8.2.18 Road hierarchy overlay code

8.2.18.1 Application

1. This code applies to assessing development on of land adjoining or having frontage or access to roads identified in the Road hierarchy overlay, if:
2. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
3. assessable development, where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
4. impact assessable development.
5. The Road hierarchy overlay map identifies the following sub-categories:
6. Motorway sub-category;
7. Arterial road sub-category;
8. Suburban road sub-category;
9. District road sub-category;
10. Neighbourhood road sub-category;
11. Local road sub-category;
12. Future motorway sub-category;
13. Future arterial road sub-category;
14. Future suburban road sub-category;
15. Future district road sub-category;
16. Primary freight route sub-category;
17. Primary freight access sub-category.
18. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to road types, traffic impact reports and hierarchy design and construction, guidance is provided in the Infrastructure design planning scheme policy.

Editor's note—Standards for the provision of trunk infrastructure are specified in the Local government infrastructure plan.

Editor’s note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.18.2 Purpose

1. The purpose of the Road hierarchy overlay code is to:
2. Implement the policy direction in the Strategic framework, in particular:
3. Theme 4: Brisbane’s highly effective transport and infrastructure networks and Element 4.1 – Brisbane’s transport infrastructure networks;
4. Theme 2: Brisbane’s outstanding lifestyle and Element 2.1 – Brisbane’s identity.
5. Provide for the assessment of the suitability of development in the Road hierarchy overlay.
6. The purpose of the code will be achieved through the following overall outcomes:
7. Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane’s public domain.
8. Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.
9. Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.
10. Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.
11. Development does not compromise the completion of the road hierarchy.
12. Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

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| Performance outcomes | Acceptable outcomes |
| Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use |
| PO1Development ensures that:1. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:
2. the road hierarchy shown on the Road hierarchy overlay map;
3. public transport operations;
4. pedestrian and cyclist movement;
5. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;
6. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.
 | AO1.1Development ensures that an access driveway is provided from:1. a minor road;
2. a district road or suburban road if the development has high traffic-generating potential.
 |
| AO1.2Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map. |
| AO1.3Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage. |
| AO1.4Development ensures that a turn to and from a major road is restricted to a left turn only. |
| AO1.5Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street. |
| Section B—If for assessable development for a material change of use |
| PO2Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network. | AO2.1Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area. |
| AO2.2Development mitigates an impact on the road hierarchy if the development:1. is for a major development; or
2. involves an access driveway to a major road; or
3. involves an access driveway within 100m of a signalised intersection.

Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy. |
| Section C—If for assessable development for a material change of use or reconfiguring of a lot |
| PO3Development makes provision for the extension, expansion and widening of the existing and future road network where required. | AO3No acceptable outcome is prescribed. |
| If on a site in or adjacent to a planned infrastructure corridor on an Infrastructure corridor plan |
| PO4Development protects a planned infrastructure corridor on an Infrastructure corridor plan, being:1. planned trunk infrastructure beyond the planning horizon for which a level of strategic and concept design planning has been carried out by the Council;
2. an item of development infrastructure of importance for future development in the planning scheme area;
3. for the maintenance of proper standards in local development.
 | AO4Development protects a planned infrastructure corridor identified on an Infrastructure corridor plan in accordance with the Infrastructure design planning scheme policy. |
| Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy |
| PO5Development ensures that a new road connection provides:1. safe, efficient and convenient connectivity of the new road to the major road network;
2. a minimum number of intersections to the major road network.
 | AO5Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network. |
| PO6Development ensures that an extension of or change to the road network:1. provides internal connectivity and connects to the external road network;
2. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems;
3. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;
4. includes the provision of bus routes that provide ease of access to bus customers;
5. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;
6. provides a street layout that minimises travel time and traffic volumes on minor roads;
7. provides high permeability for pedestrian and cycle networks;
8. provides safe accessibility to lots by having more than one street providing access to the area;
9. preserves the function of the road hierarchy and addresses all impacts to the road network.
 | AO6.1Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy. |
| AO6.2Development preserves the function of the road hierarchy and addresses all impacts on the road network.Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section). |
| PO7Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy. | AO7Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road. |
| PO8Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay. | AO8Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy. |