9.4.6 Transport and Parking Code

9.4.6.1 Application

This code applies to assessable development for which the Transport and Parking Code is identified in the 'Assessment Benchmarks and Required Outcomes' column in Part 5 — Tables of Assessment /Categorisation Tables.

When using this code, reference should be made to Section 5.3.2 — Determining the Category of Development and Category of Assessment and, where applicable, Section 5.3.3 — Determining the Requirements for Accepted Development and Assessment Benchmarks and Other Matters for Assessable Development located in Part 5 —Tables of Assessment.

9.4.6.2 Purpose and Overall Outcomes

(1) The purpose of the Transport and Parking Code is to ensure development provides effective access, parking and servicing infrastructure and is integrated into the existing and planned transport network and the built environment.

(2) The purpose of this code will be achieved through the following overall outcomes:

a. a highly integrated, connected, permeable and legible transport network is maintained and enhanced and continues to meet the city's transport needs for the movement of people and goods;
b. the design and scale of development ensures that the efficiency and safety of the current and planned future transport network is protected and maintained;
c. development provides safe and efficient access, circulation, parking and service areas for all relevant transport modes;
d. servicing and manoeuvring of service vehicles is safe, functional and convenient and provided in areas of the site where the visual, pedestrian and amenity impacts for the site, adjoining properties and public places are minimised;
e. safe and efficient waste collection is carried out with minimal disruption of the transport network;
f. major freight corridors and haulage routes are protected from incompatible uses and transport infrastructure, ensuring their safe and efficient operation;
g. parking areas are provided at sufficient rates to satisfy the expected generated demand for all transport modes, preferably on-premises;
h. parking supply is managed in centres to encourage active and public transport usage;
i. the impact of the transport network on visual amenity, heritage and character places and environmental values is minimised;
j. parking areas and structures are located and designed to minimise detrimental visual impact and interruption of the streetscape or pedestrian accessibility;
k. network and infrastructure requirements are effectively provided for pedestrians, rideables, cyclists and public transport with equal priority to the provision of transport infrastructure for motorists and commercial vehicles;
l. active transport routes are direct, safe, pleasant and comfortable, and are connected to local attractions and services;
m. end of trip facilities are designed and located to encourage walking, rideables and cycling as attractive and viable transport options;
n. the transport network provides a high level of connectivity between land uses;
o. the transport network provides maximal resilience during times of emergency, natural hazard, road operation incidents or maintenance events
p. the staging of development provides for efficient and effective expansion of transport infrastructure, maximising active and public transport opportunities and ensuring resilience during emergencies; and
q. the design of transport infrastructure promotes public safety, maximising equitable access to all modes of transport.

9.4.6.3 Specific Benchmarks for Assessment

Table 9.4.6.1 — Benchmarks for Accepted Development Subject to Requirements

1 **Provision of car parking spaces**	**RO1.1** Off-street car parking spaces are provided in accordance with the applicable column in Table 6.4.9.1 — Car Parking Rates of Planning Scheme Policy - Transport and Parking (SC6.4).

Table 9.4.6.2 — Benchmarks for Assessable Development

1 **Transport Network**

PO1.1 Development supports the strategic transport network and does not compromise existing and future transport corridors. Note: A transport impact statement or transport impact assessment prepared in accordance with the requirements of the Planning Scheme Policy - Transport and Parking (SC6.4) is the preferred method for addressing this performance outcome.	**AO1.1** Development and any associated transport infrastructure is designed to meet the road characteristic requirements for all roads and pathways adjoining the development. Note: The road hierarchy, road characteristics and standards are specified in SC6.4 Planning Scheme Policy – Transport and Parking.
PO1.2 Development facilitates the orderly provision of transport infrastructure, considers the intended role, function and characteristics of all elements of the transport network and maximises opportunities to link centres, employment areas, residential areas community facilities, open space and recreation areas and public transport.	**AO1.2.1** Development and any associated transport infrastructure is designed and constructed in accordance with SC6.4 Planning Scheme Policy – Transport and Parking. **AO1.2.2** Development provides for required upgrades or contributes to the construction of the transport network improvements required to service the use.
2 **Vehicle Access**	
PO2.1 Development ensures that the layout, design and construction of vehicle access: a. is safe, convenient and legible for all users, including for people with disabilities, pedestrians, cyclists and public transport services; b. does not interfere with the planned function, safety, capacity and operation of the transport network; c. minimises the impact of turning traffic from the development on external traffic systems; d. minimises the number of site access driveways; e. minimises impact on on-street parking, footpaths and cycling infrastructure; f. accesses the lowest order road available; g. provides sufficient sight distances to ensure safe operation; h. is appropriate to designed traffic volumes and vehicle types; and i. includes appropriate and sufficient signage to ensure safe and convenient use.	**AO2.1** No accepted outcome provided.
PO2.2 Property access is provided in accordance with the requirements of the respective road hierarchy characteristics tables in SC6.4 Planning Scheme Policy – Transport and Parking. Note: In cases where a proposed access does not meet the requirements of the respective road hierarchy characteristics tables in SC6.4 Planning Scheme Policy – Transport and Parking, access is to be limited to left-turning movements only.	**AO2.2** No accepted outcome provided.
3 **Servicing and Manoeuvring**	
PO3.1 Vehicle manoeuvring areas: a. enable vehicles to enter and exit the site in a forward motion where the development is non-residential development or is for three or more dwellings; and i. are adequate to meet the demands generated by the development; ii. are able to accommodate the design service vehicle requirements; and iii. do not unduly impede designated parking or	**AO3.1** No accepted outcome provided.

