Refer 69 page attachments:
Attachment A – Draft Transport code
Attachment B – Draft Reconfiguring a lot code
Attachment C – Draft Road widening overlay map

1 BASIS FOR CONFIDENTIALITY

1.1 It is recommended that this report be considered in Closed Session pursuant to section 275 (1) of the Local Government Regulation 2012 for the reason that the matter involves

h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

1.2 It is recommended that this report/attachments be deemed a confidential document and be treated as such in accordance with sections 171 (3) and 200 (5) of the Local Government Act 2009 and that the document remain confidential unless Council decides otherwise by resolution.

2 EXECUTIVE SUMMARY

City Plan regulates transport outcomes, primarily through the Transport code and Reconfiguring a lot code. Since the adoption of City Plan, a total of 193 matters have been raised from internal and external stakeholders in regard to the workability of transport related provisions in City Plan.

City Plan officers have undertaken a detailed review of these identified matters and are proposing a number of updates to transport related provisions as part of the ‘Transport Outcomes’ item identified in the approved scope of the Major 2 Update amendment package.

To improve the clarity and workability of the existing policy position within City Plan, the following key matters have been addressed:

i. parking rate refinements for various land uses;

ii. REDACTED

iii. removal of exclusions for development with 3 dwellings or less, relating to the entry and exit of vehicles in a forward gear, when access is proposed from a road on the Functional road hierarchy (as shown on the Zone maps); and

iv. removal of current provisions relating to Bicycle network requirements as the related mapping has not been finalised by City Infrastructure.

City Plan, City Development and City Infrastructure, have worked through the identified matters and propose the following updates:
ITEM 6 (Continued)
CITY PLAN MAJOR UPDATE 2 – GENERAL POLICY REFINEMENT - TRANSPORT OUTCOMES
PD98/1132/08/01

<table>
<thead>
<tr>
<th>Summary of issue</th>
<th>Proposed updates</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City Plan Part 9.4.13 Transport code</strong></td>
<td></td>
</tr>
<tr>
<td><strong>1</strong> General workability updates and drafting improvements</td>
<td>A number of recommendations have been made to improve the clarity or strengthen provisions. All proposed drafting improvements seek to refine existing transport policy outcomes within City Plan.</td>
</tr>
<tr>
<td><strong>2</strong> Conflicting provisions relating to the access of visitor parking</td>
<td>Resolve conflicts between provisions relating to intercom systems and access to visitor car parking.</td>
</tr>
<tr>
<td><strong>3</strong> Strengthen Traffic Impact Assessment (TIA) provisions</td>
<td>Propose additional triggers for preparation of a TIA.</td>
</tr>
</tbody>
</table>
| **4** Accessing the site in a forward gear for Dwelling houses, Dual occupancy and Multiple dwellings (3 dwellings) | • Remove current exclusions for small scale uses so they are required to enter and exit in a forward gear when access is proposed on a road identified on the Functional road hierarchy as shown on the zone map.  
• Site access to lots with more than one street frontage is to be taken from the road with the least on-road traffic. |
| **5** Car parking rates for various land uses | Update vehicle parking rates to better reflect contemporary usage and correct discrepancies for the following land uses:  
• Health care services;  
• Multiple dwelling (visitor parking provisions);  
• Residential care facility / Retirement facility;  
• Rooming accommodation;  
• Child care centre;  
• Warehouse (Self storage sheds); and  
• Community residences. |
| **6** Visitor bicycle parking rates | Review bicycle parking rates to include new rates or better reflect demand for the following uses:  
• Multiple dwelling (review);  
• High impact industry (review); and  
• Residential care facility (new use rate). |
| **7** Only part of the Pacific Fair site is identified in Figure 9.4.13-1: Transport hub area. | For logical application, include whole of Pacific Fair site in Figure 9.4.13-1: Transport hub area. |

City Plan Part 9.4.8 Reconfiguring a lot code

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CONFIDENTIAL
8 Strengthen transport provisions for subdivision

Refine/include transport provisions within the Reconfiguring a lot code including provisions:

- for a TIA;
- for access to lots with more than one street frontage;
- allowing for transport initiatives (such as on-street parking in activity nodes and car parking balance sheets);
- provisions relating to access easements (transferred from Transport code)

Recommended drafting has been provided within Attachment A (Recommended Transport code revisions) and Attachment B (Recommended Reconfiguring a lot code revisions).

