State code 6: Protection of state transport networks

Purpose statement

The purpose of this code is to:

- protect state transport infrastructure, public passenger transport infrastructure, active transport infrastructure and public passenger services from the adverse impacts of development;
- maintain the operating performance of the transport network:
- 3. ensure development enables safe and convenient access to **public passenger transport**.

Specifically, this code seeks to ensure development:

- does not create a safety hazard for users of state transport infrastructure or public passenger services by increasing the likelihood or frequency of a fatality or serious injury;
- 2. does not result in a worsening of the physical condition or operating performance of the state **transport network**;
- does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure;
- 4. provides **public passenger transport infrastructure** to enable development to be serviced by **public passenger transport**;
- 5. provides safe and direct access to **public passenger transport infrastructure** or **active transport infrastructure**, including access by cycling and walking.

Table 6.1 Application of provisions

Table 6.1 Application of provisions	
Relevant provisions of the code	Development
Network impacts	
PO1 – PO13	All development
Stormwater and drainage	
PO14 – PO20	All development
Planned upgrades	
PO21	All development
Public passenger transport infrastructure	
PO22 - P25 and PO30	All development
PO26 – PO31	Accommodation activities, airport, business activities, club, educational establishment, function facility, hospital, hotel, major sport, recreation and entertainment facility, residential care facility, shop, shopping centre, short-term accommodation, theatre, tourist attraction
PO32 – PO34	Airport, club, function facility, hospital, hotel, major sport, recreation and entertainment facility, residential care facility, resort complex, shop,

Using this code

The assessment benchmarks for this code comprise:

- a purpose statement which identifies the overall intent of the code;
- performance outcomes which set benchmarks to achieve the purpose statement of the code;
- acceptable outcomes which identify one way to achieve the relevant performance outcome.

Development complies with the code where:

- it complies with the acceptable outcomes for the performance outcome; or
- it complies with all the performance outcomes, where not complying with the acceptable outcomes; or
- development does not meet relevant performance outcome(s) and SARA determines, on balance, that the development complies with the purpose statement.

This code also includes the glossary of terms for definitions relevant to this code and reference documents which provides direction on how to address this code.

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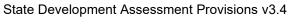
	shopping centre, short-term accommodation, theatre, tourist attraction
PO35	Educational establishment

