## State code 6: Protection of state transport networks

Table 6.2.2: All development

| **Performance outcomes** | **Acceptable outcomes** | **Response** |
| --- | --- | --- |
| Network impacts | | |
| PO1 Development does not result in a worsening of the safety of a state-controlled road.  Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided.  Further information on determining whether a road safety audit or road safety assessment is required is provided in section 9 of the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017. | No acceptable outcome is prescribed. | *Complies with PO# / AO#*  *Use this column to indicate whether compliance is achieved with the relevant PO or AO (or if they do not apply), and explain why* |
| PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.  Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided.  Further information on how to prepare a traffic impact assessment and pavement impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017. | No acceptable outcome is prescribed. |  |
| PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.  Note: To demonstrate compliance with this performance outcome,  it is recommended that an RPEQ certified traffic impact assessment is provided.  Further information on how to prepare a traffic impact assessment  is provided in the Guide to Traffic Impact Assessment,  Department of Transport and Main Roads, 2017. | No acceptable outcome is prescribed. |  |
| PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network. | AO4.1 The layout and design of the development directs traffic generated by the development to the local road network. |  |
| PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards. | AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016. |  |
| PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.  Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided.  Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017. | AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road. |  |
| PO7 Development does not adversely impact on the safety of a railway crossing.  Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome. | **AO7.1** Development does not require a new railway crossing.  OR |  |
| **AO7.2** A new railway crossing is grade separated. |  |
| OR all of the following acceptable outcomes apply:  **AO7.3** Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings.  Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome  AND |  |
| **AO7.4** Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site.  Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.  AND |  |
| **AO7.5** On-site vehicle circulation is designed to give priority to entering vehicles at all times. |  |
| PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure. | No acceptable outcome is prescribed. |  |
| PO9 Development does not result in a worsening of operating conditions of a railway | No acceptable outcome is prescribed. |  |
| Stormwater and drainage |  |  |
| PO10 Development does not result in an actionable  nuisance, or worsening of, stormwater, flooding or  drainage impacts in a state transport corridor. | No acceptable outcome is prescribed. |  |
| PO11 Run-off from the development site is not  unlawfully discharged to a state transport corridor. | **AO11.1** Development does not create any new  points of discharge to a state transport corridor.  AND |  |
| AO11.2 Stormwater run-off is discharged to a lawful  point of discharge.  Note: Section 3.4 of the Queensland Urban Drainage Manual,  Department of Energy and Water Supply, 2013, provides further  information on lawful points of discharge.  AND |  |
| **AO11.3** Development does not worsen the condition  of an existing lawful point of discharge to a state  transport corridor. |  |
| PO12 Run-off from the development site does not  cause siltation of stormwater infrastructure affecting a state transport corridor. | **AO12.1** Run-off from the development site is not  discharged to stormwater infrastructure for a state  transport corridor. |  |
| Planned upgrades | | |
| PO13 Development does not impede delivery of planned upgrades of state transport  infrastructure. | **AO13.1** Development is not located on land  identified by the Department of Transport and Main  Roads as land required for the planned upgrade of  state transport infrastructure.  Note: Land required for the planned upgrade of state transport  infrastructure is identified in the DA mapping system.  OR |  |
| AO13.2 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 state transport infrastructure. |  |
| OR all of the following acceptable outcomes apply:  AO13.3 Structures and infrastructure located on  land identified by the Department of Transport and Main Roads as land required for the planned  upgrade of state transport infrastructure are able  to be readily relocated or removed without materially affecting the viability or functionality of the development.  AND |  |
| AO13.4 Vehicular access for the development is  consistent with the function and design of the  planned upgrade of state transport infrastructure.  AND |  |
| AO13.5 Development does not involve filling and  excavation of, or material changes to, land required  for a planned upgrade to a state transport  infrastructure.  AND |  |
| AO13.6 Land is able to be reinstated to the predevelopment condition at the completion of the use. |  |