3 PURPOSE OF REPORT

This report seeks Council endorsement of the proposed transport updates to City Plan as part of ‘Transport outcomes’ Major update 2 scope item endorsed by Council on 30 May 2017 (G17.0530.018).

4 PREVIOUS RESOLUTIONS

Council resolved 28 March 2017 (G17.0328.025):

... 2 That Council endorses the road widening land requirements as described within this report and indicatively shown in Attachments 1.1 to 1.19 to ensure:
   a Road widening land requirements are kept free from significant development (e.g. buildings and structures) and dedicated as road when required for road upgrade project delivery.
   b Development is appropriately set back from land required for future road widening.
...

Council resolved 30 May 2017 (G17.0530.018):

... 2 That Council proposes to commence a major amendment (Major update 2) to the City Plan in accordance with section 117(1) of the Sustainable Planning Act 2009 and Statutory Guideline 01/16 ‘Making and amending local planning instruments’.

3 That the scope list for Major update 2 outlined in Attachment 1 be endorsed.
...
ITEM 6 (Continued)
CITY PLAN MAJOR UPDATE 2 – GENERAL POLICY REFINEMENT - TRANSPORT OUTCOMES
PD98/1132/08/01

6 That further reports detailing the City Plan updates for each scope item be brought back for consideration by the City Planning Committee.

... An extract of the transport outcomes contained in Attachment 1 reference above is provided below:

<table>
<thead>
<tr>
<th>Topic</th>
<th>Nature and details</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Policy Refinements</td>
<td></td>
</tr>
<tr>
<td>26. Transport outcomes</td>
<td>Update transport and car parking outcomes to address workability and revised design principles, including updates to transport and road mapping.</td>
</tr>
</tbody>
</table>

5 DISCUSSION

Since the adoption of City Plan, internal and external stakeholders have raised a total of 193 matters relating to various transport outcomes within City Plan. Of the 193 matters:

- 148 matters were raised by City Development; and
- 45 matters were raised through the City Plan Update Register (CPUR) whereby internal and external stakeholders provide commentary seeking updates to City Plan.

These matters have been investigated and consultation undertaken with City Development and City Infrastructure.

It is proposed that 119 matters will be addressed within the scope of this update and the remaining 74 matters:

The 74 matters remaining:

- Have been addressed in the Minor and Administrative updates included within recently endorsed Version 4 of City Plan; or
- Will be addressed within the Chevron Island scope item for Major Update 2; or
- Will result in a significant policy shift requiring additional project work; or
- Were queries on application of policy rather than policy updates.

The following table provides:

i. a summary of matters raised by internal and external stakeholders; and
ii. an overview of the proposed updates to various transport outcomes in City Plan that are within scope for Major Update 2.
### 1: DRAFTING AND WORKABILITY UPDATES WITHIN TRANSPORT CODE

#### 1.1 Streamline car parking provisions

Car parking requirements are articulated within:
- RO/AO1 – Parking rates for development; and
- RO/AO3 – Parking rates for extensions to development resulting in an increased Total Use Area (TUA).

Feedback identified that RO/AO3 had no reference to the applicable car parking rate table, it was suggested to merge the provisions to improve drafting and functionality of car parking requirements.

It is recommended to:
- merge parking requirements into one provision for accepted and assessable development.

#### 1.2 Improve workability of Travel Demand Measures

RO/AO1 require development to comply with the parking rates prescribed within Table 9.4.13-3, Table 9.4.13-4, Table 9.4.13-5 or Table 9.4.13-6 depending on locality and zoning. However, in order to apply travel demand measure reductions (in accordance with AO4 and Table 9.4.13-7) an alternative solution to AO1 would be required.

