

# State code 6: Protection of state transport networks

**Table 6.2 Development in general**

Performance outcomes	Acceptable outcomes	Response
<b>Network impacts</b>		
<b>PO1</b> Development does not compromise the safety of users of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies PO1</b> The proposed development is not expected to have an adverse impact on the state-controlled road network. Any safety issues that have been identified in the traffic impact assessment report are the responsibility of the Department of Main Roads and Transport.
<b>PO2</b> Development does not adversely impact the structural integrity or physical condition of a <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies PO2</b> The proposed development is not expected to have an adverse impact on the state-controlled road network or any road transport infrastructure.
<b>PO3</b> Development ensures <b>no net worsening</b> of the operating performance the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies PO3</b> The proposed development is not expected to have an adverse impact on the state-controlled road network.
<b>PO4</b> Traffic movements are not directed onto a <b>state-controlled road</b> where they can be accommodated on the <b>local road</b> network.	No acceptable outcome is prescribed.	<b>Complies PO4</b> Traffic from the proposed development is accommodated on the local road network where appropriate.
<b>PO5</b> Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies PO5</b> The transportation of material and products to and from the site is managed as to not adversely impact the state-controlled road network.
<b>PO6</b> Development does not require a new <b>railway</b> level crossing.	No acceptable outcome is prescribed.	<b>Complies PO6</b> The proposed development does not require a new railway level crossing.
<b>PO7</b> Development does not adversely impact the operating performance of an existing <b>railway crossing</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO7</b> The proposed development is not located near a railway line or crossing.
<b>PO8</b> Development does not adversely impact on the safety of an existing <b>railway crossing</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO8</b> The proposed development is not located near a railway line or crossing.

Performance outcomes	Acceptable outcomes	Response
<b>PO9</b> Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a <b>railway crossing</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO9</b> The proposed development is not located near a railway line or crossing.
<b>PO10</b> Development does not create a safety hazard within the <b>railway corridor</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO10</b> The proposed development is not located near a railway line or crossing.
<b>PO11</b> Development does not adversely impact the operating performance of the <b>railway corridor</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO11</b> The proposed development is not located near a railway line or crossing.
<b>PO12</b> Development does not interfere with or obstruct the <b>railway transport infrastructure</b> or <b>other rail infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO12</b> The proposed development is not located near a railway line or crossing.
<b>PO13</b> Development does not adversely impact the structural integrity or physical condition of a <b>railway corridor</b> or <b>rail transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO13</b> The proposed development is not located near a railway line or crossing.
<b>Stormwater and overland flow</b>		
<b>PO14</b> Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a <b>state transport corridor</b> or <b>state transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO14</b> The proposed development will not impact the state transport network due to stormwater runoff or overland flow.
<b>PO15</b> Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a <b>state transport corridor</b> or <b>state transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO15</b> The proposed development will not impact the state transport network due to stormwater runoff or overland flow.
<b>PO16</b> Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the <b>state transport corridor</b> or <b>state transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO16</b> The proposed development will not impact the state transport network due to stormwater runoff or overland flow.
<b>PO17</b> Development associated with a <b>state-controlled road</b> or <b>road transport infrastructure</b> ensures that stormwater is lawfully discharged.	<b>AO17.1</b> Development does not create any new points of discharge to a <b>state transport corridor</b> or <b>state transport infrastructure</b> .  AND <b>AO17.2</b> Development does not concentrate flows to a <b>state transport corridor</b> .	<b>Not Applicable PO17</b> The proposed development is not associated with the state-controlled road network.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p><b>AO17.3</b> Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO17.4</b> Development does not worsen the condition of an existing <b>lawful point of discharge</b> to a <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p>	
<b>Flooding</b>		
<b>PO18</b> Development does not result in a material worsening of flooding impacts within a <b>state transport corridor</b> or <b>state transport infrastructure</b>	<p><i>For a <b>state-controlled road</b> or <b>road transport infrastructure</b>, all of the following apply:</i></p> <p><b>AO18.1</b> For all flood events up to 1% <b>annual exceedance probability</b>, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO18.2</b> For all flood events up to 1% <b>annual exceedance probability</b>, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO18.3</b> For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a <b>state transport corridor</b>.</p>	<p><b>Not Applicable PO18</b></p> <p>The proposed development is not associated with the state-controlled road network.</p>