Table 6.2.3: Public passenger transport infrastructure

| **Performance outcomes** | **Acceptable outcomes** | **Response** |
| --- | --- | --- |
| Public passenger transport infrastructure | | |
| PO14 Development does not damage or interfere  with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services. | AO14.1 Vehicular access and associated road  access works are not located within 5 metres of  public passenger transport infrastructure.  AND | *Complies with PO# / AO#*  *Use this column to indicate whether compliance is achieved with the relevant PO or AO (or if they do not apply), and explain why* |
| AO14.2 Development does not necessitate the  relocation of existing public passenger transport  infrastructure.  AND |  |
| AO14.3 Development does not obstruct pedestrian  or cyclist access to public passenger transport  infrastructure or public passenger services.  AND |  |
| AO14.4 The normal operation of public passenger  transport infrastructure or public passenger services is not interrupted during construction of the development. |  |
| PO15 Upgraded or new public passenger  transport infrastructure is provided to  accommodate the demand for public passenger  transport generated by the development.  Note: To demonstrate compliance with this performance outcome,  it is recommended a public transport impact assessment be  prepared in accordance with appendix 1 of the State  Development Assessment Provisions Supporting Information –  Public Passenger Transport Infrastructure, Department of  Transport and Main Roads, 2017.  New or upgraded public passenger transport infrastructure  provided should be in accordance with the Public Transport  Infrastructure Manual, Department of Transport and Main Roads,  2015.  Refer to the SDAP Supporting Information: Public passenger  transport infrastructure, Department of Transport and Main  Roads, 2017, for further guidance on how to comply with the  performance outcome. | No acceptable outcome is prescribed. |  |
| PO16 Development is designed to ensure the  location of public passenger transport infrastructure prioritises and enables efficient public passenger services.  Note: Chapters 2 and 5 of the Public Transport Infrastructure  Manual, Department of Transport and Main Roads, 2015 provides  guidance on how to comply with this performance outcome.  Refer to the SDAP Supporting Information: Public passenger  transport infrastructure, Department of Transport and Main  Roads, 2017, for further guidance on how to comply with the  performance outcome. | No acceptable outcome is prescribed. |  |
| PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.  Note: Refer to the SDAP Supporting Information: Public  passenger transport infrastructure, Department of Transport and  Main Roads, 2017, for further guidance on how to comply with the  performance outcome. | No acceptable outcome is prescribed. |  |
| PO18 New or modified road networks are designed  to enable development to be serviced by public  passenger services.  Note: Refer to the SDAP Supporting Information: Public  passenger transport infrastructure, Department of Transport and  Main Roads, 2017, for further guidance on how to comply with the  performance outcome. | AO18.1 Roads catering for buses are arterial or  sub-arterial roads, collector or their equivalent.  AND |  |
| AO18.2 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, 2016.  Note: Guidance on how to meet the acceptable outcome is  available in the Road Planning and Design Manual 2nd edition,  Volume 3: Guide to Road Design, Department of Transport and  Main Roads, 2016:  1. Part 3:  a. 4.2 Traffic lanes  b. 4.8 Bicycle lanes  c. 4.9 High occupancy vehicle (HOV) lanes  d. 4.12 Bus stops  e. 7 Horizontal alignment  f. 7.7 Super elevation  g. 7.9 Curve widening  2. Part 4:  a. 6.3 Bus Facilities  b. 5.6 Design vehicle swept path  3. Part 4A:  a. 5 Auxiliary lanes  4. Part 4B: Roundabouts:  a. 4 Geometric design  b. 4.6 Circulating carriageway.  AND |  |
| AO18.3 Traffic calming devices are not installed on  roads used for buses.  Note: Chapter 2 of the Public Transport Infrastructure Manual,  Department of Transport and Main Roads, 2015 provides  guidance on how to comply with this acceptable outcome.  AND |  |
| AO18.4 Where road humps are installed on roads  used for buses, the road humps are designed in  accordance with the Manual of Uniform Traffic  Control Devices, Department of Transport and Main  Roads, 2016.  Note: Guidance on how to meet the acceptable outcome is  available in the Manual of Uniform Traffic Control Devices, Part  13:  1. Local Area Traffic Management, section 2.4 – Road humps  2. Supplement part 13: Local Area Traffic Management – 2.4.2-  1 Hump profiles for bus routes. |  |
| PO19 Development provides safe, direct and  convenient pedestrian access to existing and future  public passenger transport infrastructure.  Note: Chapter 3 of the Public Transport Infrastructure Manual,  Department of Transport and Main Roads, 2015 provides  guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysis  be provided to demonstrate compliance with the performance  outcome.  Refer to the SDAP Supporting Information: Public passenger  transport infrastructure, Department of Transport and Main  Roads, 2017, for further guidance on how to comply with the  performance outcome. | No acceptable outcome is prescribed. |  |
| PO20 On-site vehicular circulation ensures the  safety of both public passenger transport services  and pedestrians.  Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome. | AO20.1 The location of on-site pedestrian crossings  ensures safe sight distances for pedestrians and  public passenger services.  AND |  |
| AO20.2 On-site circulation is designed and  constructed so that public passenger services can  enter and leave in a forward gear at all times.  AND |  |
| AO20.3 Development does not result in public  passenger services movements through car parking aisles. |  |
| PO21 Taxi facilities are provided to accommodate  the demand generated by the development.  Note: Guidance on how to meet the performance outcome are  available in chapter 7 of the Public Transport Infrastructure  Manual, Department of Transport and Main Roads, 2015.  Refer to the SDAP Supporting Information: Public passenger  transport infrastructure, Department of Transport and Main  Roads, 2017, for further guidance on how to comply with the  performance outcome. | No acceptable outcome is prescribed. |  |
| PO22 Taxi facilities are located and designed to  provide convenient, safe and equitable access for  passengers.  Note: Refer to the SDAP Supporting Information: Public  passenger transport infrastructure, Department of Transport and  Main Roads, 2017, for further guidance on how to comply with the  performance outcome. | AO22.1 A taxi facility is provided parallel to the  kerb and adjacent to the main entrance.  AND |  |
| AO22.2 Taxi facilities are designed in accordance  with:  1. 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 – offstreet  parking for people with disabilities  4. Disability standards for accessible public  transport 2002 made under section 31(1) of the  *Disability Discrimination Act 1992*  5. AS/NZS 1158.3.1 – Lighting for roads and public  spaces, Part 3.1: Pedestrian area (category P)  lighting – Performance and design requirements. |  |
| PO23 Educational establishments are designed to  ensure the safe and efficient operation of public  passenger services and pedestrian access.  Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome. | AO23.1 Educational establishments are designed  in accordance with the provisions of the Planning for  Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011. |  |