Performance outcomes and acceptable outcomes

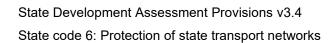
Table 6.2 Development in general

Table 6.2 Development in general	
Performance outcomes	Acceptable outcomes
Network impacts	
PO1 Development does not compromise the safety of	No acceptable outcome is prescribed.
users of the state-controlled road network.	
PO2 Development does not adversely impact the	No acceptable outcome is prescribed.
structural integrity or physical condition of a state-	
controlled road or road transport infrastructure.	
PO3 Development ensures no net worsening of the	No acceptable outcome is prescribed.
operating performance the state-controlled road	
network.	
PO4 Traffic movements are not directed onto a state-	No acceptable outcome is prescribed.
controlled road where they can be accommodated on	
the local road network.	
PO5 Development involving haulage exceeding 10,000	No acceptable outcome is prescribed.
tonnes per year does not damage the pavement of a	·
state-controlled road.	
PO6 Development does not require a new railway	No acceptable outcome is prescribed.
level crossing.	
PO7 Development does not adversely impact the	No acceptable outcome is prescribed.
operating performance of an existing railway	
crossing.	
PO8 Development does not adversely impact on the	No acceptable outcome is prescribed.
safety of an existing railway crossing.	'
PO9 Development is designed and constructed to	No acceptable outcome is prescribed.
allow for on-site circulation to ensure vehicles do not	i '
queue in a railway crossing .	
PO10 Development does not create a safety hazard	No acceptable outcome is prescribed.
within the railway corridor.	<u>'</u>
PO11 Development does not adversely impact the	No acceptable outcome is prescribed.
operating performance of the railway corridor.	<u> </u>
PO12 Development does not interfere with or obstruct	No acceptable outcome is prescribed.
the railway transport infrastructure or other rail	, , , , , , , , , , , , , , , , , , , ,
infrastructure.	
PO13 Development does not adversely impact the	No acceptable outcome is prescribed.
structural integrity or physical condition of a railway	, , , , , , , , , , , , , , , , , , , ,
corridor or rail transport infrastructure.	
Stormwater and overland flow	
PO14 Stormwater run-off or overland flow from the	No acceptable outcome is prescribed.
development site does not create or exacerbate a	The state of the s
safety hazard for users of a state transport corridor	
or state transport infrastructure.	
PO15 Stormwater run-off or overland flow from the	No acceptable outcome is prescribed.
development site does not result in a material	- p
worsening of operating performance of a state	
transport corridor or state transport infrastructure.	
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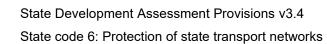
Dayformanas autoamas	Accentable sutcomes
Performance outcomes PO16 Stormwater run-off or overland flow from the	Acceptable outcomes
development site does not interfere with the structural	No acceptable outcome is prescribed.
integrity or physical condition of the state transport	
corridor or state transport infrastructure.	
PO17 Development associated with a state-controlled	AO17.1 Development does not create any new
road or road transport infrastructure ensures that	points of discharge to a state transport corridor
stormwater is lawfully discharged.	or state transport infrastructure.
, -	·
	AND
	AO17.2 Development does not concentrate flows
	to a state transport corridor.
	AND
	AND
	AO17.3 Stormwater run-off is discharged to a
	lawful point of discharge.
	AND
	AO47 4 Development does not wereen the
	AO17.4 Development does not worsen the condition of an existing lawful point of discharge
	to a state transport corridor or state transport
	infrastructure.
Flooding	
PO18 Development does not result in a material	For a state-controlled road or road transport
worsening of flooding impacts within a state transport	infrastructure, all of the following apply:
corridor or state transport infrastructure	
	AO18.1 For all flood events up to 1% annual
	exceedance probability, development ensures
	there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport
	corridor.
	Corridor.
	AND
	AO18.2 For all flood events up to 1% annual
	exceedance probability, development ensures
	there are negligible impacts (up to a 10%
	increase) to existing peak velocities within a state
	transport corridor.
	AND
	AO18.3 For all flood events up to 1% annual
	exceedance probability, development ensures
	there are negligible impacts (up to a 10%
	increase) to existing time of submergence of a
	state transport corridor.
	No acceptable outcome is prescribed for a
Drainage infrastructure	No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.



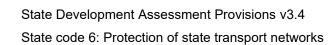
Performance outcomes	Acceptable outcomes
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor .	For a state-controlled road environment, both of the following apply:
	AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge.
	AND
	AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor.
	For a railway environment both of the following apply:
	AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site.
	AND
	AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.
Planned upgrades	
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure.	No acceptable outcome is prescribed.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services.	No acceptable outcome is prescribed.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.
PO25 Development does not adversely impact the structural integrity or physical condition of public	No acceptable outcome is prescribed.



