

<b>Version Control and Objective ID</b>	Version No:	Objective ID:
<b>Approved by Council on</b>		
<b>Date of Review</b>		

## 1. Statement

Ipswich City Council encourages the reuse of existing non-residential buildings by offering relief from additional infrastructure contributions and parking requirements (where there is a shortfall in on-site parking provision). It is intended that this relief will:

- facilitate the appropriate reuse of existing commercial, industrial, recreation, entertainment and community building floor space;
- provide additional, centrally located services and facilities for the community; and
- contribute to the growth of local business and employment opportunities.

This policy recognises the potential opportunities and efficiencies that are realised when existing non-residential buildings are reused for other purposes, in locations where the necessary infrastructure is generally already provided, and the new use is suitable for the site and its surrounds.

Existing buildings are also more likely to be served by existing public transport infrastructure, which provides an alternative to car use and the corresponding need for additional parking spaces. Off-site car parking may also be available in the immediate vicinity of existing sites.

An exemption from the provision of additional car parking for new uses in existing non-residential buildings supports the reuse of vacant buildings, assists in the conservation of the character of historic parts of the city and encourages walking, cycling and public transport trips in a manner that supports Council's Integrated Transport Plan (iGO).

Existing buildings may be positioned on their site in a manner that limits the practical provision of additional parking, and this may limit the reuse of buildings, owing to an inability to fully meet on-site parking requirements.

This policy provides a standard approach to incentives for the reuse of existing non-residential buildings for new uses, and a degree of certainty for applicants, Council and the community regarding the available relief from infrastructure contributions and parking requirements in these instances. Where an applicant proposes a variation to this policy, the onus is on the applicant to demonstrate relevant facts and circumstances to justify the variation.

## 2. Purpose and Principles

This policy provides incentives for the reuse of existing non-residential buildings by providing relief from additional infrastructure contributions and parking requirements in cases where a proposed new use will result in negligible or minimal impact on existing infrastructure networks, and the use is suitable for the site and its surrounds.

## 3. Strategic Plan Links

This policy relates to:

- Managing growth and delivering key infrastructure
- Listening, Leading and Financial Management

## 4. Regulatory Authority

Authority for Council to perform this function is determined by s.9 of the Local Government Act (2009) giving power to do anything that is necessary or convenient for the good rule and local government of its local government area.

## 5. Scope

### Application of this policy

This policy applies to the establishment of new uses in existing non-residential buildings that require a planning application to be made, assessed and determined by Council pursuant to the Ipswich Planning Scheme. Two forms of relief are provided for:

#### a) Infrastructure contribution relief

For the establishment of suitable new uses in existing non-residential buildings, the existing gross floor area receives 100% relief from the transport infrastructure contributions that are levied by Ipswich City Council and that are applicable for the new use at the time of approval, providing that the proposal does not impose significant additional demand on the existing network.

Water supply and sewerage trunk infrastructure networks are not Council infrastructure. This policy does not alter any applicable water supply and sewerage infrastructure charges.

Public parks and local community facilities infrastructure contributions do not apply to non-residential uses, but will continue to apply for residential uses.

Where re-use includes modification of the existing building to provide additional gross floor area, applicable infrastructure contribution requirements continue to apply for the resulting additional gross floor area.

#### b) Parking requirements and contributions relief

When reusing existing non-residential buildings for new uses, if the required parking for the use required by Part 12, Division 9 – Parking Code of the planning scheme exceeds the current and practically achievable on-site parking space provision, then this policy offers 100% relief from the unmet parking requirements subject to achievement of the eligibility criteria in Section 1.4.2.

Where additional gross floor area is proposed, the parking rates for the use as required by Part 12, Division 9 – Parking Code of the planning scheme will continue to apply for the additional gross floor area.

In considering the impact of the new use in terms of on-site parking demand, regard should also be had to the availability of public transport, on-street parking, non-peak times and shared parking arrangements.

Application of this policy does not change the required level of assessment for a proposal as determined by the Ipswich Planning Scheme.

### **Eligibility Criteria**

In order to be eligible for the infrastructure contribution and parking relief offered by this policy the proposal is to satisfy the following criteria:

- (1) The proposal is for the reuse of an existing non-residential building for a new use;
- (2) The proposal is suitable for the site having regard to the character and amenity of the site and its' surrounds;
- (3) The proposal does not impose significant additional demand on existing infrastructure networks;
- (4) The proposal does not give rise to unacceptable impacts through relief being given to the provision of additional on-site parking.

## **6. Roles and Responsibilities**

This policy applies to all Council employees who are responsible for the assessment and determination of matters set out in Section 5(a) and 5(b) and recording as set out in Section 7.

## **7. Key Stakeholders**

The following will be consulted during the review process:

- Planning and Regulatory Services Department
- Finance Branch

## **8. Monitoring and Evaluation**

### **Register of Infrastructure Contributions and Credits**

All discounted infrastructure contributions and the amount of the contribution relief shall be recorded in the Register of Infrastructure Contributions and Credits.

## **9. Definitions**

Definitions of contribution types and other terminology are found in the current Ipswich City Council Planning Scheme and Adopted Infrastructure Charges Resolution.

## **10. Policy Owner**

The Manager City Design is responsible for the review and revision of this policy.