

## Guide 23

# Referrals in relation to public passenger transport, and rail safety and efficiency

This guide has been prepared to assist applicants and local governments determine if Queensland Transport (QT) needs to assess a development application as a concurrence agency under the Integrated Development Assessment System (IDAS).

QT has an interest in assessing applications for development that has the potential to have significant adverse impacts on existing and future public passenger transport, and the safety and operational efficiency of railways and future railways. In some circumstances a proposed development may involve both of these jurisdictions.

This guide should be used in conjunction with relevant mapping which shows (grouped by jurisdiction)—

- Public Passenger Transport
  - Public transport corridors
  - Future public transport corridors
  - Public passenger transport facilities
  - Future public passenger transport facilities
  - Airport public safety areas
  - Airport operational airspace
  - ANEF contours
- Rail Safety and Efficiency
  - Rail corridor land
  - Commercial corridor land
  - Railway tunnel easements
  - Future railway land
  - Railway level crossings

Transport infrastructure such as busway and railway stations can be located underground. All proposals above and below these areas are considered to be within the boundary of the relevant corridor or facility for referral purposes.

Before lodging your application, it is strongly recommended that you download any relevant guidelines from the QT website, and contact your local QT office to arrange a pre-lodgement meeting. Pre-lodgement meetings are free of charge.

Further information and contact details are available on QT's website [www.transport.qld.gov.au/idas](http://www.transport.qld.gov.au/idas), or email [idasenquiries@transport.qld.gov.au](mailto:idasenquiries@transport.qld.gov.au)

### Important advice for using this guide

- Start at referral trigger 1 and proceed through each referral trigger to see whether your development proposal is captured.
- The referral circumstances for each trigger identify exactly which development proposals are to be referred.
- A proposal may be captured by more than one trigger due to its location or the type of development.
- A single development application may involve one or both of QT's assessment jurisdictions.
- Where QT has more than one jurisdiction for a single development application, QT is taken to be a single referral agency with multiple jurisdictions.
- Under these referral triggers, if your proposed development has been referred to QT at an earlier stage, further referral is not required. For example, an application for building work will not require referral to QT if QT assessed the same proposal as a concurrence agency at the material change of use stage of the development. If you are unsure whether your application requires referral to QT, please contact us.
- A local government can seek advice from QT about any development application, regardless of whether QT is a referral agency or not.

### Definitions

**ANEF** means Australian Noise Exposure Forecast (see SPP 1/02).

**commercial corridor land** see the TIA.

**future public passenger transport facility** means any of the following identified in a guideline made under the TPCA, section 8E—

- (a) a future busway station;
- (b) a future railway passenger station for the network known as Citytrain;
- (c) a future passenger transport interchange facility.

**future public transport corridor** means land identified in a guideline made under the TPCA, section 8E as a future route for public transport.

**future railway land** see section 242 of the TIA.

**operational airspace** see SPP 1/02.  
**other rail infrastructure** see the TIA.  
**public passenger transport facility** means any of the following—  
 (a) a busway station;  
 (b) a railway passenger station for the network known as Citytrain;  
 (c) a passenger transport interchange facility identified in a guideline made under the TPCA, section 8E.  
**public safety area** see SPP 1/02, Annex 3.  
**public transport corridor** means a corridor by which public passenger services are provided on any of the following—  
 (a) busway transport infrastructure;

(b) light rail transport infrastructure;  
 (c) rail transport infrastructure in the SEQ region.

**rail corridor land** see the TIA.  
**railway tunnel easement** see schedule 4 of the TIA.  
**SPP 1/02** means State Planning Policy 1/02: *Development in the Vicinity of Certain Airports and Aviation Facilities*.  
**TIA** means the *Transport Infrastructure Act 1994*.  
**TPCA** means the *Transport Planning and Coordination Act 1994*.  
**transport infrastructure** means rail, busway, light rail, or miscellaneous transport infrastructure under the TIA.

**Contact Details**

Development applications triggered for referral to Queensland Transport to assess their potential impacts on transport under the *Integrated Planning Regulation 1998* can be lodged at Queensland Transport's Brisbane, Cairns and Townsville offices. Please check below to confirm which office will be assessing your development application.

**PLEASE NOTE:** Applications should not be sent to the Minister's office unless they are for uses on strategic port land which are inconsistent with the port's land use plan. Applications wrongly sent to the Minister's office have experienced lengthy delays.

