

State code 3: Development in a busway environment

3.1 Purpose statement

The purpose of this code is to protect **busways**, future **busways** and other infrastructure in a **busway corridor** from adverse impacts of development. The purpose of this code is also to protect the safety of people using, and living and working near, **busways**.

Specifically, this code seeks to ensure:

1. development does not create a safety hazard for users of a **busway**, by increasing the likelihood or frequency of fatality or serious injury
2. development does not compromise the structural integrity of a **busway**, **busway transport infrastructure** or **busway transport infrastructure works**
3. development does not compromise the state's ability to construct **busways** and future **busways**, or significantly increase the cost to construct **busways** and future **busways**
4. development does not compromise the state's ability to maintain and operate **busways**, or significantly increase the cost to maintain and operate **busways**
5. the community is protected from significant adverse impacts resulting from environmental emissions generated by **busways**.

3.2 Performance outcomes and acceptable outcomes

Development in a **busway** environment should demonstrate compliance with the relevant provisions of table 3.2.1 and table 3.2.2.

Development in a future **busway** environment should demonstrate compliance with the relevant provisions of table 3.2.3.

Table 3.2.1: Development in a busway environment

Performance outcomes	Acceptable outcomes
Buildings and structures	
<p>PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a busway corridor or cause damage to, or obstruct busway transport infrastructure.</p> <p>Note: Section 3.1 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a busway corridor.</p> <p>AND</p> <p>AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a busway corridor.</p>
<p>PO2 Development does not add or remove loading that will cause damage to bus transport infrastructure or a busway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided.</p> <p>Section 3.1 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>

Performance outcomes	Acceptable outcomes
<p>PO3 Road, pedestrian and bikeway bridges over a busway corridor are designed and constructed to prevent projectiles from being thrown onto a busway.</p> <p>Note: Section 3.1 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>AO3.1 Road, pedestrian and bikeway bridges include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2014.</p>
<p>PO4 Construction activities not cause ground movement or vibration impacts in a busway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided.</p> <p>Section 3.2 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>
Filling, excavation and retaining structures	
<p>PO5 Filling, excavation and retaining structures do not interfere with, or result in damage to, infrastructure or services in a busway corridor.</p> <p>Note: Information on the location of services and public utilities in a busway can be obtained from the 'Dial Before You Dig' service. Where development will impact on a service or public utility plant in a busway corridor, such that the service or public utility plant will need to be relocated, an applicant should contact the relevant service or public utility plant provider for standards and design specifications for the alternative alignment. Any costs of relocation are to be borne by the developer.</p> <p>Section 3.2 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO6 Filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of, a busway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided.</p> <p>Section 3.2 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO7 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a busway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment is provided.</p> <p>Section 3.2 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO8 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration</p>	<p>No acceptable outcome is prescribed.</p>

Performance outcomes	Acceptable outcomes
<p>impacts that would cause damage or nuisance to busway transport infrastructure or busway transport infrastructure works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided.</p> <p>Section 3.2 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads 2017, provides further guidance on how to comply with this performance outcome.</p>	
<p>PO9 Filling and excavation material does not cause an obstruction or nuisance in a busway corridor.</p> <p>Note: Section 3.2 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>AO9.1 Development does not store fill, spoil or any other material in, or adjacent to, a busway corridor.</p>
<p>PO10 Filling and excavation does not cause wind-blown dust nuisance in a busway corridor.</p>	<p>AO10.1 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p> <p>AND</p> <p>AO10.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.</p>
Stormwater and drainage	
<p>PO11 Development does not result in an actionable nuisance or worsening of stormwater, flooding or drainage impacts in a busway corridor.</p> <p>Note: Section 3.3 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO12 Run-off from the development site during construction of development does not cause siltation of stormwater infrastructure affecting a busway.</p> <p>Note: Section 3.3 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>AO12.1 Run-off from the development site during construction of development is not discharged to stormwater infrastructure for a busway.</p>
Access	
<p>PO13 Development prevents unauthorised access to a busway corridor.</p> <p>Note: Section 3.4 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>AO13.1 Where development is abutting a busway corridor, a fence is provided along the property boundary in accordance with clause 4.1.6 of the Guide to Road Design Part 6B, Austroads 2015 and Part 6B of the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.</p>
<p>PO14 Vehicular access for a development does not create a safety hazard or result in worsening of operating conditions on busways.</p> <p>Note: Section 3.4 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>

