State code 6: Protection of state transport networks

6.1 Purpose statement

The purpose of this code is to:

1. protect state transport infrastructure, public passenger transport infrastructure and public passenger services from the adverse impacts of development
2. maintain the operational performance of the transport network
3. ensure development enables safe and convenient access to public passenger transport.

Specifically, this code seeks to ensure development:

1. 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
3. 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, including access by cycling and walking.

6.2 Performance outcomes and acceptable outcomes

Table 6.2.1 identifies which performance outcomes are relevant for the development types listed in schedule 26 of the Planning Regulation 2017.

All development should demonstrate compliance with the relevant provisions of table 6.2.2 and table 6.2.3, where relevant.

Table 6.2.1: Application of performance outcomes

<table>
<thead>
<tr>
<th>Development</th>
<th>Relevant provisions of the code</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Network Impacts</strong></td>
<td></td>
</tr>
<tr>
<td>All development</td>
<td>PO1 and PO3 – PO8</td>
</tr>
<tr>
<td><strong>Material change of use:</strong></td>
<td></td>
</tr>
<tr>
<td>Extractive industry, high impact industry, intensive animal industry, special industry</td>
<td>PO2</td>
</tr>
<tr>
<td><strong>Reconfiguring a lot:</strong></td>
<td></td>
</tr>
<tr>
<td>Accommodation activities, business activities, industry activities</td>
<td></td>
</tr>
<tr>
<td><strong>Operational works:</strong></td>
<td></td>
</tr>
<tr>
<td>Filling or excavation not associated with a material change of use or reconfiguring a lot</td>
<td></td>
</tr>
<tr>
<td><strong>Vehicular access</strong></td>
<td></td>
</tr>
<tr>
<td>All development</td>
<td>PO9 – PO13</td>
</tr>
<tr>
<td><strong>Planned upgrades</strong></td>
<td></td>
</tr>
<tr>
<td>All development</td>
<td>PO14 – PO15</td>
</tr>
<tr>
<td><strong>Provision of public passenger transport infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>Accommodation activities, airport, business activities, club, educational establishment, function facility.</td>
<td>PO16 – PO20</td>
</tr>
<tr>
<td>Development</td>
<td>Relevant provisions of the code</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>hospital, major sport, recreation and entertainment facility, residential care facility, shopping centre, short-term accommodation, theatre and tourist attraction</td>
<td></td>
</tr>
<tr>
<td>Airport, club, function facility, hospital, hotel, major sport, recreation and entertainment facility, residential care facility, shop, shopping centre, short-term accommodation, theatre and tourist attraction</td>
<td>PO21 – PO23</td>
</tr>
<tr>
<td>Educational establishment</td>
<td>PO24</td>
</tr>
</tbody>
</table>

### Table 6.2.2: All development

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Network impacts</strong></td>
<td></td>
</tr>
<tr>
<td><strong>PO1</strong> Development does not result in a worsening of the safety of a state-controlled road.</td>
<td>No acceptable outcome is prescribed.</td>
</tr>
<tr>
<td>Editor’s 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, prepared in accordance with the Guide to traffic impact assessment, Department of Transport and Main Roads, 2017. Tables 8 and 9 of the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, provides guidance on how to determine whether a road safety audit or road safety assessment is required.</td>
<td></td>
</tr>
<tr>
<td><strong>PO2</strong> Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.</td>
<td>No acceptable outcome is prescribed.</td>
</tr>
<tr>
<td>Editor’s note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</td>
<td></td>
</tr>
<tr>
<td><strong>PO3</strong> Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.</td>
<td>No acceptable outcome is prescribed.</td>
</tr>
<tr>
<td>Editor’s note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, is provided.</td>
<td></td>
</tr>
<tr>
<td><strong>PO4</strong> Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</td>
<td>AO4.1 New lower order roads do not connect directly to a state-controlled road. AND AO4.2 The layout and design of the development directs traffic generated by the development to lower order roads.</td>
</tr>
<tr>
<td><strong>PO5</strong> Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.</td>
<td>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.</td>
</tr>
<tr>
<td><strong>PO6</strong> Haulage of fill and excavated spoil material does not damage the pavement of a state-controlled road.</td>
<td>AO6.1 Fill and spoil material is not transported to or from the development site on a state-controlled road. OR AO6.2 Fill and spoil material transported to or from the...</td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>recommended that a transport infrastructure impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017,</td>
<td>development site on a state-controlled road does not exceed 10 000 tonnes.</td>
</tr>
</tbody>
</table>

