## 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 assessmentis 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 outcomeAND |  |
| **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 actionablenuisance, or worsening of, stormwater, flooding ordrainage impacts in a state transport corridor. | No acceptable outcome is prescribed.  |  |
| PO11 Run-off from the development site is notunlawfully discharged to a state transport corridor. | **AO11.1** Development does not create any newpoints of discharge to a state transport corridor.AND |  |
| AO11.2 Stormwater run-off is discharged to a lawfulpoint of discharge.Note: Section 3.4 of the Queensland Urban Drainage Manual,Department of Energy and Water Supply, 2013, provides furtherinformation on lawful points of discharge.AND |  |
| **AO11.3** Development does not worsen the conditionof an existing lawful point of discharge to a statetransport corridor. |  |
| PO12 Run-off from the development site does notcause siltation of stormwater infrastructure affecting a state transport corridor. | **AO12.1** Run-off from the development site is notdischarged to stormwater infrastructure for a statetransport corridor. |  |
| Planned upgrades |
| PO13 Development does not impede delivery of planned upgrades of state transportinfrastructure. | **AO13.1** Development is not located on landidentified by the Department of Transport and MainRoads as land required for the planned upgrade ofstate transport infrastructure.Note: Land required for the planned upgrade of state transportinfrastructure 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 onland identified by the Department of Transport and Main Roads as land required for the plannedupgrade of state transport infrastructure are ableto be readily relocated or removed without materially affecting the viability or functionality of the development.AND |  |
| AO13.4 Vehicular access for the development isconsistent with the function and design of theplanned upgrade of state transport infrastructure.AND |  |
| AO13.5 Development does not involve filling andexcavation of, or material changes to, land requiredfor a planned upgrade to a state transportinfrastructure.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 interferewith 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 roadaccess works are not located within 5 metres ofpublic 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 therelocation of existing public passenger transportinfrastructure.AND |  |
| AO14.3 Development does not obstruct pedestrianor cyclist access to public passenger transportinfrastructure or public passenger services.AND |  |
| AO14.4 The normal operation of public passengertransport infrastructure or public passenger services is not interrupted during construction of the development. |  |
| PO15 Upgraded or new public passengertransport infrastructure is provided toaccommodate the demand for public passengertransport generated by the development.Note: To demonstrate compliance with this performance outcome,it is recommended a public transport impact assessment beprepared in accordance with appendix 1 of the StateDevelopment Assessment Provisions Supporting Information –Public Passenger Transport Infrastructure, Department ofTransport and Main Roads, 2017.New or upgraded public passenger transport infrastructureprovided should be in accordance with the Public TransportInfrastructure Manual, Department of Transport and Main Roads,2015.Refer to the SDAP Supporting Information: Public passengertransport infrastructure, Department of Transport and MainRoads, 2017, for further guidance on how to comply with theperformance outcome. | No acceptable outcome is prescribed. |  |
| PO16 Development is designed to ensure thelocation of public passenger transport infrastructure prioritises and enables efficient public passenger services.Note: Chapters 2 and 5 of the Public Transport InfrastructureManual, Department of Transport and Main Roads, 2015 providesguidance on how to comply with this performance outcome.Refer to the SDAP Supporting Information: Public passengertransport infrastructure, Department of Transport and MainRoads, 2017, for further guidance on how to comply with theperformance 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: Publicpassenger transport infrastructure, Department of Transport andMain Roads, 2017, for further guidance on how to comply with theperformance outcome. | No acceptable outcome is prescribed. |  |
| PO18 New or modified road networks are designedto enable development to be serviced by publicpassenger services.Note: Refer to the SDAP Supporting Information: Publicpassenger transport infrastructure, Department of Transport andMain Roads, 2017, for further guidance on how to comply with theperformance outcome. | AO18.1 Roads catering for buses are arterial orsub-arterial roads, collector or their equivalent.AND |  |
| AO18.2 Roads intended to accommodate buses aredesigned and constructed in accordance with RoadPlanning and Design Manual 2nd edition, Volume 3:Guide to Road Design, Department of Transport andMain Roads, 2016.Note: Guidance on how to meet the acceptable outcome isavailable in the Road Planning and Design Manual 2nd edition,Volume 3: Guide to Road Design, Department of Transport andMain Roads, 2016:1. Part 3:a. 4.2 Traffic lanesb. 4.8 Bicycle lanesc. 4.9 High occupancy vehicle (HOV) lanesd. 4.12 Bus stopse. 7 Horizontal alignmentf. 7.7 Super elevationg. 7.9 Curve widening2. Part 4:a. 6.3 Bus Facilitiesb. 5.6 Design vehicle swept path3. Part 4A:a. 5 Auxiliary lanes4. Part 4B: Roundabouts:a. 4 Geometric designb. 4.6 Circulating carriageway.AND |  |
| AO18.3 Traffic calming devices are not installed onroads used for buses.Note: Chapter 2 of the Public Transport Infrastructure Manual,Department of Transport and Main Roads, 2015 providesguidance on how to comply with this acceptable outcome.AND |  |
| AO18.4 Where road humps are installed on roadsused for buses, the road humps are designed inaccordance with the Manual of Uniform TrafficControl Devices, Department of Transport and MainRoads, 2016.Note: Guidance on how to meet the acceptable outcome isavailable in the Manual of Uniform Traffic Control Devices, Part13:1. Local Area Traffic Management, section 2.4 – Road humps2. Supplement part 13: Local Area Traffic Management – 2.4.2- 1 Hump profiles for bus routes. |  |
| PO19 Development provides safe, direct andconvenient pedestrian access to existing and futurepublic passenger transport infrastructure.Note: Chapter 3 of the Public Transport Infrastructure Manual,Department of Transport and Main Roads, 2015 providesguidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysisbe provided to demonstrate compliance with the performanceoutcome.Refer to the SDAP Supporting Information: Public passengertransport infrastructure, Department of Transport and MainRoads, 2017, for further guidance on how to comply with theperformance outcome. | No acceptable outcome is prescribed. |  |
| PO20 On-site vehicular circulation ensures thesafety of both public passenger transport servicesand 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 crossingsensures safe sight distances for pedestrians andpublic passenger services.AND |  |
| AO20.2 On-site circulation is designed andconstructed so that public passenger services canenter and leave in a forward gear at all times.AND |  |
| AO20.3 Development does not result in publicpassenger services movements through car parking aisles. |  |
| PO21 Taxi facilities are provided to accommodatethe demand generated by the development.Note: Guidance on how to meet the performance outcome areavailable in chapter 7 of the Public Transport InfrastructureManual, Department of Transport and Main Roads, 2015.Refer to the SDAP Supporting Information: Public passengertransport infrastructure, Department of Transport and MainRoads, 2017, for further guidance on how to comply with theperformance outcome. | No acceptable outcome is prescribed. |  |
| PO22 Taxi facilities are located and designed toprovide convenient, safe and equitable access forpassengers.Note: Refer to the SDAP Supporting Information: Publicpassenger transport infrastructure, Department of Transport andMain Roads, 2017, for further guidance on how to comply with theperformance outcome. | AO22.1 A taxi facility is provided parallel to thekerb and adjacent to the main entrance.AND |  |
| AO22.2 Taxi facilities are designed in accordancewith:1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices3. AS/NZS 2890.6–2009 Parking facilities – offstreet parking for people with disabilities4. 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 toensure the safe and efficient operation of publicpassenger 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 designedin accordance with the provisions of the Planning forSafe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011. |  |