Stakeholder input suggested all car parking requirements be consolidated into one provision to streamline provisions.

There are instances where Travel demand measures allowing for reduction in parking rates, could be applied to accepted development subject to requirements.

It is recommended to:
- Remove RO/PO/AO4 and include notes within Table 9.4.13-3, Table 9.4.13-4, Table 9.4.13-5 and Table 9.4.13-6, allowing for parking rate reductions that can be applied for all categories of development, in accordance with the Travel demand measures.

#### 1.3 Service vehicle requirements

The Transport code currently triggers service vehicle requirements for development as follows:
- RO4/AO5 – Catering / designing for service vehicles in accordance with Table 9.4.13-9;
- RO5/AO6 – service vehicle requirements in accordance with Table 9.4.13-8.

Each RO/AO refer to separate tables, however reference to Table 9.4.13-
### ITEM 6 (Continued)
#### CITY PLAN MAJOR UPDATE 2 – GENERAL POLICY REFINEMENT - TRANSPORT OUTCOMES
**PD98/1132/08/01**

#### 9 is made within Table 9.4.13-8. Feedback identified these provisions can be consolidated.

<table>
<thead>
<tr>
<th><strong>Drafting of AO provisions include additional reference to Australian Standard AS2890.2 - Off Street Parking Commercial Vehicles, however stakeholders identified that the relative RO does not reference this standard.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Additional information within PO6 is required to ensure onsite access and passenger set down / pickup areas are not compromised by service vehicles.</strong></td>
</tr>
<tr>
<td><strong>As the Transport code proposes a new use rate for Residential care facilities (refer to Section 5.3 of this report), Service vehicle requirements are required.</strong></td>
</tr>
<tr>
<td><strong>It is recommended to:</strong></td>
</tr>
<tr>
<td>- merge RO5 with RO4 and include reference to Australian Standard AS2890.2 to remain consistent with drafting of the relative AO; and</td>
</tr>
<tr>
<td>- merge PO6/AO6.1 &amp; AO6.2 with PO5/AO5 and include additional information within the PO to ensure service vehicles do not compromise vehicular access and passenger set down/pickup areas.</td>
</tr>
<tr>
<td>- Include Heavy Rigid Vehicle (HRV) service vehicle requirement for ‘Residential care facility’.</td>
</tr>
</tbody>
</table>

#### 1.4 Workability updates to code provisions
Feedback identified various provisions require review to improve clarity.

| **It is recommended to:** |
| - Update provisions within the Transport code to improve clarity for implementation (Refer to proposed content drafting within Attachment A). |
| - Align overall outcomes, performance outcomes and acceptable outcomes. |
| - Consolidate overlapping provisions. |
| - Apply drafting styles consistently throughout City Plan. |

#### 1.5 Strengthen general access
Feedback identified that where development adjoins two or more frontages, access should be provided from the road with the least on-road traffic to ensure the existing/future road network is not compromised.

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ITEM 6 (Continued)
CITY PLAN MAJOR UPDATE 2 – GENERAL POLICY REFINEMENT - TRANSPORT OUTCOMES
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provisions

<table>
<thead>
<tr>
<th>1.6</th>
<th>Bicycle network map provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Remove references in provisions to the Bicycle network map as this map does not currently exist within City Plan.</td>
</tr>
<tr>
<td></td>
<td>It is recommended to:</td>
</tr>
<tr>
<td></td>
<td>• remove provisions within the code referencing the Bicycle network map.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1.7</th>
<th>Strengthen road widening provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>a) As identified in Section 4 of this report, on 28 May 2017, Council resolved to amend City Plan to ensure: land required for future road widening is kept free from significant development (e.g. buildings and structures) and dedicated as road when required for road upgrade project delivery; and</td>
</tr>
<tr>
<td></td>
<td>b) development is appropriately setback from future road boundaries.</td>
</tr>
<tr>
<td></td>
<td>The extent of the future road widening throughout the City was presented to Council as part of this agenda report.</td>
</tr>
</tbody>
</table>