**PO7 Development does not adversely impact on the safety of a railway crossing.**

Editor's 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

**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.**

Editor’s 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.**

AND

**AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.**

**PO8 Development, including construction activities, 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.**

**AO8.1 Vehicular access for a development is not located within 5 metres of public passenger transport infrastructure.**

AND

**AO8.2 Vehicular access for a development does not necessitate the relocation of public passenger transport infrastructure.**

AND

**AO8.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services.**

AND

**AO8.4 Construction activities do not interrupt the normal operation of public passenger transport infrastructure or public passenger services.**

Editor’s note: It is recommended the applicant contact the Department of Transport and Main Roads for advice regarding an applicable construction management plan, which may be approved to permit temporary relocation of public passenger transport infrastructure during construction.
### Table 6.2.3: Access

Note: Table 6.2.3: Access is only applicable where development proposes:

1. access to a **state transport corridor**, or
2. vehicular access to a **local road** within 100 metres of an intersection with a **state-controlled road**.

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Access</strong></td>
<td></td>
</tr>
<tr>
<td>Vehicular access to state-controlled roads</td>
<td></td>
</tr>
</tbody>
</table>
| PO9 Vehicular access to a **state-controlled road** that is a **limited access road** is consistent with government policy for the management of **limited access roads**. | AO9.1 Development does not propose vehicular access to a **limited access road**.  
Editor’s note: **Limited access roads** are declared by the transport chief executive under section 54 of the *Transport Infrastructure Act 1994*. A list of **limited access roads** is detailed in the State Development Assessment Provisions Supporting Information – Access to a state-controlled road, Department of Transport and Main Roads, 2014.  
OR  
AO9.2 A new vehicular access to a **limited access road** is consistent with the **limited access policy** for the **state-controlled road**.  
Editor’s note: **Limited access policies** for **limited access roads** can be obtained by contacting the relevant Department of Transport and Main Roads’ regional office.  
AND  
AO9.3 Where the new vehicular access is for a service centre, access is consistent with the Service centre policy, **Access policy for roadside service centre facilities on limited access roads**, Department of Transport and Main Roads, 2013 and the Service Centre Strategy for the state-controlled road.  
Editor’s note: The Service Centre Policy, Department of Transport and Main Roads, 2017 and **Access Policy For Roadside Service Centre Facilities**, Department of Transport and Main Roads, 2017 can be accessed by contacting the relevant Department of Transport and Main Roads’ regional office. |

PO10 Vehicular access to a **state-controlled road**, (including access to a **limited access road**) does not create a safety hazard for users of a **state-controlled road** or result in a worsening of operating conditions on the **state-controlled road**.  
Editor’s note: Where a **new or changed access** between the premises and a **state-controlled road** is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of the *Transport Infrastructure Act 1994* issued where sufficient information is provided. | AO10.1 Vehicular access is provided from a local government road.  
OR  
AO10.2 Development does not involve **new or changed access** between the premises and the **state-controlled road**.  
Editor’s note: A decision under section 62 of the *Transport Infrastructure Act 1994* outlines the approved conditions for use of an existing vehicular access to a **state-controlled road**. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.  
AND  
AO10.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the road intersection or on the **state-controlled road**. |

Vehicular access to local roads within 100 metres of an intersection with a state-controlled road  
PO11 Vehicular access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not create a safety hazard for users of a **state-controlled road**. | AO11.1 Vehicular access is located as far as possible from the **state-controlled road** intersection. |
<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>AND AO11.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, volume 3, Department of Transport and Main Roads, 2016.</td>
<td>AND AO11.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.</td>
</tr>
</tbody>
</table>

**Access to railways**

**PO12** Access to a railway corridor does not create a safety hazard for users of a railway, or result in a worsening of operating conditions on a railway.

