



Andrew Holmes

Member of Planners Declare
Graduate Planner and Engineer

Date: 30 July 2020

By email to: ajhomes@utas.edu.au

Dear Andrew,

Re: Car Parking Requirements in the Statewide Planning Scheme

Thank you for reaching out to the Tasmanian Chapter of the Australian Institute of Architects (the Institute) regarding carparking requirements in the soon-to-be-implemented (or already implemented by the Burnie City Council), state-wide Tasmanian Planning Scheme. We have canvassed our members for their feedback and have received a range of responses to what is obviously a timely issue.

The Institute advocates for sustainability, which includes, where possible and practical, reducing the reliance on cars as the primary form of transport. This relies on a holistic approach to transport and on effective public transport or other means of alternative transportation, such as encouraging and allowing for cycling, car-share or the like.

Where practical, fewer on-site car-parking number should be encouraged, particularly in city centres, for the reasons that you outline in your letter. It should be noted that this is currently provided for by the Hobart Interim Planning Scheme 2015, where no on-site car parking is required in the Central Business Zone (clause E6.6.5), and for the General and Local Business Zones, if on-site parking is required, 'the number must be no greater than specified...' (clause E6.6.6).

It is interesting to note that the Hobart Interim Planning Scheme 2015, clause E6.6.1, states that the number of on-site car parking spaces must be 'no less and no greater than the number specified...', whereas in the Tasmanian Planning Scheme, this wording is altered to 'no less than the number specified...', which allows for a greater number of on-site car parking spaces to still be considered as an acceptable solution.

It is also worth noting that in many suburban areas, street parking is ample and by reducing the number of car parks required for a residential development would not have an effect on the functioning of the street. This is obviously not the case for all areas of Tasmania, as there are several examples, particularly in Hobart where there are narrow

and windy residential roads that would be affected if car parking was relocated to the street (one such example is Nelson Road). This is also the case in more built-up areas surrounding the city centre and therefore requires consideration.

Typically, regulations are in place because it has been shown that by leaving things open for the market to decide often results in poor outcomes. However, we support encouraging the requirement of fewer on-site car parks where appropriate, and to encourage a progressive and forward-thinking planning scheme.

Yours sincerely,



Shamus Mulcahy
Tasmanian President
Australian Institute of Architects



Jennifer Nichols
Tasmanian Executive Director
Australian Institute of Architects