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

Performance outcomes	Acceptable outcomes	Response
<b>PO21</b> Development does not impede delivery of <b>planned upgrades of state transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies PO21</b> The proposed development will not impact the delivery of the planned upgrade to improve road safety between Blackbutt and Yarraman on the D'Aguilar Highway

**Table 6.3 Public passenger transport infrastructure and active transport**

Performance outcomes	Acceptable outcomes	Response
<b>PO22</b> Development does not damage or interfere with <b>public passenger transport infrastructure, active transport infrastructure or public passenger services</b> .	No acceptable outcome is prescribed.	<b>Complies PO22</b> The proposed development does not adversely impact public or active transport infrastructure.
<b>PO23</b> Development does not compromise the safety of <b>public passenger transport infrastructure, public passenger services and active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies PO23</b> The proposed development does not adversely impact on the safety of public or active transport infrastructure.
<b>PO24</b> Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services and active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies PO24</b> The proposed development does not adversely impact public or active transport infrastructure.
<b>PO25</b> Development does not adversely impact the structural integrity or physical condition of <b>public passenger transport infrastructure and active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies PO25</b> The proposed development does not adversely impact public or active transport infrastructure.
<b>PO26</b> Upgraded or new <b>public passenger transport infrastructure and active transport infrastructure</b> is provided to accommodate the demand for <b>public passenger transport and active transport</b> generated by the development.	No acceptable outcome is prescribed.	<b>Complies PO26</b> The proposed development will not create adequate demand for upgrades to public or active transport to be required.
<b>PO27</b> Development is designed to ensure the location of <b>public passenger transport infrastructure</b> prioritises and enables efficient <b>public passenger services</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO27</b> The proposed development does not involve public transport infrastructure.

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<b>PO28</b> Development enables the provision or extension of <b>public passenger services, public passenger transport infrastructure</b> and <b>active transport infrastructure</b> to the development and avoids creating indirect or inefficient routes for <b>public passenger services</b> .	No acceptable outcome is prescribed.	<b>Not Applicable PO28</b> The proposed development does not involve public transport infrastructure.
<b>PO29</b> New or modified road networks are designed to enable development to be serviced by <b>public passenger services</b> .	<p><b>AO29.1</b> Roads catering for buses are arterial or <b>sub-arterial roads</b>, collector or their equivalent.</p> <p>AND</p> <p><b>AO29.2</b> Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> <li>1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads;</li> <li>2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads;</li> <li>3. Austroads Guide to Road Design (Parts 3, 4-4C and 6);</li> <li>4. Austroads Design Vehicles and Turning Path Templates;</li> <li>5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management;</li> </ol> <p>AND</p> <p><b>AO29.3</b> Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	<b>Not Applicable PO29</b> The proposed development does not create or modify the road network.
<b>PO30</b> Development provides safe, direct and	No acceptable outcome is prescribed.	<b>Not Applicable PO30</b>

Performance outcomes	Acceptable outcomes	Response
convenient access to existing and future <b>public passenger transport infrastructure</b> and <b>active transport infrastructure</b> .		The proposed development is not located in close proximity to any existing public transport infrastructure.
<b>PO31</b> On-site vehicular circulation ensures the safety of both <b>public passenger transport services</b> and pedestrians.	No acceptable outcome is prescribed.	<b>Complies PO31</b> The movement of onsite vehicles will have no impact on pedestrians or public transport services.
<b>PO32 Taxi facilities</b> are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	<b>Not Applicable PO32</b> The proposed development will not generate sufficient demand to require taxi facilities.
<b>PO33</b> Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and <b>booked hire services</b> other than taxis.	No acceptable outcome is prescribed.	<b>Not Applicable PO33</b> The proposed development will not generate sufficient demand to require ride share facilities.
<b>PO34 Taxi facilities</b> are located and designed to provide convenient, safe and equitable access for passengers.	<p><b>AO34.1</b> A <b>taxi facility</b> is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p><b>AO34.2 Taxi facilities</b> are designed in accordance with:</p> <ol style="list-style-type: none"> <li>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;</li> <li>2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices</li> <li>3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities;</li> <li>4. Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992;</li> <li>6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements;</li> <li>7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</li> </ol>	<b>Not Applicable PO34</b> The proposed development does not include a taxi facility.

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<b>PO35</b> Educational establishments are designed to ensure the safe and efficient operation of <b>public passenger services</b> , pedestrian and cyclist access and <b>active transport infrastructure</b> .	<b>AO35.1</b> 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.	<b>Not Applicable PO35</b> The proposed development does not include an educational establishment.