| AND AO12.1 Development does not require a new railway crossing. |
| AND AO12.2 Development does not propose a new or temporary structures or works connecting to a railway. |
| AND AO12.3 Access points achieve sufficient clearance from a railway level crossing in accordance with AS1742.7:2016 Manual of Uniform Traffic Control Devices, Part 7: Railway crossings, by providing minimum 5 metres clearance from the edge running rail (outer rail), plus the length of the largest vehicle. Editor’s 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. |

**Vehicular access to light rail**

**PO13** Vehicular access to a light rail corridor does not create a safety hazard for light rail transport infrastructure or result in a worsening of operating conditions for the light rail.

| AND AO13.1 Development does not involve new or changed access between the premises and the light rail corridor. Editor’s note: Where a new or changed access between the premises and a light rail corridor is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe and whether the access will adversely affect public passenger transport services. Further information regarding design requirements for vehicular access can be found in the draft Guide for Development in a Transport Environment: Light rail, Department of Transport and Main Roads, 2017. OR AO13.2 Where a property directly abuts a road within the light rail corridor, vehicular access is configured for left in and left out turning movements. AND AO13.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times to ensure movement of light rail vehicles is not impeded by an overflow of traffic queuing to enter the premises. |

**Planned upgrades**

**PO14** Development does not affect the state’s ability to deliver planned upgrades of state transport infrastructure.

| AND AO14.1 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. Editor’s note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system – SARA layers. |
### Performance outcomes

**PO15** Development located on land for a planned upgrade of state transport infrastructure is for a temporary use, is able to be readily relocated or abandoned without materially affecting the viability of the development and does not result in material changes to the land.

**PO16** Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development.

**PO17** Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.

**PO18** Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.

**PO19** New or modified road networks are designed to enable development to be serviced by public passenger services.

### Acceptable outcomes

**AO15.1** Development located on land for a planned upgrade to a state transport infrastructure is for one of the following uses:

1. domestic out-buildings) associated with a dwelling
2. animal husbandry
3. cropping
4. market
5. outdoor sport and recreation
6. park
7. parking station (not involving a multi-level car park)
8. rural industry.

AND

**AO15.2** Development does not involve filling and excavation of land required for a planned upgrade to a state transport infrastructure.

AND

**AO15.3** Land is reinstated to the pre-development condition at the completion of a temporary use.

**AO16.1** No acceptable outcome is prescribed.

**AO17.1** No acceptable outcome is prescribed.

**AO18.1** No acceptable outcome is prescribed.

**AO19.1** Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.

AND

**AO19.2** Roads intended to accommodate buses are designed and constructed in accordance with Road Planning and Design Manual, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2013.

Editor’s note: Guidance on how to meet the acceptable outcome is available in the Road Planning and Design Manual, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2013.

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
<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
</table>
| **PO20** Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure.  
Editor’s 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. | No acceptable outcome is prescribed. |
| **PO21** Onsite vehicular circulation ensures the safety of both public passenger transport services and pedestrians. | **AO21.1** The location of onsite pedestrian crossings ensures safe sight distances for pedestrians and public passenger services.  
AND  
**AO21.2** Onsite circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times.  
AND  
**AO21.3** Development does not result in public passenger services movements through car parking aisles. |
| **PO22** Taxi facilities are provided to accommodate the demand generated by the development.  
Editor's 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. | No acceptable outcome is prescribed. |
<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PO23 Taxi facilities</strong> are located and designed to provide convenient, safe and equitable access for passengers.</td>
<td><strong>AO23.1</strong> A dedicated taxi rank is provided parallel to the kerb and adjacent to the main entrance. <strong>AND</strong> <strong>AO23.2</strong> Taxi ranks 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 – off-street 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.</td>
</tr>
<tr>
<td><strong>PO24 Educational establishments</strong> are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.</td>
<td><strong>AO24.1</strong> 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.</td>
</tr>
</tbody>
</table>

6.3 Reference Documents

- Department of Transport and Main Roads 2003 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 2014 State Development Assessment Provisions Supporting Information – Public passenger transport
- 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 2017 draft Guide to Development in a Transport Environment: Light rail
- Department of Transport and Main Roads 2017 Guide to traffic impact assessment
- Standards Australia 2000 AS1742.7 – Roads and Maritime Services – Manual of uniform traffic control devices
- Standards Australia 2009 AS1428.1–2009 Design for access and mobility – General requirements for access – New building work
- 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

6.4 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.