**South East Queensland Region and Southern Region (Brisbane)**

Principal Manager (Land Use)  
 Transport Planning Branch  
 Queensland Transport  
 Floor 12, Cromwell House  
 200 Mary Street  
 Brisbane Queensland 4000  
 GPO Box 213  
 Brisbane Queensland 4001  
 Tel: (07) 3117 5541  
 Fax: (07) 3117 5502

Covers the following local government areas:

BALONNE SHIRE	BURNETT SHIRE
BANANA SHIRE	CABOOLTURE SHIRE
BEAUDESERT SHIRE	CALLIOPE SHIRE
BENDEMERE SHIRE	CALOUNDRA CITY
BIGGENDEN SHIRE	CAMBOOYA SHIRE
BOONAH SHIRE	CHINCHILLA SHIRE
BOORINGA SHIRE	CLIFTON SHIRE
BRISBANE CITY	COOLOOLA SHIRE
BULLOO SHIRE	CROWS NEST SHIRE
BUNDABERG CITY	DALBY TOWN
BUNGIL SHIRE	EIDSVOLD SHIRE

ESK SHIRE	MURGON SHIRE
FITZROY SHIRE	MURILLA SHIRE
GATTON SHIRE	MURWEH SHIRE
GAYNDAH SHIRE	NANANGO SHIRE
GLADSTONE CITY	NOOSA SHIRE
GOLD COAST CITY	PAROO SHIRE
GOONDIWINDI TOWN	PERRY SHIRE
HERVEY BAY CITY	PINE RIVERS SHIRE
INGLEWOOD SHIRE	PITTSWORTH SHIRE
IPSWICH CITY	QUILPIE SHIRE
ISIS SHIRE	REDCLIFFE CITY
JONDARYAN SHIRE	REDLAND SHIRE
KILCOY SHIRE	ROCKHAMPTON CITY
KILKIVAN SHIRE	ROMA TOWN
KINGAROY SHIRE	ROSALIE SHIRE
KOLAN SHIRE	STANTHORPE SHIRE
LAIDLEY SHIRE	TARA SHIRE
LIVINGSTONE SHIRE	TAROOM SHIRE
LOGAN CITY	TIARO SHIRE
MARYBOROUGH CITY	TOOWOOMBA CITY
MAROOCHY SHIRE	WAGGAMBA SHIRE
MILLMERRAN SHIRE	WAMBO SHIRE
MIRIAM VALE SHIRE	WARROO SHIRE
MONTO SHIRE	WARWICK SHIRE
MT MORGAN SHIRE	WONDAI SHIRE
MUNDUBBERA SHIRE	WOOCOO SHIRE

**Northern Region (Townsville)**

Whilst applications in the Mackay/Whitsundays area are lodged with the Townsville office, the assessment of these applications takes place in QT's Mackay office. For these applications, please direct phone enquiries to and arrange meetings at QT's Mackay office.

Postal Address: Regional Manager  
 Integrated Transport Planning  
 Queensland Transport  
 PO Box 1293  
 TOWNSVILLE QLD 4810

<b>TOWNSVILLE OFFICE</b> Location: Floor 2, 146 Wills Street, Townsville Telephone: (07) 4720 7440 Facsimile: (07) 4720 7327 Email: Regional.Manager.ITP.Northern@transport.qld.gov.au	<b>MACKAY OFFICE</b> Location: 46 Gordon Street, Mackay Telephone: (07) 4951 8533 Facsimile: (07) 4951 8500 Email: Senior.Planner.Mackay@transport.qld.gov.au
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<b>Northern Region (Townsville) LGAs</b>			
ARAMAC SHIRE	BOWEN SHIRE	EMERALD SHIRE	TAMBO SHIRE
BARCALDINE SHIRE	BURDEKIN SHIRE	HINCHINBROOK SHIRE	THURINGOWA CITY
BARCOO SHIRE	CARDWELL SHIRE	ILFRACOMBE SHIRE	TOWNSVILLE CITY
BAUHINIA SHIRE	CHARTERS TOWERS CITY	ISISFORD SHIRE	WINTON SHIRE
BELYANDO SHIRE	DALRYMPLE SHIRE	JERICO SHIRE	
BLACKALL SHIRE	DIAMANTINA SHIRE	LONGREACH SHIRE	
BOULIA SHIRE	DUARINGA SHIRE	PEAK DOWNS SHIRE	
<b>Northern Region (Mackay) LGAs</b>			
BROADSOUND SHIRE	MIRANI SHIRE	SARINA SHIRE	
MACKAY CITY	NEBO SHIRE	WHITSUNDAY SHIRE	

**Far North Queensland Region (Cairns)**

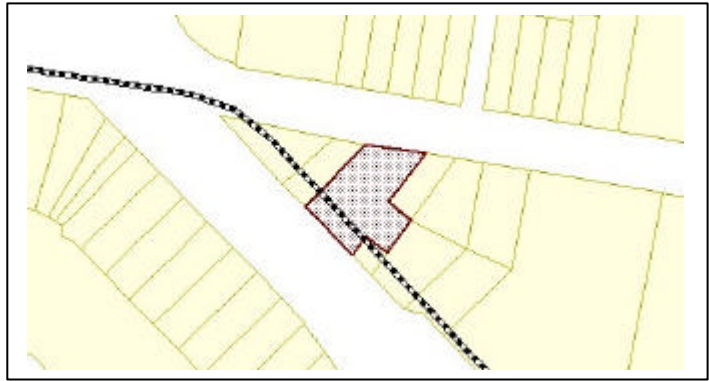
Covers the following local government areas:

Postal Address: Regional Manager Queensland Transport Integrated Transport Planning PO Box 6185 Cairns Queensland 4870	Location: Floor 4, Cairns Corporate Tower 15 Lake Street, Cairns	Telephone: (07) 4050 5471	Facsimile: (07) 4050 5440	Email: Regional.Manager.ITP.Far.Northern@transport.qld.gov.au
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ATHERTON SHIRE	ETHERIDGE SHIRE
AURUKUN SHIRE	FLINDERS SHIRE
BURKE SHIRE	HERBERTON SHIRE
CAIRNS CITY	JOHNSTONE SHIRE
CARPENTARIA SHIRE	MAREEBA SHIRE
CLONCURRY SHIRE	MCKINLAY SHIRE
COOK SHIRE	MORNINGTON SHIRE
CROYDON SHIRE	MOUNT ISA CITY
DOUGLAS SHIRE	RICHMOND SHIRE
EACHAM SHIRE	TORRES SHIRE

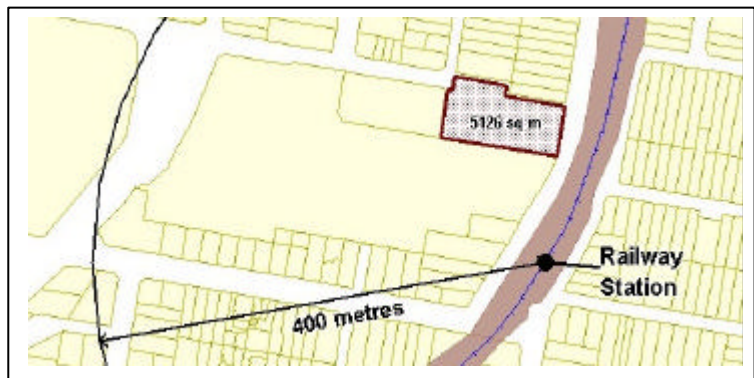
**Referral Triggers**

**Trigger 1:** The development proposal is located completely or partly within a public transport corridor or a future public transport corridor



Development Type	Referral circumstances:
Material change of use	<ul style="list-style-type: none"> <li>the use is assessable against the planning scheme <b>AND</b> listed in the referral threshold table on page 7.</li> </ul>
Reconfiguring a lot	<ul style="list-style-type: none"> <li><i>within a public transport corridor:</i> the total number of lots increases</li> <li><i>within a future public transport corridor:</i> all reconfigurations</li> </ul>
Operational work	<ul style="list-style-type: none"> <li>the work is assessable against the planning scheme</li> </ul>
Building work	<ul style="list-style-type: none"> <li>the work is assessable against the <i>Standard Building Regulation 1993</i> <b>AND</b> not for transport infrastructure</li> </ul>

**Trigger 2:** The development proposal is located within 400m of a public passenger transport facility or a future public passenger transport facility.



Development Type	Referral circumstances:
Material change of use	<ul style="list-style-type: none"> <li>the use is assessable against the planning scheme <b>AND</b> listed in the referral threshold table on page 7.</li> </ul>
Reconfiguring a lot	<ul style="list-style-type: none"> <li>the reconfiguration is on land with a total site area of 5000m<sup>2</sup> or more</li> </ul>
Operational work	<ul style="list-style-type: none"> <li>no referral</li> </ul>
Building work	<ul style="list-style-type: none"> <li>no referral</li> </ul>

- Trigger 3:** The development proposal—
- is located completely or partly within any of the following—
    - rail corridor land
    - commercial corridor land
    - future railway land
    - railway tunnel easements
  - abuts any of the following—
    - rail corridor land
    - commercial corridor land
    - future railway land

Development Type	Referral circumstances:
Material change of use	<ul style="list-style-type: none"> <li>• the use is assessable against the planning scheme <b>AND</b> listed in the referral threshold table on page 7</li> </ul>
Reconfiguring a lot	<ul style="list-style-type: none"> <li>• <i>within rail corridor land or commercial corridor land:</i> no referral required</li> <li>• <i>within future railway land or a railway tunnel easement:</i> all reconfigurations</li> <li>• <i>abutting rail corridor land, commercial corridor land or future railway land:</i> the total number of lots increases <b>AND/OR</b> an easement abutting the land is created</li> </ul>
Operational work	<ul style="list-style-type: none"> <li>• the work is assessable against the planning scheme <b>AND</b> involves extracting, excavating or filling greater than 50m<sup>3</sup>; <b>AND</b></li> <li>• <i>within rail corridor land or commercial corridor land:</i> the work is not for rail infrastructure</li> <li>• <i>abutting rail corridor land, commercial corridor land or future railway land:</i> the work is within 25m of the railway boundary</li> </ul>
Building work	<ul style="list-style-type: none"> <li>• the work is assessable against the <i>Standard Building Regulation 1993</i> <b>AND</b> is within future railway land</li> </ul>

- Trigger 4:** The development proposal is within 100m of, and abuts an approach to, a railway level crossing.