Performance outcomes	Acceptable outcomes
<p>PO15 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian and cycle access to public passenger transport infrastructure and public passenger services.</p> <p>Note: Section 3.5 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>AO15.1 Vehicular access and associated road access works are not located within 5 metres of public passenger transport infrastructure.</p> <p>AND</p> <p>AO15.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p> <p>AO15.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p> <p>AO15.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>
Planned upgrades	
<p>PO16 Development does not impede delivery of planned upgrades of busway transport infrastructure.</p> <p>Note: Section 3.6 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>AO16.1 Development is not located on land identified by Department of Transport and Main Roads as land required for the planned upgrade of busway transport infrastructure.</p> <p>Note: Land required for the planned upgrade of busway transport infrastructure is identified in the DA mapping system.</p> <p>OR</p> <p>AO16.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of busway transport infrastructure.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>AO16.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a busway transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p> <p>AO16.4 Development does not involve filling and excavation of, or material changes to, land required</p>

Performance outcomes	Acceptable outcomes
	<p>for a planned upgrade to busway transport infrastructure.</p> <p>AND</p> <p>AO16.5 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>

Table 3.2.2: Environmental emissions

Note: Where a **busway** is co-located in the same transport corridor as a state-controlled road, development should instead comply with table 1.2.2 Environmental emissions of State code 1: Development in a state-controlled road environment.

Where a **busway** is co-located in the same transport corridor as a railway, development should instead comply with table 2.2.2 Environmental emissions of State code 2: Development in a railway environment.

Refer to sections 3.7, 3.8 and 3.9 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcomes in table 3.2.2.

Performance outcomes	Acceptable outcomes
Noise	
Accommodation activities	
<p>PO17 Development involving:</p> <ol style="list-style-type: none"> an accommodation activity; or land for a future accommodation activity minimises noise intrusion from a busway in habitable rooms. 	<p>AO17.1 A noise barrier or earth mound is provided which is design, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> ≤55 dB(A) L_{eq} (1 hour) façade corrected (maximum hour between 6 am and 10 pm) ≤50 dB(A) L_{eq} (1 hour) façade corrected (maximum hour between 10 pm and 6 am) ≤64 dB(A) L_{max} façade corrected (between 10pm and 6am) in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment is provided, prepared in accordance with section 3.7 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>AO17.2 Buildings which include a habitable room are setback the maximum distance possible from a busway.</p> <p>AND</p>

Performance outcomes	Acceptable outcomes
	<p>AO17.3 Buildings are designed and oriented so that habitable rooms are located furthest from a busway.</p> <p>AND</p> <p>AO17.4 Buildings are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). <p>Note: Noise levels from a busway are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with section 3.7 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017.</p>
<p>PO18 Development involving an accommodation activity minimises noise intrusion from a busway in outdoor spaces for passive recreation.</p>	<p>AO18.1 A noise barrier or earth mound is provided which is design, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> a. ≤ 52 dB(A) L_{eq} (1 hour) free field (maximum hour between 6 am and 10 pm) b. ≤ 66 dB(A) L_{max} free field 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment is provided, prepared in accordance with section 3.7 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017.</p> <p>OR</p> <p>AO18.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a busway by a building, a solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p> <p>AO18.3 Each dwelling with a balcony directly exposed to noise from a busway has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>
<p>Childcare centres and educational establishments</p>	
<p>PO19 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises noise intrusion from a busway in indoor education areas and indoor play areas.</p>	<p>AO19.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at the building envelope:

Performance outcomes	Acceptable outcomes
	<p>a. ≤ 55 dB(A) L_{eq} (1 hour) façade corrected (maximum hour during normal opening hours)</p> <p>2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with section 3.7 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>AO19.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a busway.</p> <p>AND</p> <p>AO19.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the busway.</p> <p>AND</p> <p>AO19.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <p>1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Noise levels from a busway are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with section 3.7 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017.</p>
<p>PO20 Development involving a:</p> <ol style="list-style-type: none"> childcare centre; or educational establishment <p>minimises noise intrusion from a busway in outdoor education areas and outdoor play areas.</p>	<p>AO20.1 A noise barrier or earth mound is provided which is design, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria in outdoor education areas and outdoor play areas: <ol style="list-style-type: none"> ≤ 52 dB(A) L_{eq} (1 hour) free field (maximum hour during normal opening hours) ≤ 66 dB(A) L_{max} free field (during normal opening hours) in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1