**Airport** see schedule 26 of the Planning Regulation 2017.

Editor's note: *Airport* means a premise used for any of the following:
1. the arrival and departure of aircraft, or
2. the housing, servicing, refuelling, maintenance and repair of aircraft, or
3. the assembly and dispersal of passengers or goods on or from an aircraft, or
4. any ancillary activities directly serving the needs of passengers and visitors to the use, or
5. associated training and education facilities, or
6. aviation facilities.

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

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

**Club** see schedule 26 of the Planning Regulation 2017.

Editor's note: *Club* means premises used by persons associated for social, literary, political, sporting, athletic or other similar purposes for social interaction or entertainment. The use may include the ancillary preparation and service of food and drink.

**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.

Editor's note: The **DA mapping system** is available on the department’s website.

**Educational establishment** see schedule 26 of the Planning Regulation 2017.

Editor's note: *Educational establishment* means premises used for training and instruction designed to impart knowledge and develop skills. The use may include after school care for students or on-site student accommodation.

**Extractive industry** see schedule 26 of the Planning Regulation 2017.

Editor's note: *Extractive industry* means premises used for the extraction and/or processing of extractive resources and associated activities, including their transportation to market.

**Function facility** see schedule 26 of the Planning Regulation 2017.

Editor's note: *Function facility* means premises used for conducting receptions or functions that may include the preparation and provision of food and liquor for consumption on site.

**High impact industry** see schedule 26 of the Planning Regulation 2017.

Editor's note: *High impact industry* means premises used for industrial activities that include the manufacturing, producing, processing, repairing, alterning, recycling, storing, distributing, transferring or treating of products and have one or more of the following attributes:
1. potential for significant impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise
2. potential for significant offsite impacts in the event of fire, explosion or toxic release
3. generates high traffic flows in the context of the locality or the road network
4. generates a significant demand on the local infrastructure network
5. the use may involve night time and outdoor activities, or
6. onsite controls are required for emissions and dangerous goods risks.

**Hospital** see schedule 26 of the Planning Regulation 2017.

Editor's note: *Hospital* means premises used for medical or surgical care or treatment of patients, whether or not residing on the premises. The use may include ancillary accommodation for employees and ancillary activities directly serving the needs of patients and visitors.
Hotel see the schedule 26 of Planning Regulation 2017.

Editor’s note: Hotel means the use of premises for:
1. selling liquor for consumption on the premises
2. a dining or entertainment activity, or short-term accommodation if the use is ancillary to the use in sub-paragraph 1, but
3. does not include a bar.

Intensive animal industry see schedule 26 of the Planning Regulation 2017.

Editor’s note: Intensive animal industry means the use of premises for:
1. the intensive production of animals or animal products, in an enclosure, that requires food and water to be provided mechanically or by hand, or
2. storing and packing feed and produce, if the use is ancillary to the use in sub-paragraph 1, but
3. does not include the cultivation of aquatic animals.

Light rail see schedule 6 of the Transport Infrastructure Act 1994.

Editor’s note: Light rail means:
1. a route wholly or partly dedicated to the priority movement of light rail vehicles for passenger transport purposes, whether or not the route was designed and constructed for those purposes as well as other purposes, and
2. places for the taking on and letting off of light rail vehicle passengers using the route.

Light rail corridor means land:
1. on which light rail transport infrastructure is situated, or
2. on which light rail transport infrastructure works are being done, or
3. on which other services are provided for the maintenance or operation of light rail transport infrastructure.

