**State code 6:** **Protection of state transport networks**

**Table 6.2 Development in general**

| **Performance outcomes** | **Acceptable outcomes** | **Response** |
| --- | --- | --- |
| **Network impacts** |
| PO1 Development does not compromise the safety of users of the state-controlled road network. | 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 adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure. | No acceptable outcome is prescribed. |  |
| PO3 Development ensures no net worsening of the operating performance the state-controlled road network.  | No acceptable outcome is prescribed. |  |
| PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network. | No acceptable outcome is prescribed. |  |
| PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road. | No acceptable outcome is prescribed. |  |
| PO6 Development does not require a new railway level crossing. | No acceptable outcome is prescribed. |  |
| PO7 Development does not adversely impact the operating performance of an existing railway crossing. | No acceptable outcome is prescribed. |  |
| PO8 Development does not adversely impact on the safety of an existing railway crossing. | No acceptable outcome is prescribed. |  |
| PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing. | No acceptable outcome is prescribed. |  |
| PO10 Development does not create a safety hazard within the railway corridor. | No acceptable outcome is prescribed. |  |
| PO11 Development does not adversely impact the operating performance of the railway corridor. | No acceptable outcome is prescribed. |  |
| PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure.  | No acceptable outcome is prescribed. |  |
| PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure. | No acceptable outcome is prescribed.  |  |
| **Stormwater and overland flow** |
| PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure. | No acceptable outcome is prescribed.  |  |
| PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure. | No acceptable outcome is prescribed.  |  |
| PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure. | No acceptable outcome is prescribed.  |  |
| PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.  | **AO17.1** Development does not create any new points of discharge to a **state transport corridor** or **state transport infrastructure**.AND**AO17.2** Development does not concentrate flows to a **state transport corridor**.AND**AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**.AND**AO17.4** Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**. |  |
| **Flooding**  |
| PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure  | *For a* ***state-controlled road*** *or* ***road transport infrastructure****, all of the following apply:***AO18.1** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a **state transport corridor**.AND  **AO18.2** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a **state transport corridor**.AND  **AO18.3** 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 **state transport corridor**.*No acceptable outcome is prescribed for a* ***railway corridor*** *or* ***rail transport infrastructure****.*  |  |
| **Drainage infrastructure**  |
| PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor.  | *For a* ***state-controlled road*** *environment, both of the following apply:***AO19.1** Drainage infrastructure associated with, or in a **state-controlled road** is wholly contained within the development site, except at the **lawful point of discharge**.AND**AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.*For a* ***railway*** *environment both of the following apply:***AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site.AND**AO19.4** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.  |  |
| PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure 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. |  |
| **Planned upgrades** |
| **PO21** Development does not impede delivery of **planned upgrades** of **state transport infrastructure**. | No acceptable outcome is prescribed.  |  |

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

| **Performance outcomes** | **Acceptable outcomes** | **Response** |
| --- | --- | --- |
| **PO22** Development does not damage or interfere with **public passenger transport infrastructure**, **active transport infrastructure** or **public passenger services**. | 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 |
| **PO23** Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.  | No acceptable outcome is prescribed.  |  |
| **PO24** Development does not adversely impact the operating performance of **public passenger transport** **infrastructure,** **public passenger services** and **active transport infrastructure**.  | No acceptable outcome is prescribed. |  |
| **PO25** Development does not adversely impact the structural integrity or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**. | No acceptable outcome is prescribed. |  |
| **PO26** Upgraded or new **public passenger****transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development. | No acceptable outcome is prescribed. |  |
| **PO27** Development is designed to ensure thelocation of **public passenger transport infrastructure** prioritises and enables efficient **public passenger services**. | No acceptable outcome is prescribed. |  |
| **PO28** Development enables the provision or extension of **public passenger services**, **public passenger transport infrastructure** and **active transport infrastructure** to the development and avoids creating indirect or inefficient routes for **public passenger services**. | No acceptable outcome is prescribed. |  |
| **PO29** New or modified road networks are designed to enable development to be serviced by **public passenger services**. | **AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent.AND**AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with:1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads;
2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads;
3. Austroads Guide to Road Design (Parts 3, 4-4C and 6);
4. Austroads Design Vehicles and Turning Path Templates;
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;

AND**AO29.3** 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. |  |
| **PO30** Development provides safe, direct andconvenient access to existing and future **public passenger transport infrastructure** and **active transport infrastructure**. | No acceptable outcome is prescribed. |  |
| **PO31** On-site vehicular circulation ensures thesafety of both **public passenger transport services** and pedestrians. | No acceptable outcome is prescribed.  |  |
| **PO32 Taxi facilities** are provided to accommodate the demand generated by the development.  | No acceptable outcome is prescribed. |  |
| **PO33** Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and **booked hire services** other than taxis. | No acceptable outcome is prescribed.  |  |
| **PO34 Taxi facilities** are located and designed toprovide convenient, safe and equitable access forpassengers. | **AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance.AND**AO34.2 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 –off street parking for people with disabilities;
4. Disability standards for accessible public
5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992;
6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements;
7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.
 |  |
| **PO35** Educational establishments are designed to ensure the safe and efficient operation of **public passenger services**, pedestrian and cyclist access and **active transport infrastructure**. | **AO35.1** 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. |  |