It is recommended to:

- include new provisions that ensure development mitigates potential impacts on the road network by providing access from the road with the least on-road traffic.
ITEM 6 (Continued)
CITY PLAN MAJOR UPDATE 2 – GENERAL POLICY REFINEMENT - TRANSPORT OUTCOMES
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2: ACCESS TO VISITOR PARKING WITHIN TRANSPORT CODE

<table>
<thead>
<tr>
<th>2.1 Gates and intercom systems to visitor car parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>RO/PO2 limits the use of gateways, doors or similar devices for vehicular access to visitor parking spaces. Feedback identified these provisions conflict with RO15 and AO25.2, which allow for gates with intercoms to visitor parking. City Development also identified that there are numerous circumstances where the 4m setback requirement from gates with intercoms (RO14 and AO25.2) result in impacts on the existing road network because of vehicle queueing.</td>
</tr>
<tr>
<td>It was suggested that removal of RO15 and AO25.2 (allowing gates and intercoms to visitor parking areas) would not limit an applicant from proposing an intercom system, but allows Council the opportunity to assess each design on its individual merits.</td>
</tr>
<tr>
<td>It is recommended to:</td>
</tr>
<tr>
<td>• Remove RO15 &amp; AO25.2.</td>
</tr>
</tbody>
</table>

3: ADDITIONAL TRIGGERS FOR TRAFFIC IMPACT ASSESSMENTS (TIA) WITHIN TRANSPORT CODE

<table>
<thead>
<tr>
<th>3.1 Provisions to trigger the requirement for a Traffic Impact Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feedback relating to TIA requirements identified that:</td>
</tr>
<tr>
<td>○ There are additional instances when a TIA is required to be submitted to allow assessment of the impact of proposed development on the surrounding road network; and</td>
</tr>
<tr>
<td>○ the current wording of PO20 does not capture the intent of a TIA and an applicant may comply with the PO without the need to provide a TIA.</td>
</tr>
<tr>
<td>It is recommended to:</td>
</tr>
<tr>
<td>• Include additional triggers for the preparation and submission of TIA’s;</td>
</tr>
<tr>
<td>• Incorporate the requirement for a TIA into the PO; and</td>
</tr>
<tr>
<td>• Update AO20 to ‘No acceptable outcome’.</td>
</tr>
</tbody>
</table>
### 4: PROVISIONS RELATING TO DEVELOPMENT ADJOINING ROADS ON THE FUNCTIONAL ROAD HIERARCHY WITHIN TRANSPORT CODE

<table>
<thead>
<tr>
<th>4.1</th>
<th>Site ingress and egress of vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feedback identified that:</td>
<td></td>
</tr>
<tr>
<td>○ RO13 and AO19 should be modified to remove the exemption for dwellings, dual occupancies and multi-dwellings (3 units) for forward gear entry and exit where access is taken from a road identified on the Functional road hierarchy as shown on the zone map, to ensure safety and efficiency of the road network; and</td>
<td></td>
</tr>
<tr>
<td>○ State controlled roads require additional licences for access works from the Department of Transport and Main Roads. To facilitate this, an editor’s note (not statutory) should be added to identify additional requirements for accepted development.</td>
<td></td>
</tr>
<tr>
<td>It is recommended to:</td>
<td></td>
</tr>
<tr>
<td>• remove exclusions within RO13 and AO19 for dwellings, dual occupancies and multi-dwellings when identified on the Functional road hierarchy as shown on the zone map.</td>
<td></td>
</tr>
<tr>
<td>• Include a new ‘editor's note’ within RO10 to identify accepted development seeking access from a State controlled road may be subject to additional requirements under the Transport Infrastructure Act 1994.</td>
<td></td>
</tr>
</tbody>
</table>