Performance outcomes	Acceptable outcomes
	<p>Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment is provided, prepared in accordance with section 3.7 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017.</p> <p>OR</p> <p>AO20.2 Each outdoor education area and outdoor play area is shielded from noise generated from a busway by a building, a solid gap-free fence, or other solid gap-free structure.</p>
Hospitals	
<p>PO21 Development involving a hospital minimises noise intrusion from a busway in patient care areas.</p>	<p>AO21.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). <p>Note: Noise levels from a busway are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with section 3.7 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017.</p>
Vibration	
Hospitals	
<p>PO22 Development involving a hospital minimises vibration impacts from a busway in patient care areas.</p>	<p>AO22.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p> <p>AO22.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.</p>
Air and light	
<p>PO23 Development involving an accommodation activity minimises air quality impacts from a busway in outdoor spaces for passive recreation.</p>	<p>AO23.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a busway by a building, a solid gap-free fence, or other solid gap-free structure.</p>
<p>PO24 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises air quality impacts from a busway in outdoor education areas and outdoor play areas.</p>	<p>AO24.1 Each outdoor education area and outdoor play area is shielded from a busway by a building, solid gap-free fence, or other solid gap-free structure.</p>
<p>PO25 Development involving an accommodation activity or hospital minimises lighting impacts from a busway.</p>	<p>AO25.1 Buildings for an accommodation activity or hospital are designed to minimise the number of</p>

Performance outcomes	Acceptable outcomes
	windows or transparent/translucent panels facing a busway . OR AO25.2 Windows facing a busway include treatments to block light from a busway .

Table 3.2.3: Development in a future busway environment

Performance outcomes	Acceptable outcomes
<p>PO26 Development does not impede delivery of busway transport infrastructure in a future busway corridor.</p> <p>Note: Section 3.6 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>AO26.1 Development is not located in a future busway corridor.</p> <p>OR</p> <p>AO26.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future busway corridor.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>AO26.3 Structures and infrastructure located in a future busway corridor are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p> <p>AO26.4 Development does not involve filling and excavation of, or material changes to, a future busway corridor.</p> <p>AND</p> <p>AO26.5 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>
<p>PO27 Filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of a future busway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided.</p> <p>Section 3.2 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO28 Fill material from a development site does not result in contamination of land for a future busway corridor.</p> <p>Note: Section 3.2 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	<p>AO28.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p> <p>AO28.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0</p>

Performance outcomes	Acceptable outcomes
	2000 – Methods of testing soils for engineering purposes.
<p>PO29 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future busway corridor.</p> <p>Note: Section 3.3 of the Interim Guide to Development in a Transport Environment: Busway, Department of Transport and Main Roads, 2017, provides further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.

3.3 Reference documents

Austrroads 2015, [Guide to Road Design Part 6B: Roadside Environment](#)

Department of Transport and Main Roads 2013, [Transport Noise Management Code of Practice – Volume 1: Road Traffic Noise](#)

Department of Transport and Main Roads 2014, [Design criteria for bridges and other structures](#)

Department of Transport and Main Roads 2015, [Road drainage manual](#)

Department of Transport and Main Roads 2016, [Road Planning and Design Manual 2nd edition: Volume 3](#)

Department of Transport and Main Roads 2016, [Transport Noise Management Code of Practice: Volume 2: Construction Noise and Vibration](#)

Department of Transport and Main Roads 2017, [Interim Guide to Development in a Transport Environment: Busway](#).

Department of Energy and Water Supply 2013, [Queensland Urban Drainage Manual](#)

International Erosion Control Association Australasia, [Best Practice Erosion and Sediment Control document](#)

Standards Australia 1997, [AS1055.1–1997 Acoustics – Description and measurement of environmental noise](#)

Standards Australia 2000, [AS1289.0–2000 – Methods of testing soils for engineering purposes](#)

3.4 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 facility
9. resort complex
10. retirement facility
11. rooming accommodation
12. short-term accommodation
13. tourist park
14. a development with a combination of uses 1 to 13.

Actionable nuisance means where stormwater or surface water drainage to a downstream property causes a loss of enjoyment of property or physical damage to property (termed 'nuisance') such that the nuisance is actionable in law.

Note: See the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2016 for further information.

Busway see schedule 6 of the Transport Infrastructure Act 1994.

Note: **Busway** means:

1. a route especially designed and constructed for, and dedicated to, the priority movement of buses for passenger transport purposes
2. places for the taking on and letting off of bus passengers using the route.

Busway corridor means land on which:

1. **busway transport infrastructure** is situated; or
2. **busway transport infrastructure works** are being done; or
3. other services are provided for the maintenance or operation of **busway transport infrastructure**.