Performance outcomes	Acceptable outcomes
passenger transport infrastructure and active	
transport infrastructure.	No constable subsequents and
PO26 Upgraded or new public passenger	No acceptable outcome is prescribed.
transport infrastructure and active transport infrastructure is provided to accommodate the	
demand for public passenger transport and active	
transport generated by the development.	
PO27 Development is designed to ensure the	No acceptable outcome is prescribed.
location of public passenger transport	No acceptable outcome is prescribed.
infrastructure prioritises and enables efficient public	
passenger services.	
PO28 Development enables the provision or extension	No acceptable outcome is prescribed.
of public passenger services, public passenger	The deceptable editionic is presented.
transport infrastructure and active transport	
infrastructure to the development and avoids creating	
indirect or inefficient routes for public passenger	
services.	
PO29 New or modified road networks are designed to	AO29.1 Roads catering for buses are arterial or
enable development to be serviced by public	sub-arterial roads, collector or their equivalent.
passenger services.	
	AND
	AO29.2 Roads intended to accommodate buses
	are designed and constructed in accordance with:
	Road Planning and Design Manual, 2nd
	Edition, Volume 3 – Guide to Road Design;
	Department of Transport and Main Roads;
	Supplement to Austroads Guide to Road
	Design (Parts 3, 4-4C and 6), Department of
	Transport and Main Roads;
	3. Austroads Guide to Road Design (Parts 3, 4-
	4C and 6);
	4. Austroads Design Vehicles and Turning Path
	Templates;
	5. Queensland Manual of Uniform Traffic Control
	Devices, Part 13: Local Area Traffic
	Management and AS 1742.13-2009 Manual
	of Uniform Traffic Control Devices – Local
	Area Traffic Management;
	AND
	AO29.3 Traffic calming devices are not installed
	on roads used for buses in accordance with
	section 2.3.2 Bus Route Infrastructure, Public
	Transport Infrastructure Manual, Department of
	Transport and Main Roads, 2015.
PO30 Development provides safe, direct and	No acceptable outcome is prescribed.
convenient access to existing and future public	· · · · · · · · · · · · · · · · · · ·
passenger transport infrastructure and active	
transport infrastructure.	
PO31 On-site vehicular circulation ensures the	No acceptable outcome is prescribed.
safety of both public passenger transport services	· ·
and pedestrians.	



Performance outcomes	Acceptable outcomes
PO32 Taxi facilities are provided to accommodate the	No acceptable outcome is prescribed.
demand generated by the development.	
PO33 Facilities are provided to accommodate the	No acceptable outcome is prescribed.
demand generated by the development for community	
transport services, courtesy transport services, and	
booked hire services other than taxis.	
PO34 Taxi facilities are located and designed to	AO34.1 A taxi facility is provided parallel to the
provide convenient, safe and equitable access for	kerb and adjacent to the main entrance.
passengers.	
	AND
	ACCA O Test for tittle and a lating of the
	AO34.2 Taxi facilities are designed in accordance with:
	AS2890.5–1993 Parking facilities – on-street
	parking and AS1428.1–2009 Design for
	access and mobility – general requirements
	for access – new building work;
	2. AS1742.11–1999 Parking controls – manual
	of uniform traffic control devices
	3. AS/NZS 2890.6–2009 Parking facilities –off
	street parking for people with disabilities;
	4. Disability standards for accessible public
	5. transport 2002 made under section 31(1) of
	the Disability Discrimination Act 1992;
	6. AS/NZS 1158.3.1 – Lighting for roads and
	public spaces, Part 3.1: Pedestrian area
	(category P) lighting – Performance and
	design requirements;
	7. Chapter 7 Taxi Facilities, Public Transport
	Infrastructure Manual, Department of Transport and Main Roads, 2015.
PO35 Educational establishments are designed to	AO35.1 Educational establishments are designed
ensure the safe and efficient operation of public	in accordance with the provisions of the Planning
passenger services, pedestrian and cyclist access	for Safe Transport Infrastructure at Schools,
and active transport infrastructure.	Department of Transport and Main Roads, 2011.

Reference documents

Department of Transport and Main Roads 2018, Manual of Uniform Traffic Control Devices

Department of Transport and Main Roads 2011, Planning for Safe Transport Infrastructure at Schools

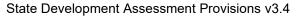
Department of Transport and Main Roads 2017, <u>SDAP Supporting Information: Public passenger transport infrastructure</u>

Department of Transport and Main Roads 2015, Guide to Development in a Transport Environment: Rail

Department of Transport and Main Roads, TransLink Division 2015, Public Transport Infrastructure Manual

Department of Transport and Main Roads 2016, Road Planning and Design Manual (Queensland Practice) 2nd edition

