms) that the majority of these will generate parking demand for more than one car. Current ratios do not reflect this demand and do not differentiate for locations outside of but close to a centre or public transport.






Other SEQ Councils, including Sunshine Coast and Gold Coast have parking ratios based on a sliding scale that increases with the number of bedrooms per dwelling, which more closely reflects likely car parking demand. This is considered to be a superior policy response.

Recommendations



R2

Align car parking ratios for Multiple dwellings with those from Sunshine Coast and Gold Coast Councils of:

- 1 space per 1 bedroom dwelling,
1 1

- 1.25 spaces per 2 bedroom dwelling,
2 1½

- 1.5 spaces per 3 bedroom dwelling,
3 1½

- 2 spaces per 4 bedroom dwelling;
4 2

- and 1 visitor space per 4 dwellings to align with ratios from Brisbane City, Sunshine Coast, Logan and Redland Councils)
4 1


3.3 Rooming accommodation (Student accommodation) ratios

Rationale

MBRC's current parking ratio for Student accommodation appears to be an anomaly. It calculates parking based on 'dwellings', as opposed to the number of 'beds' or 'rooms' within it, and this creates difficulties achieving adequate parking to meet demand. This is resulting in unusually low rates of off-street car parks for this form of development.

Other SEQ Councils, including both Sunshine Coast and Gold Coast, include a per-bed, per-student or per-room ratio which more accurately aligns and responds to the land use occurring on-site.

Recommendations



R3

Align car parking ratios for rooming accommodation (that is Student accommodation) with those from Sunshine Coast Council of – 1 space per 2 beds; and align staff parking with the ratios from Sunshine Coast Council of – 1 space per staff member.



Developments incorporating a mix of residential uses (i.e. Student accommodation/ Multiple dwelling) can experience increased demand for off-street resident and visitor car parking and increased potential for adverse amenity impacts on neighbourhood streets.

3.4 Dual occupancy and Dwelling house ratios

Rationale

MBRC parking ratios for Dual occupancy and Dwelling house development were outliers when compared with all other SEQ Councils. Other Councils have aligned their ratios with the Queensland Development Code (QDC) which is the current State policy basis for building design for these development types. The QDC ratio is considered an appropriate interim basis to adopt in the Moreton Bay context.

Recommendations



R4

Align car parking ratios for Dual occupancy and Dwelling house with those from the QDC of – 2 spaces per dwelling (1 space can be in tandem).



✓ Good example

These dwellings in Newport each include two on-site car parking spaces.



For more information

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