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

Editor’s note: Light rail transport infrastructure means each of the following:
1. the rails on which light rail vehicles run for a light rail and pavement incorporating the rails
2. the stations for operating a light rail
3. other facilities necessary for managing or operating a light rail, including, for example:
   a. works built for the light rail, including the following:
      i. cuttings
      ii. drainage works
      iii. excavations
      iv. land fill
      v. track support earthworks
   b. light rail vehicles that operate on a light rail
   c. the following things if they are associated with the light rail’s operation:
      i. access or service lanes
      ii. bridges, including bridges over water
      iii. communication systems
      iv. light rail operation control facilities
      v. machinery and other equipment
      vi. maintenance depots
      vii. marshaling yards
      viii. monitoring and security systems
      ix. noise barriers
      x. noise boards, notice markers and signs
      xi. office buildings
      xii. overhead wiring
      xiii. over-track structure
      xiv. passenger interchange facilities between light rail and other modes of transport
      xv. platforms
      xvi. positioning systems
      xvii. power and communication cables
      xviii. power supply substations and equipment
      xix. signalling facilities and equipment
      xx. survey stations, pegs and marks
      xxi. ticketing equipment and systems
      xxi. timetabling system
      xxii. tunnels
      xxiv. under-track structures
      xxv. workshops
   d. vehicle parking and set down facilities for intending passengers for a light rail
   e. pedestrian facilities, including paving of footpaths, for a light rail
   f. other facilities, or commercial or retail outlets or works, for the convenience of passengers and other who may use a light rail, including for example, automatic teller machines, lockers or showers for cyclists and others, newsagents and wheelchair hire or exchange centres
4. and includes a driver service and a service for the administration of taxi services, but does not include a service excluded from the
3. the service is a courtesy or community transport service
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)
1. the service is provided for fare or other consideration

Editor’s note: Light rail transport infrastructure works means works done for:
1. constructing light rail transport infrastructure or things associated with light rail transport infrastructure
2. the maintenance of light rail transport infrastructure or of things associated with light rail transport infrastructure
3. facilitating the operation of light rail transport infrastructure or things associated with light rail transport infrastructure
4. establishing, constructing or maintaining transport infrastructure, other than light rail 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
5. other works declared under a regulation to be light rail transport infrastructure works.

Light rail vehicle see schedule 6 of the Transport Infrastructure Act 1994.

Editor’s note: Light rail vehicle means a type of transport that:
1. is intended wholly or mainly for the carriage of passengers or for track maintenance
2. travels on flanged wheels on parallel rails
3. is designed to operate in line of sight on road-like areas.

Limited access policy see the Transport Infrastructure Act 1994.

Editor’s note: Limited access policy means a policy for a limited access road prepared under section 54(4) of the Transport Infrastructure Act 1994. A limited access policy can be obtained by contacting the appropriate Department of Transport and Main Roads’ regional office.

Limited access road see the Transport Infrastructure Act 1994.

Editor’s note: Limited access road means a state-controlled road, or part of a state-controlled road, declared to be a limited access road under section 54 of the Transport Infrastructure Act 1994.

Editor’s note: See DA mapping system – SARA layers.

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

New or changed access see schedule 26 of the Planning Regulation 2017.

Editor’s note: New or changed access between premises and state transport corridor means:
1. the use of a new location as a relevant vehicular access between the premises and the state transport corridor
2. the construction of a new relevant vehicular access between the premises and the state transport corridor
3. an extension of an existing relevant vehicular access between the premises and the state transport corridor
4. an increase in the number of vehicles regularly using an existing relevant vehicular access between the premises and the state transport corridor, or
5. a change in the type of vehicles regularly using an existing relevant vehicular access between the premises and the state transport corridor.

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.

Editor’s 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.

Editor’s note: See DA mapping system – SARA layers.


Editor’s note: Public passenger service means a service for the carriage of passengers if:
1. the service is provided for fare or other consideration
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)
3. the service is a courtesy or community transport service
4. 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.

Editor’s 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.

Editor’s 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 passengers 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, or
10. a road on which a public passenger transport service operates.

**Railway** see schedule 26 of the Planning Regulation 2017.

Editor’s note: Railway means land on which railway transport infrastructure or other rail infrastructure is situated. Railway does not include a light rail or light rail transport infrastructure.

Editor’s note: See DA mapping system – SARA layers.

**Railway crossing** see the *Transport Infrastructure Act 1994*.

Editor’s note: Railway crossing means a level crossing, bridge or another structure used to cross over or under a railway.

