

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 in table 6.2.2 and 6.2.3 are relevant for the development types listed in schedule 20 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

Relevant provisions of the code	Development
Network Impacts	
PO1 – PO10	All development
Stormwater and drainage	
PO11 – PO13	All development
Planned upgrades	
PO14	All development
Provision of public passenger transport infrastructure	
PO15 – PO20	Accommodation activities, airport, business activities, club, educational establishment, function facility, hospital, hotel, major sport, recreation and entertainment facility, residential care facility, shop, shopping centre, short-term accommodation, theatre and tourist attraction
PO21 – PO22	Airport, club, function facility, hospital, hotel, major sport, recreation and entertainment facility, residential care facility, shop, shopping centre, short-term

Relevant provisions of the code	Development
	accommodation, theatre and tourist attraction
PO23	Educational establishment

Table 6.2.2: All development

Performance outcomes	Acceptable outcomes
Network impacts	
<p>PO1 Development does not result in a worsening of the safety of a state-controlled road.</p> <p>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.</p> <p>Further information on determining whether a road safety audit or road safety assessment is required will be provided in the forthcoming document Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017</p>	No acceptable outcome is prescribed.
<p>PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.</p> <p>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 will be provided in the forthcoming document Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.
<p>PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided.</p> <p>Further information will be provided in the forthcoming document Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.
<p>PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</p>	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.
<p>PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.</p>	AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2 nd edition, Department of Transport and Main Roads, 2016.
<p>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.</p> <p>Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided.</p> <p>Further information will be provided in the forthcoming document Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017</p>	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road .
<p>PO7 Development does not adversely impact on the safety of a railway crossing.</p> <p>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.</p>	<p>AO7.1 Development does not require a new railway crossing.</p> <p>OR</p> <p>AO7.2 A new railway crossing is grade separated.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>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</p>

Performance outcomes	Acceptable outcomes
	<p>applicable rail manager standard drawings.</p> <p>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</p> <p>AND</p> <p>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.</p> <p>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.</p> <p>AND</p> <p>AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.</p>
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.
PO10 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 .	<p>AO10.1 Vehicular access and associated road access works are not located within 5 metres of public passenger transport infrastructure.</p> <p>AND</p> <p>AO10.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p> <p>AO10.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services.</p> <p>AND</p> <p>AO10.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>
Stormwater and drainage	
PO11 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.
PO12 Run-off from the development site is not unlawfully discharged to a state transport corridor .	<p>AO12.1 Development does not create any new points of discharge to a state transport corridor.</p> <p>AND</p> <p>AO12.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.4 of the Queensland Urban Drainage Manual,</p>

Performance outcomes	Acceptable outcomes
	Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge . AND AO12.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor .
PO13 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor .	AO13.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor .
Planned upgrades	
PO14 Development does not impede delivery of planned upgrades of state transport infrastructure .	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 . Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system . OR AO14.2 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: AO14.3 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 AO14.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure . AND AO14.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure . AND AO14.6 Land is able to be reinstated to the pre-development condition at the completion of the use.

Table 6.2.3 Provision of public passenger transport infrastructure

Performance outcomes	Acceptable outcomes
Provision of public passenger transport infrastructure	
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, Department of Transport and Main Roads, 2014.	No acceptable outcome is prescribed.

Performance outcomes	Acceptable outcomes
<p>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</p>	
<p>PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.</p> <p>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.</p>	<p>No acceptable outcome is prescribed.</p>
<p>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.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.</p>	<p>AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p> <p>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.</p> <p>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.</p> <ol style="list-style-type: none"> 1. Part 3: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> a. 6.3 Bus Facilities b. 5.6 Design vehicle swept path 3. Part 4A: <ol style="list-style-type: none"> a. 5 Auxiliary lanes 4. Part 4B: Roundabouts: <ol style="list-style-type: none"> a. 4 Geometric design b. 4.6 Circulating carriageway. <p>AND</p> <p>AO18.3 Traffic calming devices are not installed on roads used for buses.</p> <p>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.</p> <p>AND</p> <p>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.</p> <p>Note: Guidance on how to meet the acceptable outcome is available in the Manual of Uniform Traffic Control Devices, Part 13:</p> <ol style="list-style-type: none"> 1. Local Area Traffic Management, section 2.4 – Road humps 2. Supplement part 13: Local Area Traffic Management – 2.4.2-1