vehicular, cyclist or pedestrian safety and convenience within the site; and b. accommodate the movements of the minimum design vehicle specified in Table 6.4.6.1 Minimum Design Vehicle for a Manoeuvring Area in SC6.4 Transport and Parking Planning Scheme Policy. Note: Service areas and service bays for commercial vehicles are to be designed in accordance with the provisions of Australian Standard AS2890.2 Part 2: Commercial Vehicle Facilities.	
PO3.2 Servicing and manoeuvring areas are located wholly within the site, away from street frontages, screened from adjoining premises. Note: In cases where provision for off-street loading/unloading areas may prove difficult, shared parking and loading areas, with limitations on the hours during which vehicular loading/unloading may take place or the creation of kerbside loading zones may be considered.	**AO3.2** No accepted outcome provided.
PO3.3 All areas for the manoeuvring, standing, loading and unloading of commercial vehicles in association with the use of a site are independent and do not conflict with other functions (i.e. parking, manoeuvring, landscaping).	**AO3.3** No accepted outcome provided.
PO3.4 Where on-site refuse collection is required, development can be safely and efficiently serviced by waste collection vehicles.	**AO3.4** Service areas and service bays for commercial vehicles are designed in accordance with the provisions of *Australian Standard AS2890.2 Part 2: Commercial Vehicle Facilities* and Standard Drawings.
PO3.5 Development provides for site access driveways to incorporate queuing provisions on-site, to ensure safe and convenient access without impacting on external traffic systems. Note: Planning Scheme Policy – Transport and Parking (SC 6.4) Queuing Spaces for Car Parks and Table 6.4.7.2 Queuing Requirements for Particular Uses provide minimum on-site queuing provisions for car parks and particular uses.	**AO3.5** No accepted outcome provided.
4 **Freight Dependent Development**	
PO4.1 Development which is freight-dependent ensures that the traffic generated by the development does not negatively impact on: a. the operation of the transport network; b. the safety and amenity of a residential area; and c. a road not constructed to accommodate a non-standard vehicle*. Note: A standard vehicle is a vehicle that has a legal right of access to all roads which includes Austroads vehicles classes 1-9. Freight-dependent development relies on access for Non-standard vehicles being B-doubles (Austroad class 10 vehicles), multi-combination vehicles or over-dimension vehicles.	**AO4.1** Development which is freight-dependent development is located on a site that has direct access to the freight network via an industrial collector or industrial access street, **OR** **AO4.2** Access from the site is upgraded to allow access to the freight network by non-standard vehicles.
5 **Parking**	
PO5.1 Development provides off-street car parking at rates sufficient to accommodate the expected parking demand at rates that: a. reduce congestion and car dependency;	**AO5.1** Off-street car parking spaces are provided in accordance with the applicable column in Table 6.49.1 Car Parking Rates of Planning Scheme Policy – .