Department of Transport and Main Roads 2018, Guide to Traffic Impact Assessment



Institute of Public Works Engineering Australasia (Queensland Division) 2016, <u>Queensland Urban Drainage Manual</u>, <u>Fourth edition</u>

Standards Australia 2016, AS1742.7 - 2016 - Roads and Maritime Services - Manual of uniform traffic control devices

Standards Australia 2009, <u>AS1428.1–2009 - Design for access and mobility – General requirements for access – New building work</u>

Standards Australia 1999, AS1742.11-1999 - Parking controls - Manual of uniform traffic control devices

Standards Australia 1993, AS2890.5-1993 - Parking facilities - On-street parking

Standards Australia 2009, AS/NZS 2890.6–2009 - Parking facilities – Off-street parking for people with disabilities

Glossary of terms

Accommodation activity means any of the following:

- 1. caretaker's accommodation;
- 2. community residence;
- 3. dual occupancy;
- 4. dwelling house;
- 5. dwelling unit;
- 6. multiple dwelling;
- 7. relocatable home park;
- 8. residential care complex;
- 9. resort complex;
- 10. retirement facility:
- 11. rooming accommodation;
- 12. short-term accommodation;
- 13. tourist park;
- 14. a development with a combination of 1 to 13.

Active transport infrastructure means infrastructure for use in connection with active transport, including:

- 1. a path or walkway for use by pedestrians;
- 2. a path, lane or other infrastructure for use by cyclists;
- 3. a device or facility designed and constructed for parking bicycles.

Arterial road see glossary of terms, 4th edition, Austroads, 2015.

Note: Arterial road means a road that predominantly carries through traffic from one region to another, forming principal avenues of travel for traffic movements.

Booked hire services means ride-booking, ride-sourcing and ride-sharing services. Booked hire vehicles cannot be hailed and are pre-booked using booking options provided by the service provider.

DA mapping system means the mapping system containing the Geographic Information System mapping layers kept, prepared or sourced by the state that relate to development assessment and matters of interest to the state in assessing development applications.

Note: The **DA mapping system** is available on the department's website.

Lawful point of discharge see the Queensland Urban Drainage Manual 2016.

Note: **Lawful point of discharge** means a point of discharge of stormwater from an allotment that is considered to satisfy the requirements specifically outlined within the Queensland Urban Drainage Manual, 2016. (See section 3.9 of the Queensland Urban Drainage Manual, 2016, for further information).

Local road means a road controlled by a local government authority.

State Development Assessment Provisions v3.4

State code 6: Protection of state transport networks

No net worsening means the current and forecast characteristics of the transport network are not significantly worse with the development than the current and forecast characteristics existing without the development in the impact assessment area. No net worsening takes proposed mitigation measures into consideration. Note: See Principle 2 of the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2018

Planned upgrade means an extension, upgrade, or duplication of state transport infrastructure or transport networks for which affected land has been identified:

- 1. in a publicly available government document; or
- 2. in written advice to affected land owners.

Note: Government documents are Commonwealth, state or local government documents that include a statement of intent for, or a commitment to, a planning outcome or infrastructure provision.

See the DA mapping system.

Public passenger service see schedule 3 of the Transport Operations (Passenger Transport) Act 1994.

Note: Public passenger service means a service for the carriage of passengers if:

- the service is provided for fare or other consideration;
- the service is provided in the course of a trade or business (but not if it is provided by an employer solely for employees);
- the service is a courtesy or community transport service; and
- includes a driver service and a service for the administration of taxi services, but does not include a service excluded from the Transport Operations (Passenger Transport) Act 1994 by a regulation.

Public passenger transport see section 3 of the Transport Planning and Coordination Act 1994.

Note: Public passenger transport means the carriage of passengers by a public passenger service using a public passenger vehicle.

