

## 8.2.15 Transport network overlay code

### 8.2.15.1 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.

### 8.2.15.2 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:
  - (a) development provides for transport infrastructure (including active transport infrastructure);
  - (b) development contributes to a safe and efficient transport network;
  - (c) development supports the existing and future role and function of the transport network;
  - (d) development does not compromise the safety and efficiency of major transport infrastructure and facilities.

### 8.2.15.3 Criteria for assessment

Part A – Criteria assessable development

**Table 8.2.15.3.a – Transport network overlay code – assessable development**

Performance outcomes	Acceptable outcomes
<b>For assessable development</b>	
<b>Road hierarchy</b>	
<p><b>PO1</b> Development supports the road hierarchy for the region.</p> <p>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.</p>	<p><b>AO1.1</b> Development is compatible with the intended role and function of the existing and future transport network as identified on the Transport network overlay maps contained in Schedule 2.</p> <p><b>AO1.2</b> Development does not compromise the safety and efficiency of the transport network.</p> <p><b>AO1.3</b> Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road.</p>
<b>Transport infrastructure provision</b>	
<p><b>PO2</b> Transport infrastructure is provided in an integrated and timely manner.</p> <p>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.</p>	<p><b>AO2.1</b> Development provides infrastructure (including improvements to existing infrastructure) in accordance with:</p> <ol style="list-style-type: none"> <li>(a) the Transport network overlay maps contained in Schedule 2;</li> <li>(b) a Local Plan.</li> </ol> <p>Note – The TransLink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities.</p>

Performance outcomes	Acceptable outcomes
<b>Major transport corridors</b>	
<p><b>PO3</b> Development involving sensitive land uses within a major transport corridor buffer area identified in the Transport network overlay maps contained in Schedule 2; is located, designed and maintained to avoid or mitigate adverse impacts on amenity for the sensitive land use.</p>	<p><b>AO3.1</b> No acceptable outcomes are provided.</p> <p>Note - Part 4.4 of the Queensland Development Code provides requirements for residential building design in a designated transport noise corridor.</p> <p>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.</p>
<p><b>PO4</b> Development does not compromise intended role and function or safety and efficiency of major transport corridors.</p> <p>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.</p>	<p><b>AO4.1</b> Development is compatible with the role and function (including the future role and function) of major transport corridors.</p> <p><b>AO4.2</b> Direct access is not provided to a major transport corridor where legal and practical access from another road is available.</p> <p><b>AO4.3</b> Intersection and access points associated with major transport corridors are located in accordance with: (a) the Transport network overlay maps contained in Schedule 2; and (b) a Local Plan.</p> <p>Note – Access points to State Controlled roads may require approval under the Transport Infrastructure Act 1994.</p> <p><b>AO4.4</b> The layout of development and the design of the associated access is compatible with existing and future boundaries of the major transport corridor or major transport facility.</p>
<p><b>PO5</b> 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.</p>	<p><b>AO5.1</b> No acceptable outcomes are provided.</p>
<b>Pedestrian and cycle movement network</b>	
<p><b>PO6</b> Lot reconfiguration assists in the implementation of the pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.</p>	<p><b>AO6.1</b> Where a lot is subject to, or adjacent to an element of the pedestrian and cycle Movement network (identified on the Transport network overlay maps contained in Schedule 2) the specific location of this element of the pedestrian and cycle movement network is incorporated in the design of the lot layout.</p> <p><b>AO6.2</b> The element of the pedestrian and cycle movement</p>

Performance outcomes	Acceptable outcomes
	network is constructed in accordance with the Design Guidelines set out in the Planning scheme policy – FNQROC Regional Development Manual.