Performance outcomes	Acceptable outcomes
	Hump profiles for bus routes.
<p>PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure.</p> <p>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.</p>	No acceptable outcome is prescribed.
<p>PO20 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p>	<p>AO20.1 The location of on-site pedestrian crossings ensures safe sight distances for pedestrians and public passenger services.</p> <p>AND</p> <p>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.</p> <p>AND</p> <p>AO20.3 Development does not result in public passenger services movements through car parking aisles.</p>
<p>PO21 Taxi facilities are provided to accommodate the demand generated by the development.</p> <p>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.</p>	No acceptable outcome is prescribed.
<p>PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.</p>	<p>AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p>AO22.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> 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 <i>Disability Discrimination Act 1992</i> 5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.
<p>PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.</p>	<p>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.</p>

6.3 Reference documents

Department of Transport and Main Roads 2016, [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, 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.

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

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 24 of the Planning Regulation 2017.

Note: **Club** means the use of premises for:

1. an association established for literary, political, sporting, athletic or other similar purposes; or
2. preparing and selling food or drink, if the use is ancillary to the use in paragraph 1.

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.

Note: The **DA mapping system** is available on the department's website.

Educational establishment see schedule 24 of the Planning Regulation 2017.

Note: **Educational establishment** means the use of premises for:

1. training and instruction to impart knowledge and develop skills; or
2. student accommodation, before or after school care, or vacation care if the use is ancillary to the use in paragraph 1.

Extractive industry see schedule 24 of the Planning Regulation 2017.

Note: **Extractive industry** means the use of premises for:

1. extracting or processing extractive resources
2. any related activities, including, for example, transporting the resources to market.

Function facility see schedule 24 of the Planning Regulation 2017.

Note: **Function facility** means the use of premises for:

1. receptions or functions; or
2. preparing and providing food and liquor for consumption on the premises as part of a reception or function.

High impact industry see schedule 24 of the Planning Regulation 2017.

Note: **High impact industry** means the use of premises used for an industrial activity:

1. that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products
2. that a local planning instrument applying to the premises states is a **high impact industry**
3. that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.

Hospital see schedule 24 of the Planning Regulation 2017.

Note: **Hospital** means the use of premises for:

1. the medical or surgical care or treatment of patients, whether or not the care or treatment requires overnight accommodation; or
2. providing accommodation for patients; or
3. providing accommodation for employees, or any other use, if the use is ancillary to the use in paragraphs 1 or 2.

Hotel see the schedule 24 of Planning Regulation 2017.

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 24 of the Planning Regulation 2017.

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 paragraph 1; but
3. does not include the cultivation of aquatic animals.

Limited access policy see the *Transport Infrastructure Act 1994*.

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*.

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*.

See the **DA mapping system**.

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

Major sport, recreation and entertainment facility see schedule 24 of the Planning Regulation 2017.

Note: **Major sport, recreation and entertainment facility** means the use of premises for large-scale events, including, for example, major sporting, recreation, conference or entertainment events.

New or changed access see schedule 24 of the Planning Regulation 2017.

Note: **New or changed access** between premises and a road or **state transport corridor** means:

1. the use of a new location as a relevant vehicular access between the premises and the road or corridor; or
2. the construction of a new relevant vehicular access between the premises and the road or corridor; or
3. the extension of an existing relevant vehicular access between the premises and the road or corridor; or
4. an increase in the number of vehicles regularly using an existing relevant vehicular access between the premises and the road or corridor; or
5. a change in the type of vehicles regularly using an existing relevant vehicular access between the premises and the road or 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.

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.

See the **DA mapping system**.

Public passenger service see schedule 3 of the *Transport Operations (Passenger Transport) Act 1994*.

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; and
4. 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*.

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*.

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 passenger 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.

