* + 1. Transport network overlay code

# Application

This code applies to assessing development identified in Part 5 as requiring assessment against the Transport network overlay code. When using this code, reference should be made to Part 5.

# Purpose

1. The purpose of the Transport network overlay code is to ensure that development provides transport infrastructure that supports a safe, efficient transport network, including the active transport network.
2. The purpose of the code will be achieved through the following overall outcomes:
   1. development provides for transport infrastructure (including active transport infrastructure);
   2. development contributes to a safe and efficient transport network;
   3. development supports the existing and future role and function of the transport network;
   4. development does not compromise the safety and efficiency of major transport infrastructure and facilities.

# Assessment benchmarks and requirements

**Table** [**8.2.15.3**](#_bookmark0)**.a – Transport network overlay code – assessment benchmarks for assessable development**

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| **Performance outcomes** | **Acceptable outcomes** | **Applicant response** |
| **For assessable development** | | |
| **Road hierarchy** | | |
| **PO1**  Development supports the road hierarchy for the region.  Note – A Traffic impact assessment report prepared in accordance with Planning scheme policy - Parking and access is one way to demonstrate achievement of the Performance Outcomes. | **AO1.1**  Development is compatible with the intended role and function of the existing and future transport network as identified on the Transport network overlay - road hierarchy maps contained in Schedule 2. |  |
| **AO1.2**  Development does not compromise the safety and efficiency of the transport network. |  |



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| **Performance outcomes** | **Acceptable outcomes** | **Applicant response** |
|  | **AO1.3**  Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road. |  |
| **Transport infrastructure provision** | | |
| **PO2**  Transport infrastructure is provided in an integrated and timely manner.  Note – A Traffic impact assessment report prepared in accordance with Planning scheme policy - Parking and access is one way to demonstrate achievement of the Performance Outcomes. | **AO2.1**  Development is designed and constructed in accordance with:   1. the Local Government Infrastructure Plan (and mapping and supporting material) contained within Part 4 and Schedule 3; 2. the Transport network overlay - road hierarchy maps contained in Schedule 2; 3. a Local Plan.   Editor’s Note – The TransLink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities.  Note – The Local Government Infrastructure Plan (and mapping and supporting material) contained within Part 4 and Schedule 3 contains information about the existing and future trunk transport infrastructure requirements, including the location and timing of trunk infrastructure. |  |
| **Major transport corridors** | | |
| **PO3**  Development involving sensitive land uses within a major transport corridor buffer area identified in the Transport network overlay – road hierarchy maps contained in Schedule 2; is located, designed and maintained to avoid or mitigate adverse impacts on amenity for the sensitive land use. | **AO3.1**  No acceptable outcomes are provided.  Editor’s Note - Part 4.4 of the Queensland Development Code provides requirements for residential building design in a designated transport noise corridor.  Editor’s Note - Department of Transport and Main Roads Policy Position Statement: Development on Land Affected by Environmental Emissions from Transport and Transport Infrastructure (Environmental Emissions Policy), Version 2.0 dated 10 May 2013 provides requirements for non-residential building design in a designated transport noise corridor. |  |

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| **Performance outcomes** | **Acceptable outcomes** | **Applicant response** |
| **PO4**  Development does not compromise intended role and function or safety and efficiency of major transport corridors.  Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy - Parking and access is one way to demonstrate achievement of the Performance Outcomes. | **AO4.1**  Development is compatible with the role and function (including the future role and function) of major transport corridors identified in the Transport network overlay – road hierarchy maps contained in Schedule 2. |  |
| **AO4.2**  Direct access is not provided to a major transport corridor where legal and practical access from another road is available. |  |
| **AO4.3**  Future intersection and access points to major transport corridors are provided in the locations identified in the following:   1. the Local Government Infrastructure Plan – Plans for trunk infrastructure (transport network - roads) contained in Schedule 3; 2. the Transport network overlay – road hierarchy maps contained in Schedule 2; 3. a Local Plan.   Note – Access points to State Controlled roads may require approval under the Transport Infrastructure Act 1994. |  |
| **AO4.4**  The layout, and proposed access of development is compatible with existing and future boundaries of the major transport corridors.  Editor’s Note – Access points to State Controlled roads may require approval under the Transport Infrastructure Act 1994. |  |
| **PO5**  Development retains and enhances existing vegetation between the development and a major transport corridor, so as to provide screening to potential noise, dust, odour and visual impacts emanating from the corridor. | **AO5.1**  No acceptable outcomes are provided. |  |

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| **Performance outcomes** | **Acceptable outcomes** | **Applicant response** |
| **Pedestrian and cycle networks** | | |
| **PO6**  Lot reconfiguration assists in the implementation of the pedestrian and cycle networks to achieve safe, attractive and efficient pedestrian and cycle networks. | **AO6.1**  Development provides pedestrian and cycle infrastructure (including upgrades to existing infrastructure) in locations identified in accordance with the following:   1. the Planning scheme policy FNQROC Regional Development Manual for the following hierarchy of road to the frontage of the site; Access Street, Residential Street, Minor Collector, Major Collector and Sub Arterial; 2. the Transport network overlay - Pedestrian network and cycle network overlay maps contained in Schedule 2; 3. the network plans contained in Council’s Active Transport Strategy; 4. the Local Government Infrastructure Plan Transport network - Pedestrian and cycle movement - Plans for trunk infrastructure maps contained in Schedule 3; 5. a Local Plan.   Note - Council’s Active Transport Strategy provides guidance on the pedestrian and cycle infrastructure identified on the transport network overlay - pedestrian network maps and cycle network maps contained in Schedule 2. |  |
| **AO6.2**  Where required to be provided pedestrian and cycle infrastructure are provided in accordance with the relevant standards contained in the Planning scheme policy FNQROC Regional Development Manual. |  |