**Residential care facility** see schedule 26 of the Planning Regulation 2017.

Editor’s note: Residential care facility means the use of premises for supervised accommodation, and medical and other support services, for persons who:
1. can not live independently, or
2. require regular nursing or personal care.

**Road hump** see part 13, 1.3.4 of the Manual of Uniform Traffic Control Devices (MUTCD).

Editor’s note: Road hump means a raised transverse section of road causing sharp vertical displacement of vehicles, which is provided as a speed reduction (traffic calming) measure.

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

Editor’s note: Road transport infrastructure means transport infrastructure relating to roads.

**Shop** see the schedule 26 of Planning Regulation 2017.

Editor’s note: Shop means the use of premises for:
1. the display, sale or hire of goods, or
2. providing personal services or betting to the public.

**Shopping centre** see schedule 26 of the Planning Regulation 2017.

Editor’s note: Shopping centre means the use of premises for an integrated shopping complex consisting mainly of shops.

**Short-term accommodation** see schedule 26 of the Planning Regulation 2017.

Editor’s note: Short-term accommodation means the use of premises for:
1. providing accommodation of less than 3 consecutive months to tourists or travellers, or
2. a manager’s residence, office, or recreation facilities for the exclusive use of guests, if the use is ancillary to the use in subparagraph (1), but
3. does not include a hotel, nature-based tourism, resort complex or tour park.

**Special industry** see schedule 26 of the Planning Regulation 2017.

Editor’s note: Special industry means the use or premises for an industrial activity that is manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating products, if:
1. either of the following apply:
   a. the use involves outdoor activities carried out between 6pm and 7am, or
   b. measures are required on the premises to control the risk of emissions and impacts from dangerous goods stored as part of the use, and
2. the impacts of the use on other premises, or road or infrastructure networks, exceed the limits for the use stated in a local planning instrument applying to the premises.

**State-controlled road** see schedule 26 of the Planning Regulation 2017.

Editor’s note: State-controlled road includes state toll road corridor land.

Editor’s note: See DA mapping system – SARA layers.

**State transport corridor** means any of the following terms (defined under the *Transport Infrastructure Act 1994*, *Transport Planning and Coordination Act 1994* and Planning Regulation 2017):
1. a state-controlled road, or
2. a railway, or
3. a public passenger transport corridor, or
4. a state-controlled transport tunnel, or
5. an active transport corridor.

**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*.

**Sub-arterial road** see Glossary of Terms 4th edition, Austroads, 2015.

**Taxi bay** see chapter 7 Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.

Editor’s note: **Taxi bay** means designated bays and/or drop-off/pickup areas (for example, outside hospital entrances, clubs and other large public or private facilities) rather than an actual rank that is located on the public road network. There may be joint use of taxi bay facilities by other vehicles for the same drop off/pick-up function.

**Taxi facilities** see chapter 7 Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.

Editor’s note: **Taxi facilities** means either a taxi rank or taxi bay.

**Taxi rank** see chapter 7 Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.

Editor’s note: **Taxi rank** means designated pick up and drop off locations for passengers using a licensed taxi service provider, and are exclusively for use by taxis. Taxi ranks are located at specific points on public road networks where demand warrants. They provide a safe and identifiable origin and destination location for passengers, and they provide a designated location where taxi operators can service patron needs.

**Theatre** see schedule 26 of the Planning Regulation 2017.

Editor’s note: **Theatre** means premises used for presenting movies, live entertainment or music to the public and may include provision of food and liquor for consumption on the premises. The use may include the production of film or music, including associated ancillary facilities, which are associated with the production, such as sound stages, wardrobe and laundry facilities, makeup facilities, set construction workshops, editing and post-production facilities.

**Tourist attraction** see schedule 26 of the Planning Regulation 2017.

Editor’s note: **Tourist attraction** means premises used for providing onsite entertainment, recreation or similar facilities for the general public. The use may include provision of food and drink for consumption on site.

**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, cycleways), freight routes and local, state and privately owned infrastructure.

### 6.5 Abbreviations

**RPEQ** – Registered Professional Engineer of Queensland