### 5: CAR PARKING RATES WITHIN TRANSPORT CODE

<table>
<thead>
<tr>
<th>5.1</th>
<th>Health care services (Medical centres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feedback suggested strengthening the car parking rate in line with actual demand for Health care service, applying both patient and employee parking requirements instead of total use area (TUA).</td>
<td></td>
</tr>
<tr>
<td>It is recommended to update the parking rate as follows:</td>
<td></td>
</tr>
<tr>
<td>- <strong>Current Rate</strong>: 5 per 100m² of TUA</td>
<td></td>
</tr>
<tr>
<td>- <strong>Proposed Rate</strong>:</td>
<td></td>
</tr>
<tr>
<td>The greater of:</td>
<td></td>
</tr>
<tr>
<td>a) 1 space per 20m² of TUA, OR</td>
<td></td>
</tr>
<tr>
<td>b) 2 per consulting room, plus 1 space per staff.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5.2.</th>
<th>Multiple dwelling - visitor car</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feedback identified that smaller scale Multiple dwelling developments (8 dwellings or less) are subjected to onerous visitor car parking rates.</td>
<td></td>
</tr>
<tr>
<td>Currently visitor parking is required at 2 spaces, plus one space per 10 units or dwellings. This equates to three visitor spaces for three dwelling</td>
<td></td>
</tr>
</tbody>
</table>
### City Plan Major Update 2 – General Policy Refinement - Transport Outcomes

#### ITEM 6 (Continued)

<table>
<thead>
<tr>
<th>Parking units (2.3 rounded up to 3). The same number of visitor car spaces applies for up to ten dwelling units.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A review of other Local Government rates for multiple dwellings within Brisbane City Council, Logan City Council, Moreton Bay Regional Council and Sunshine Coast Council indicated a more gradual increase in requirements with a lesser visitor car parking rate for Multiple dwellings with 8 or dwelling units or less applies.</td>
</tr>
</tbody>
</table>

It is recommended to update the visitor car parking rate as follows:

- **Current Rate**: 2 spaces (per development), plus 1 space per 10 units or dwellings for visitors
- **Proposed Rate**: 0.25 spaces per unit or dwelling for the first 10 units or dwellings; plus 1 per 10 units or dwellings thereafter

### 5.3 Residential care facility / Retirement facility

Under City Plan, retirement land uses are defined in the following way:

**Retirement facility**: 
A residential use of premises for an integrated community and specifically built and designed for older people. The use includes independent living units and may include serviced units where residents require some support with health care and daily living needs. The use may also include a manager’s residence and office, food and drink outlet, amenity buildings, communal facilities and accommodation for staff.

**Residential care facility**: 
A residential use of premises for supervised accommodation where the use includes medical and other support facilities for residents who cannot live independently and require regular nursing or personal care.

The existing parking rates for retirement facilities under the Transport code identify three categories (i.e. low, medium and high care), which do not clearly align with these land use definitions.

The current rate for ‘low care retirement facility’ applies to independent living units and serviced units.

No car parking requirements are identified for a Residential care facility. The current retirement facility rate for high care facilities aligns with a Residential care facility land use. It is suggested that adjustments to car parking rates are made to align with City Plan definitions.

It is recommended to remove reference to the terms low, medium and high care, use the appropriate land use definitions and introduce a new use parking rate for Residential care facilities and update the current
Retirement facility parking rate as follows:

- For Residential care facility:
  
  **Current Rate:** N/A

  **Proposed Rate:** 1 per 2 beds for visitor car parking, and 1 per staff based on maximum residential occupancy

  Note: 50% of visitor parking to be provided in a single location

- For Retirement facility:
  
  **Current Rate:** Includes rates for Retirement facility: low care, medium care and high care facility

  **Proposed Rate:**

  a) Apply the Retirement facility - Low care facility (independent and serviced apartments) rate to the Retirement facility definition

  b) Remove the rate for Retirement facility - Medium care facility rate as this does not align with any definition within City Plan

  c) Remove Retirement facility – High care facility rate and apply rate to Residential care facility (as above)

---

5.4 Parking rates for Short-term accommodation and Rooming accommodation

Table 9.4.13-4: Car parking rates – Centre zone and High density residential zone – Transport hub area, includes a rate for Residential – serviced, short-term accommodation and Rooming accommodation in the Centre zone, but not in the High density residential zone. It is suggested a parking rate for Short-term accommodation and Rooming accommodation is included in the High density residential zone based on the current rate for the same use in the Centre zone.