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

Note: **Rail transport infrastructure** means facilities necessary for operating a **railway**, including:

1. **railway** track and works built for the **railway**, including for example:
 - a. cuttings; or
 - b. drainage works; or
 - c. excavations; or
 - d. land fill; or
 - e. track support earthworks any of the following things that are associated with the **railway's** operation:
 - i. bridges; or
 - ii. communication systems; or
 - iii. machinery and other equipment; or
 - iv. marshalling yards; or
 - v. noticeboards, notice markers and signs; or
 - vi. overhead electrical power supply systems; or
 - vii. over-track structures; or
 - viii. platforms; or
 - ix. power and communication cables; or
 - x. service roads; or

- xi. signalling facilities and equipment; or
- xii. stations; or
- xiii. survey stations, pegs and marks; or
- xiv. train operation control facilities; or
- xv. tunnels; or
- xvi. under-track structures vehicle parking and set down facilities for intending passengers for a **railway** that are controlled or owned by a railway manager or the chief executive [TIA]; or
- xvii. pedestrian facilities, including footpath paving, for the **railway** that are controlled or owned by a railway manager or the chief executive [TIA], but does not include other rail infrastructure.

Railway see schedule 6 of the *Transport Infrastructure Act 1994*.

Note: **Railway** means a guided system, or proposed guided system, designed for the movement of rolling stock that is capable of transporting passengers or freight, or both, on a **railway** track, and:

- 1. includes:
 - a. **rail transport infrastructure**;
 - b. a **railway** being or proposed to be built on future **railway** land; but
- 2. does not include:
 - a. rolling stock;
 - b. a **railway** mentioned in section 107(2) of the *Transport Infrastructure Act 1994*.

See the **DA mapping system**.

Railway crossing see schedule 6 of the *Transport Infrastructure Act 1994*.

Note: **Railway crossing** means a level crossing, bridge or another structure used to cross over or under a **railway**.

Residential care facility see schedule 24 of the Planning Regulation 2017.

Note: **Residential care facility** means the use of premises for supervised accommodation, and medical and other support services, for persons who:

- 1. cannot 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).

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*.

Note: **Road transport infrastructure** means transport infrastructure relating to roads.

Shop see the schedule 24 of Planning Regulation 2017.

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 24 of the Planning Regulation 2017.

Note: **Shopping centre** means the use of premises for an integrated shopping complex consisting mainly of **shops**.

Short-term accommodation see schedule 24 of the Planning Regulation 2017.

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 paragraph 1; but
- 3. does not include a **hotel**, nature-based tourism, resort complex or tourist park.

Special industry see schedule 24 of the Planning Regulation 2017.

Note: **Special industry** means the use or premises for an industrial activity:

- 1. that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products
- 2. that a local planning instrument applying to the premises states is **special industry**
- 3. that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.

State-controlled road means:

- 1. a state-controlled road within the meaning of the *Transport Infrastructure Act 1994*, schedule 6; or

2. state toll road corridor land.

Note: See the **DA mapping system**.

State transport corridor see schedule 24 of the Planning Regulation 2017.

Note: State transport corridor means:

1. a busway corridor; or
2. a light rail corridor; or
3. a railway corridor; or
4. a state-controlled road.

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

Note: **Taxi facilities** means either a taxi rank or taxi bay.

Theatre see schedule 24 of the Planning Regulation 2017.

Note: **Theatre** means the use of premises for:

1. presenting movies, live entertainment or music to the public; or
2. the production of film or music; or
3. the following activities or facilities, if the use is ancillary to the use in paragraph 1 or 2:
 - a. preparing and selling food and drink for consumption on the premises
 - b. facilities for editing and post production
 - c. facilities for wardrobe, laundry and make-up
 - d. set construction workshops
 - e. sound stages.

Tourist attraction see schedule 24 of the Planning Regulation 2017.

Note: **Tourist attraction** means the use of premises for:

1. providing entertainment to, or a recreation facility for, the general public; or
2. preparing and selling food or drink for consumption on the premises, if the use is ancillary to the use in paragraph 1.

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, cycle ways), freight routes and local, state and privately owned infrastructure.

6.5 Abbreviations

RPEQ – Registered Professional Engineer of Queensland