b. maximise the efficiency of car parking provided; and c. encourage alternative transport options such as walking, cycling and the use of public transport.	Note: Further parking concessions may be permissible for designated uses within the Principal Centre Zone, Major Centre Zone and High Density Residential Zone if travel demand measures are applied to the development in accordance with Planning Scheme Policy – Table 6.4.10.1 Travel demand management measures, eligible uses and indicative reductions.
PO5.2 Parking may be shared for mixed use developments located on the same property or adjacent properties where it is demonstrated that: a. the peak demand for parking of the multiple uses will not occur at the same time; b. the combined supply of car parking is sufficient to meet the combined peak demand; and c. the arrangements for shared parking are secured through an easement or equivalent legally binding agreement and that changes of use will not result in a shortfall in parking. Note: Planning Scheme Policy – Transport and Parking (SC6.4) Section 6.4.17.1 provides further information regarding reductions in parking requirements where shared parking is possible. Applications for shared parking arrangements will require a Transport Impact Assessment in support of the proposal.	**AO5.2** No accepted outcome provided.
PO5.3 Parking ensures access is provided for people with disabilities.	**AO5.3** Vehicle parking spaces for people with disabilities are conveniently located, easily identified and provided at rates in accordance with the requirements of the *National Construction Code (NCC) – Volume One, D3.5 Accessible carparking - Table D3.5 Carparking spaces for people with a disability.*
PO5.4 Development provides sufficient on-site parking for motorcycles to encourage their use and support the demand anticipated to be generated by the development.	**AO5.4** Motorcycle parking spaces are provided in car parks with more than 50 spaces at a ratio of 2% of the number of car parking spaces required to comply with the requirements of Transport and Parking Planning Scheme Policy (Table 6.4.9.1) and designed in accordance with AS2890.1 Parking Facilities Part 1 Off-street Parking Section 2.4.7.
PO5.5 Where an existing use of premises is increased, the requirement for associated additional parking applies only to the additional demand resulting from the increase.	**AO5.5** No accepted outcome provided.
PO5.6 Where an existing premises is occupied by a new use or uses, the parking demand is to be established on the basis of the new use or uses.	**AO5.6** No accepted outcome provided.
PO5.7 Car parking spaces do not obstruct any other space unless it is in a tandem arrangement approved as part of a development application. Note: Refer to Planning Scheme Policy – Transport and Parking (SC6.4) Section 6.4.12 Carpark siting and design for further information on tandem parking.	**AO5.7** No accepted outcome provided.
PO5.8 The siting and design of car parking areas: a. minimises the impact of parking on surrounding areas and uses; b. provides landscaping to soften the appearance of parking areas; c. ensures the safe movement of vehicles and pedestrians within the site; and d. does not impact on the safety of the external road	**AO5.8** Parking areas are designed in accordance with Planning Scheme Policy – Transport and Parking (SC6.4) and AS2890.1 Parking Facilities Part 1 Off-street Parking. Note: Refer to Planning Scheme Policy – General Works and Infrastructure (SC6.2) for further information on standards for the design of stormwater drainage works and stormwater quality management.

network.	Note: Refer to Planning Scheme Policy – Landscape Works (SC6.7) for further information on the requirements for landscaping, including requirements for landscaping within carparks.
PO5.9 Car park site selection takes into account the: a. road type at the frontage; b. safety and convenience of access points; c. scope for and provision of suitable stormwater quality and drainage management; d. effect of the car park on adjacent or nearby uses or environmental corridors; e. minimisation of pedestrian and vehicular conflicts; f. walking distances from the carpark to the proposed use; g. potential for site landscaping; h. public safety and security; and i. co-location and multi-use opportunities that promote shared parking.	**AO5.9** No accepted outcome provided.
PO5.10 Car parking areas and access driveways are located to minimise impacts on the streetscape and the effective use of footpaths by: a. using rear access lanes or shared driveways where possible; or b. situating car parking areas at the rear of the premises or below ground level.	**AO5.10** No accepted outcome provided.
PO5.11 Unless approved for a shared use (excepting temporary uses), all parking areas are: a. kept and used exclusively for parking; b. maintained for continued use for parking; and c. always available for use by staff and visitors or clients, and not leased or sold to other persons unless the parking area is part of an approved travel demand management agreement.	**AO5.11** No accepted outcome provided.
PO5.12 Where on-street parking is provided, it meets the requirements for the road classification standards of the road's identified road type in the road hierarchy. Note: The road hierarchy and road characteristics and standards are specified in Planning Scheme Policy – Transport and Parking (SC6.4.4). Note: The provision of on-street parking cannot be counted toward the required provision of on-site carparking.	**AO5.12** No accepted outcome provided.
6 **Active Transport Network**	
PO6.1 Development contributes to a convenient and legible network of footpaths, shared pathways and cycleways that: a. achieve a high level of safety and accessibility, particularly to public transport facilities and high trip generating land uses located internally and externally to the site; b. encourage walking and cycling, recognising the different needs of pedestrians and cyclists and providing for safe and convenient joint usage; c. allow for the retention of trees and other significant features; d. maximise the visual interest provided by views and landmarks where they exist; e. do not compromise the operation of or access to other infrastructure and services; f. are widened at potential conflict points;	**AO6.1** No accepted outcome provided.