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

Note: **Busway transport infrastructure** means each of the following:

1. the pavement on which buses run for a **busway**
2. the stations for operating a **busway**
3. other facilities necessary for managing or operating a **busway**, including for example:
 - a. infrastructure put in place for the **busway**, including the following:
 - i. support earthworks
 - ii. cuttings
 - iii. drainage works
 - iv. excavations
 - v. land fill
 - b. the following things, if associated with the operation of the **busway**:
 - i. access or service lanes
 - ii. bridges, including bridges over water
 - iii. **busway** operation control facilities
 - iv. communication systems
 - v. depots
 - vi. machinery and other equipment
 - vii. monitoring and security systems
 - viii. noise barriers
 - ix. notice boards, notice markers and signs
 - x. office buildings
 - xi. passenger interchange facilities between the **busway** and other modes of transport
 - xii. platforms
 - xiii. positioning systems
 - xiv. power and communication cables
 - xv. signalling facilities and equipment
 - xvi. survey stations, pegs and marks
 - xvii. ticketing equipment and systems
 - xviii. timetabling systems
 - xix. tunnels
 - xx. **under-busway structures**
 - xxi. workshops.
4. vehicle parking vehicle parking and set down facilities for intending passengers for a **busway**
5. pedestrian facilities, including paving of footpaths, for a **busway**
6. other facilities, or commercial or retail outlets or works, for the convenience of passengers and others who may use a **busway**, including, for example, automatic teller machines, lockers or showers for cyclists and others, newsagents and wheelchair hire or exchange centres
7. landscaping or associated works for a **busway**.

Busway transport infrastructure works see schedule 6 of the *Transport Infrastructure Act 1994*.

Note: **Busway transport infrastructure works** means works done for:

1. constructing **busway transport infrastructure** or things associated with **busway transport infrastructure**; or
2. the maintenance of **busway transport infrastructure** or of things associated with **busway transport infrastructure**; or
3. facilitating the operation of **busway transport infrastructure** or things associated with **busway transport infrastructure**; or
4. establishing, constructing or maintaining transport infrastructure, other than **busway transport infrastructure**, if the works are:
 - a. directly related to an activity mentioned in paragraph 1, 2 or 3; and
 - b. necessary for the safety, efficiency and operational integrity of transport infrastructure; or
5. other works declared under a regulation to be **busway transport infrastructure works**.

Childcare centre see schedule 24 of the Planning Regulation 2017.

Note: **Childcare centre** means the premises used for care, education and minding, but not residence, of children.

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.

Educational establishment see schedule 24 of the Planning Regulation 2017.

Note: **Educational establishment** means the use of premises for:

1. training and instruction to impart knowledge and develop skills; or
2. student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph 1.

Future busway corridor means land identified in a guideline made under section 8E of the *Transport Planning and Coordination Act 1994*, for **busway transport infrastructure** or **busway transport infrastructure works**.

Note: See the **DA mapping system**.

Habitable room see the Building Code of Australia.

Note: **Habitable room** means a room used for normal domestic activities, and includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre and sunroom but excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.

Hospital see schedule 24 the Planning Regulation 2017.

Note: **Hospital** means the use of premises for:

the medical or surgical care or treatment of patients, whether or not the care or treatment requires overnight accommodation; or

1. providing accommodation for patients; or
2. providing accommodation for employees, or any other use, if the use is ancillary to the use in paragraphs 1 or 2.

Indoor education area means an enclosed area within a **childcare centre** or **educational establishment** intended for use for the training or teaching of people including a classroom, lecture hall/theatre and library.

Indoor play area means an enclosed area within a **childcare centre** or **educational establishment** intended for use for children's play. This term excludes functional areas such as bathrooms, food preparation areas, washing facilities and other spaces of a specialised nature.

Loading means pressure or force exerted on land of infrastructure.

Outdoor education area means outdoor areas intended for use for the training or teaching of persons. This term does not include playgrounds or outdoor sport and recreational areas.

Outdoor play area see the Queensland Development Code.

Note: **Outdoor play area** means an unenclosed area located outside the external walls of the building. This term only includes playgrounds/play areas in a **childcare centre** or **educational establishment**.

Outdoor space for passive recreation means **private open space**, communal open space or public open space.

Patient care area see the Building Code of Australia.

Note: **Patient care area** means a part of a health-care building normally used for the treatment, care, accommodation, recreation, dining and holding of patients including a ward area and treatment area. A ward area means that part of a **patient care area** for resident patients and may contain areas for accommodation, sleeping, associated living and nursing facilities. A treatment area means an area within a **patient care area** such as an operating theatre and rooms used for recovery, minor procedures, resuscitation, intensive care and coronary care from which a patient may not be readily moved.

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:

1. the service is provided for fare or other consideration; or
2. the service is provided in the course of a trade or business (but not if it is provided by an employer solely for employees); or

3. the service is a courtesy or community transport service; and
4. 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 infrastructure see schedule 1 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:

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

Private open space means an **outdoor space** for the exclusive use of occupants of a building.

Retaining structures means retention **structures** and systems such as walls, anchors, bolts, soil nails, shoring, piles, piers, beams.

Structure means any built structure as well as **retaining structures**.

3.5 Abbreviations

dB(A) – decibels measured on the ‘A’ frequency weighting network

RPEQ – Registered Professional Engineer of Queensland