It is also suggested that a separate car parking rate is included for Short-term accommodation if Backpackers accommodation.

It is recommended to:

- include a parking rate for Rooming accommodation and Short-term accommodation in the High density residential zone as follows:

  **Current Rate:** N/A

  **Proposed Rate:** 1 per 4 units or dwellings for Rooming accommodation and short-term accommodation, located in the High density residential zone within the mapped boundaries of the Transport hub area, OR within 400m walking distance of a light rail station, OR within 800m walking distance of a light rail station
### CITY PLAN MAJOR UPDATE 2 – GENERAL POLICY REFINEMENT - TRANSPORT OUTCOMES

#### ITEM 6 (Continued)

| 5.5 Warehouse (self storage) | Feedback identified that the current rate for self storage facilities under the Transport code is not in line with the way in which these facilities are used in practice. It is suggested car parking rates for Self storage facilities reflect practical operation where the majority of parking on-site occurs in the circulation aisle (not in designated car parking spaces), internal to the site, adjacent to the storage sheds. A small amount of car parking is required at the front of the site for staff and visitors to the site office. |
| Current Rate: N/A          | Proposed rate: 1 space per 8 beds plus 1 space for a shuttle bus. |
| It is recommended to update Warehouse (self storage) parking rate based on Gross Leasable Area (GLA) as follows: |
| Current rate:              | Proposed rate: |
| 1 per 10 storage sheds plus 3.3 per 100m² of TUA for administration. | a) 3,000m² GLA - 3 spaces plus 1 space for trailer parking (this rate includes staff parking requirements). Car parking is located at the office / administration building. |
| b) 3,001-6,000m² GLA – 4 spaces plus 1 space for trailer parking (this rate includes staff parking requirements). Car parking is located at the office / administration building. |
| c) 6,001-9,500m² GLA - 5 spaces plus 1 space for trailer parking (this rate includes staff parking requirements). Car parking is located at the office / administration building. |
| d) 9,501m²+ GLA - To be determined upon submission of a Car Parking Assessment |
| e) For each scenario above, include a note for storage units that are proposed to be located in a multi-storey building requiring additional parking spaces behind a secured gate and at the entry to the building. |

| 5.6 Child care centre |
| Feedback identified that the existing parking rate for Child care centres considerably overestimates actual operational requirements. The current rate assumes peak staff demand is constant throughout the day. The rate should consider the peak demand for staff and visitor parking and align with current Council approvals. |
It is recommended to update the Child care centre parking rate as follows:

**Current rate:** 1 per staff plus 1 per 5 children enrolled, which may be provided as a passenger set-down/pick-up area

**Proposed rate:** 1 per 4 children, which may be provided as a passenger set-down/pick-up area

Feedback identified that the Community residence code identifies a car parking rate for accepted development subject to requirements as follows:

‘RO4 - Resident and visitor parking is provided on site for a minimum of two vehicles. One vehicle space must be dedicated for parking for support services’.

This code was carried over from the Statewide code as part of City Plan alignment with Planning Act 2016 and conflicts with the parking rate within the Transport code. It is suggested the Transport code rate is used as it more refined to the local area.

It is recommended to remove the parking rate prescribed within the ‘Community residence code’ and retain the rate for Community residences within the Transport code.

Drafted content will be provided to Council for endorsement as part of the entire Major update 2 package and prior to state interest review.

It is recommended to update the Multiple dwelling short term visitor bicycle parking rate as follows:

**Current Rate:** 1 per 3 dwellings

**Proposed Rate:** 1 per 4 dwellings, to a maximum of 40 spaces

It is noted that an active transport strategy is currently being prepared which may further inform this issue in the future.