g. are well lit and located where there is casual surveillance from nearby premises; and h. incorporate safe street and road crossings for pedestrians and cyclists with adequate sight distances, pavement markings, warning signs and safety rails. Note: The active transport network is identified on Pedestrian Network Mapping / Strategic Active Transport Network Map SFM5B. Planning Scheme Policy – Transport and Parking (SC6.4) provides further information on the requirements for the cycle network. Construction requirements for pathways including the pedestrian and cyclist network are provided in Planning Scheme Policy - General Works and Infrastructure (SC6.2).	
PO6.2 Development ensures that adequate off-street bicycle parking and end-of-trip facilities are provided to encourage active transport and meet the needs of pedestrians and cyclists.	**AO6.2** Development provides off-street bicycle parking and end-of-trip facilities in accordance with Table 6.4.13.1 — Bicycle parking rates and end of trip facilities.
PO6.3 Off-street bicycle parking areas are designed to be: a. located outside pedestrian movement paths and be visible from the street; b. easily accessible from the road; c. in close proximity to end of trip facilities where they are available; d. as close as practical to the cyclists destination; e. well-lit by appropriate lighting; and f. protected from the weather. Note: 'End of trip' facilities are provided in accordance with the Transport and Parking Planning Scheme Policy (SC6.4), the cycling standards and guidelines in *Austroads, AS 2890.3:2015 Parking facilities – Part 3: Bicycle parking and Queensland Development Code MP4.1 Sustainable Buildings (for 'Major development' as defined in the Queensland Development Code)*.	**AO6.3** No accepted outcome provided.
7 **Land Use Integration**	
PO7.1 Where development includes land that is within 800m of an existing or future railway station, or 400m of an existing or future bus stop or similar public passenger transport facility, development: a. supports a road network that facilitates efficient safe and accessible public passenger transport services and facilities by connecting to existing and future public passenger transport facilities; b. optimises the walkable catchment to existing and future public passenger transport facilities; and c. provides direct and safe access to, and use of, existing and future public passenger transport facilities. Note: It is recommended that consultation with Translink be undertaken to establish the optimal locations for bus stops once a preliminary transport network design is available.	**AO7.1** No accepted outcome provided.
8 **Staged Development and Resilience**	
PO8.1 Staged development is planned, designed and constructed to ensure that: a. each stage of the development can be constructed without interruption to the services and utilities provided to previous stages; b. the transport infrastructure provided is capable of servicing the entire development; and c. early public transport access and circulation is achieved.	**AO8.1** No accepted outcome provided.

PO8.2 Development is designed and staged to ensure safety and network resiliency in times of emergency including natural hazard events, road operation incidents, or maintenance events.	**AO8.2.1** For development (including staged development) involving 100-300 lots – emergency access that is capable of being utilised during emergency, natural hazard and road operation incidents is to be provided to another part of the broader road network (collector street or above) to increase general network resilience.
	AO8.2.2 For development (including staged development) involving more than 300 lots - formal secondary access that is capable of being utilised during emergency, natural hazard and road operation incidents is to be provided to another part of the broader road network (collector street or above) to increase general network resilience Note: Emergency access is designed to meet the specifications of *Standard Drawing SR09*. Formal secondary access is designed to meet the specifications of the relevant road type. Note: Where in a Bushfire Prone Area, secondary access is required for development (including staged development) of greater than 50 lots.
9 **Safety**	
PO9.1 The transport network and all associated transport infrastructure is designed to incorporate the key elements of crime prevention through environmental design (CPTED), and to discourage crime and anti-social behaviour by: a. maximising opportunities for casual surveillance; b. ensuring the transport network, parking and associated areas are well lit and well signed; c. minimising potential concealment and entrapment opportunities; d. providing the opportunity for direct movements with clear unobscured sight lines; and e. ensuring good sight lines to publicly accessible areas such as car parks, pathways and public toilets. Note: The *Queensland Government CPTED Guidelines for Queensland* provides information to assist with the integration of crime prevention through environmental design (CPTED) principles into the planning, design and management of development.	**AO9.1** No accepted outcome provided.