Public passenger transport infrastructure see section 3 of the Transport Planning and Coordination Act 1994. Note: Public passenger transport infrastructure means infrastructure for, or associated with, the provision of public passenger transport, including, but not limited to:

- a transit terminal for public passenger services (for example, an airport terminal, a coach terminal, a cruise ship terminal);
- a ferry terminal, jetty, pontoon or landing for ferry services;
- a bus stop, bus shelter, bus station or bus lay-by;
- a busway station;
- a light rail station;
- a taxi rank, limousine rank or limousine standing area;
- a railway station;
- vehicle parking and set-down facilities;
- pedestrian and bicycle paths and bicycle facilities; or
- 10. a road on which a public passenger transport service operates.

Rail transport infrastructure see schedule 6 of the Transport Infrastructure Act 1994.

Note: Rail transport infrastructure means facilities necessary for operating a railway, including railway track and works built for the railway, including for example:

- a. cuttings; or b. drainage we drainage works; or
- excavations: or C.
- land fill; or
- track support earthworks any of the following things that are associated with the railway's operation:

 - communication systems; or ii.
 - machinery and other equipment; or
 - marshalling yards; or iv
 - noticeboards, notice markers and signs; or
 - overhead electrical power supply systems; or νi.
 - over-track structures; or
 - viii. platforms: or
 - power and communication cables; or
 - service roads; or
 - signalling facilities and equipment; or
 - stations; or xii
 - xiii. survey stations, pegs and marks; or
 - xiv. train operation control facilities; or
 - xv. tunnels; or
 - xvi. under-track structures vehicle parking and set down facilities for intending passengers for a railway that are controlled or owned by a railway manager or the chief executive [TIA]; or

xvii. pedestrian facilities, including footpath paving, for the **railway** that are controlled or owned by a **railway** manager or the chief executive [TIA], but does not include other rail infrastructure.

Railway see schedule 6 of the Transport Infrastructure Act 1994.

Note: **Railway** means a guided system, or proposed guided system, designed for the movement of rolling stock that is capable of transporting passengers or freight, or both, on a **railway** track, and:

- 1. includes:
 - a. rail transport infrastructure;
 - b. a railway being or proposed to be built on future railway land; but
- does not include:
 - a. rolling stock;
 - b. a railway mentioned in section 107(2) of the Transport Infrastructure Act 1994.

See the DA mapping system.

Railway crossing see schedule 6 of the Transport Infrastructure Act 1994.

Note: Railway crossing means a level crossing, bridge or another structure used to cross over or under a railway.

Road transport infrastructure see schedule 6 of the Transport Infrastructure Act 1994.

Note: Road transport infrastructure means transport infrastructure relating to roads.

State-controlled road means:

- 1. a state-controlled road within the meaning of the Transport Infrastructure Act 1994, schedule 6; or
- 2. state toll road corridor land.

Note: See the DA mapping system.

State transport corridor see schedule 24 of the Planning Regulation 2017.

Note: State transport corridor means:

- 1. a busway corridor; or
- 2. a light rail corridor; or
- 3. a **railway** corridor; or
- 4. a state-controlled road.

State transport infrastructure means any of the following:

- 1. state-controlled road; or
- 2. busway transport infrastructure under the *Transport Infrastructure Act 1994*; or
- 3. light rail transport infrastructure under the Transport Infrastructure Act 1994; or
- 4. rail transport infrastructure under the Transport Infrastructure Act 1994; or
- 5. other rail infrastructure under the Transport Infrastructure Act 1994; or
- 6. active transport infrastructure under the Transport Planning and Coordination Act 1994.
- 7. public passenger transport infrastructure.

Taxi facilities see chapter 7 Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. Note: **Taxi facilities** means either a taxi rank or taxi bay.

Transport network means the series of connected routes, corridors and transport facilities required to move goods and passengers and includes roads, **railways**, public transport routes (for example, bus routes), active transport routes (for example, cycle ways), freight routes and local, state and privately owned infrastructure.