Feedback identified that the current visitor bicycle parking rate prescribed for High impact industry is erroneous as Low and Medium impact industry zones do not require visitor bicycle parking spaces. The nature of business undertaken in High impact industry would unlikely involve visitors arriving on bicycles.

It is recommended to remove the High impact industry visitor bicycle parking rate.
<table>
<thead>
<tr>
<th>ITEM 6 (Continued)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CITY PLAN MAJOR UPDATE 2 – GENERAL POLICY REFINEMENT - TRANSPORT OUTCOMES</td>
</tr>
<tr>
<td>PD98/1132/08/01</td>
</tr>
</tbody>
</table>

### 6.3 Visitor bicycle parking rate for Residential care facility

Bicycle parking rates are required to reflect the inclusion of new use rates for ‘Residential care facility’ identified within 5.3 of this report.

It is recommended to include a bicycle parking rate within Table 9.4.13-10 for ‘Residential care facility’ use as follows:

- **Current rate:** N/A
- **Proposed rate:**
  - Long and medium term off-street bicycle parking (staff – Security level B)
  - Short term off-street bicycle parking (visitors – Security level C)
  - Additional end-of-trip facilities required (refer to Table 9.4.13-11)

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Long Term</th>
<th>Short Term</th>
<th>Additional End-of-Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff</td>
<td>1 per 5 beds</td>
<td>1 per 10 staff based on maximum residential occupancy</td>
<td>No</td>
</tr>
<tr>
<td>Visitors</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 7: TRANSPORT HUB AREA FIGURE UPDATE WITHIN TRANSPORT CODE

#### 7.1 Include entire Pacific Fair site within Transport Hub Area Figure

The figure identifies the Pacific Fair site partly within and partly outside the Transport hub area map (transection across the site). The site directly adjoins the light rail network and is therefore within the catchment for parking rates for land identified within the Transport hub area.

It is recommended to:
- Amend the Transport hub area figure (Figure 9.4.13-1) to include the entire Pacific Fair site within the Transport Hub Area Map.

### 8: TRANSPORT OUTCOMES WITHIN RECONFIGURING A LOT CODE

#### 8.1 Traffic Impact Assessment triggers for subdivision

The Transport code identifies criteria for when a Traffic Impact Assessment (TIA) is required for development however, as the Transport code is not an assessment benchmark for subdivision, provisions are required within the Reconfiguring a lot code (ROL code) to ensure TIAs are submitted to assess potential impacts on the existing or future road network.

It is recommended to:
- Include new provisions for reconfiguring a lot applications triggering TIA in certain circumstances.

#### 8.2 Feedback identified that City Plan does not allow for the submission of innovative car parking schemes at the masterplanning stage (i.e.
## Innovative Travel demand measures

Designated on-street parking in nodes and associated car parking plans/balance sheets allowing future commercial and business activities to share a proportion of the car parking in new communities. Whilst the Transport code does allow an applicant to reduce car parking rates under 'any other travel demand measure' within 'Table 9.4.13-7: Travel demand measures', the mechanism should be triggered in the ROL code to allow subsequent material change of use applications to propose varied parking rates where there is an approved parking plan within the ROL.

It is recommended to:

- include provisions for innovative car parking solutions (i.e. on-street car parking in activity nodes and balance sheets to enable future business/residential to share visitor spaces). This provision would generally apply to greenfield development.

## 8.3 Strengthen access provisions

Feedback identified that where development adjoins two or more frontages and is identified on the Functional road hierarchy as shown on the zone map, access should be provided from the road with the least on-road traffic to ensure the existing/future road network is not compromised.

Feedback identified that as access easements are a form of subdivision, thus provisions within the Transport code relating to access easements should be in the Reconfiguring a lot code not the Transport code.

It is recommended to:

- include new provisions to ensure road network design at the subdivision stage limits impact on the road network.
- incorporate provisions relating to access easements within the Transport code into the Reconfiguring a lot code.

