

## Planning Scheme Policy – Parking and access

### 1. Purpose of the planning scheme policy

- (1) The purpose of this planning scheme policy is to identify the information required in the preparation of a Traffic Impact Assessment to support a development application.

### 2. Interpretation

- (1) Terms used within this planning scheme policy are defined within Schedule 1 of the CairnsPlan 2016 planning scheme. Where a term is not defined in Schedule 1, section 1.3 Interpretation of the CairnsPlan 2016 planning scheme applies.

### 3. Information Council may request

- (1) Provisions included in the Parking and access code and the Transport network overlay code, require the preparation of a Traffic impact assessment where a development cannot comply with the performance criteria contained in those codes.

#### 3.1. Preparation of a Traffic impact assessment

- (1) Council may request a Traffic impact assessment where development:
  - (a) Cannot provide car parking at the rates specified in the Cairns City Centre Local Plan Code or Table 1 of the Parking and Access Code;
  - (b) Proposes on-street parking in lieu of on-site parking;
  - (c) Is incompatible with the road hierarchy for the region;
  - (d) Involves the provision of trunk transport infrastructure;
  - (e) Has potential to compromise the intended role and function or safety and efficiency of major transport corridors.
- (2) A Traffic Impact Assessment Report is required to demonstrate that development achieves the outcomes of the Parking and Access Code and Transport Network Overlay Code, in particular:
  - (a) The suitability of the development for its location;
  - (b) Compatibility of the development with the existing and future role and function of the transport network;
  - (c) The provision of future transport infrastructure;
  - (d) Protection of major transport corridors;
  - (e) The provision of adequate vehicle parking;
  - (f) The provision of adequate pedestrian and cycle facilities;
  - (g) Any adverse environmental impacts by traffic generation on site.
- (3) The Traffic Impact Assessment is to be prepared by a suitably qualified traffic engineer in accordance with Austroads guide to Traffic Management Part 12 – Traffic impacts of developments.
- (4) The assessment will be subject to review by Council. Design elements contained in this assessment shall adhere with relevant standards.
- (5) The Traffic Impact Assessment should include, at least, a consideration of the following elements:
  - (a) Existing traffic conditions;
  - (b) Proposed traffic conditions (including traffic generation, volumes and distribution);
  - (c) Access arrangements;
  - (d) Car parking demand (including accessible parking);
  - (e) Pedestrian and bicycle facilities;

- (f) Internal traffic movements (including the provision of on-site drive through and service areas);
- (g) Provision of infrastructure (including off-site works).

**3.2. Specific information for certain types of development**

(1) Mixed use development

Where development incorporates a mix of residential and non-residential uses the assessment may consider the potential cross-utilisation of car parking.

A cross-utilisation of up to 30% of the number of non-residential vehicle parking spaces may be appropriate where the assessment demonstrates a genuine cross utilisation exists between proposed uses on a site and justifies a relaxation.

(2) Development involving ‘drive through’ or ‘pick up / drop off’ facilities

Where the proposed development involves a ‘drive through’ or ‘pick up / drop off’ facility, detail on the provision of sufficient on site queuing and set down areas to accommodate the demand generated by the development is to be included in the report. Queuing and set down areas are also to be wholly contained on site with safe access arrangements.

(3) Developments involving the identified future infrastructure

Development may be required to provide transport infrastructure to ensure the compatibility of the development with the current and future function of the road network. This may include any ameliorative works to ensure that the safety and efficiency of the road network and to ensure that for any public transport, pedestrians and cyclists requirements are adequately provided for.

The proposed development will need to be consistent with future road planning proposals or regional transport planning initiatives. The future road network (including future infrastructure to be provided) is shown on the Transport network overlay maps contained in Schedule 2.

Site design will need to incorporate any future transport infrastructure identified. If the development does not provide the specific infrastructure item (or development is within a Major Transport Corridor) provision is made in the design including setbacks and clearances from any future road boundary for example.

(4) Development proposing on street works

Vehicle parking is to be wholly contained on-site. In accordance with the Parking and Access Code on-street parking may be provided in lieu of on-site parking where:

- (a) Development involves the re-use of an existing building; or
- (b) Development does not front a major transport corridor as identified on the Transport network overlay maps contained in Schedule 2.

Where on-street parking is acceptable, parking is contained within the immediate frontage of the site. It is to be designed, landscaped and constructed so that it does not detract from the character and amenity of the surrounding streetscape.

**4. Guidance on meeting planning scheme outcomes**

**4.1. Related materials**

- (1) Other documents which provide guidance on meeting the purpose of the planning scheme outcomes, but are not subject to a development assessment processes under the planning scheme include:

- (a) Austroads guide to Traffic management Part 12 - Traffic impacts of developments;



- (b) Queensland Department of Transport and Main Roads (DTMR) - Guidelines for Assessment of Road Impacts of Development Proposals.
- (c) Australian Standards - AS/NZS 28901-6.

**5. Schedule of amendments**

**Table 5.a – Schedule of amendments**

Amendment title	Version number	Description	Dates
CairnsPlan 2016 Amendment 1 of 2017 - Administrative	1.1	The amendment integrates the Cairns Local Government Infrastructure Plan and corrects formatting, numbering, outdated terms and factual matters incorrectly stated in the planning scheme.	Adopted 28 June 2017  Commenced 1 July 2017
Planning Scheme Policy – Parking and access Amendment 1 of 2017 - Administrative	1.2	The amendment corrects formatting and numbering to remove the Planning Scheme Policy from Schedule 6 of the CairnsPlan 2016 and includes a schedule of amendments.	Adopted 6 December 2017  Commenced 11 December 2017
Planning Scheme Policy – Parking and access Amendment 1 of 2021 - Administrative	1.3	This amendment corrects a grammatical error in the Planning scheme policy.  This amendment introduces a cross-reference to the planning scheme definitions in Schedule 1 of CairnsPlan 2016.	Adopted 13 October 2021  Commenced 26 October 2021