## 8.4 General workability updates to existing transport provisions

Feedback identified a range of transport provisions require strengthening to overcome ambiguities or improve intended outcome.

It is recommended to:

- update transport related provisions within the code (Attachment B) to improve workability and implementation.
6 ALIGNMENT TO THE CORPORATE PLAN, CORPORATE STRATEGIES AND OPERATIONAL PLAN

The City Plan is identified as a key deliverable in ensuring the themes of the Corporate Plan are achieved. Accordingly, all the themes (the best place to live and visit, prosperity built on a strong diverse economy and people contribute to a strong community spirit) of the Corporate Plan are applicable. A robust City Plan is essential to achieve the desired outcomes detailed in the Corporate Plan.

The City Plan is an initiative in the Operational Plan.

7 GOLD COAST 2018 COMMONWEALTH GAMES™ IMPACT

Not Applicable.

8 FUNDING AND RESOURCING REQUIREMENTS

Not Applicable.

9 RISK MANAGEMENT

This activity supports the mitigation of Planning and Environment Directorate Risk number CO000510:

‘City Plan delivers inadequate and/or ineffective strategic/development policy (e.g. poor planning, built form, growth, social and environmental outcomes - including flood impacts).’

10 STATUTORY MATTERS

The proposed changes to City Plan constitute a major amendment under the Statutory guideline 01/16, Making and amending local planning instruments, April 2016 (MALPI).

The proposed updates are recommended for inclusion in the Major update 2 amendment package.

11 COUNCIL POLICIES

Not Applicable.

12 DELEGATIONS

Not Applicable.

13 COORDINATION & CONSULTATION

Internal stakeholders were engaged during the course of the project. The feedback provided from internal stakeholders has been incorporated in the proposed drafted outcomes provided in Attachment A and Attachment B.

UNAUTHORISED RELEASE OF CONFIDENTIAL REPORTS OR INFORMATION may be an offence under the Local Government Act 2009 and other legislation and could result in disqualification from office and a penalty of up to 100 units.
Council officers will continue to liaise with State Government officers on the content and timing for Major update 2 throughout the process.

Major update 2 will be required to undergo public notification (with all submissions considered) prior to adoption.

14 STAKEHOLDER IMPACTS

Major updates to the City Plan will have implications for internal and external stakeholders, particularly in terms of planning and assessment of future development.

15 TIMING

It is anticipated a consolidated Major update 2 package will be presented to Council in the fourth quarter of 2017 prior to submission for State interest review.

16 CONCLUSION

Officers recommend various transport policy refinements to City Plan as part of the work program for Major update 2. Final proposed drafting for the Major update 2 package will be presented to Council in the fourth quarter of 2017 prior to submission for State interest review.
17 RECOMMENDATION

It is recommended that Council resolves as follows:

1 That the report and attachments be deemed a confidential document and be treated as such in accordance with sections 171 (3) and 200 (5) of the *Local Government Act 2009* and that the document remain confidential unless Council decides otherwise by resolution.

2 That City Plan be updated in accordance with proposed drafting in Attachment A and Attachment B as well as recommendations outlined in the following tables herein:
   a Table 1: Drafting and workability updates within Transport code;
   b Table 2: Access to visitor parking within Transport code;
   c Table 3: Additional triggers for Traffic Impact Assessments (TIA) within Transport code;
   d Table 4: Provisions relating to development adjoining roads on the Functional road hierarchy within Transport code;
   e Table 5: Car parking rates in the Transport code;
   f Table 6: Bicycle parking rate updates to the Transport code;
   g Table 7: Transport hub area figure update within Transport code; and
   h Table 8: Transport outcomes within the Reconfiguring a lot code.

3 The Chief Executive Officer be authorised to make any administrative or consequential modifications to these items.

4 To inform the Mayoral Technical Advisory Committee (MTAC) of the policy refinements proposed in Recommendation 2a-2h above.

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21/07/2017

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Director Planning & Environment