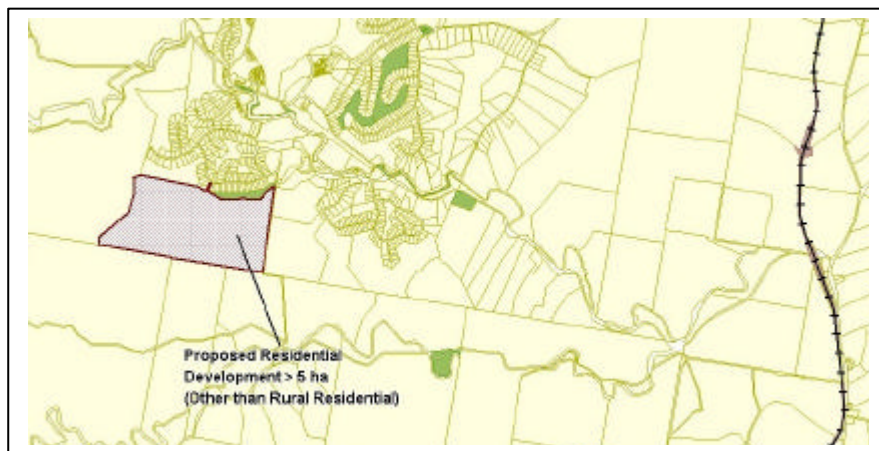
Development Type	Referral circumstances:
Material change of use	<ul style="list-style-type: none"> <li>• the use is assessable against the planning scheme <b>AND</b> listed in the referral threshold table on page 7</li> </ul>
Reconfiguring a lot	<ul style="list-style-type: none"> <li>• the total number of lots increases</li> </ul>
Operational work	<ul style="list-style-type: none"> <li>• no referral</li> </ul>
Building work	<ul style="list-style-type: none"> <li>• no referral</li> </ul>

**Trigger 5:** The development proposal is located within an airport's public safety area, 25 ANEF contour, or will result in work within an airport's operational airspace.



Development Type	Referral circumstances:
Material change of use	<ul style="list-style-type: none"> <li>the use is assessable against the planning scheme <b>AND</b> listed in the referral threshold table on page 7</li> </ul>
Reconfiguring a lot	<ul style="list-style-type: none"> <li><i>within a public safety area:</i> all reconfigurations</li> <li><i>within operational airspace:</i> no referral required</li> <li><i>residential purposes:</i> the reconfiguration is within the 25 ANEF contour</li> </ul>
Operational work	<ul style="list-style-type: none"> <li>the work is assessable against the planning scheme <b>AND</b> will encroach into an airport's operational airspace</li> </ul>
Building work	<ul style="list-style-type: none"> <li>the work is assessable against the <i>Standard Building Regulation 1993</i> <b>AND</b> will encroach into an airport's operational airspace</li> </ul>

**Trigger 6:** All other developments not addressed by triggers 1 to 5, and greater than the thresholds in the referral threshold table on page 7



Development Type	Referral circumstances:
Material change of use	<ul style="list-style-type: none"> <li>the use is assessable against the planning scheme <b>AND</b> listed in the referral threshold table on page 7</li> </ul>
Reconfiguring a lot	<ul style="list-style-type: none"> <li><i>residential purposes:</i> the reconfiguration will result in 100 allotments or greater</li> </ul>
Operational work	<ul style="list-style-type: none"> <li>no referral</li> </ul>
Building work	<ul style="list-style-type: none"> <li>no referral</li> </ul>

**Referral Threshold Table<sup>1</sup>**

Purpose	Public passenger transport threshold (Schedule 13C)		Rail safety and efficiency threshold (Schedule 13D)	
	LGA population 1 <sup>2</sup>	LGA population 2 <sup>3</sup>	LGA population 1	LGA population 2
Any purpose completely or partly within a public transport corridor or a future public transport corridor	All	No referral	All corridors containing rail	No referral
Any purpose within 400m of a public passenger transport facility or a future public passenger transport facility	TSA <sup>4</sup> of 5000m <sup>2</sup> or more	No referral	TSA of 5000m <sup>2</sup> or more if the facility is a passenger railway station	No referral
Residential purposes other than rural residential purposes	TSA of 5ha or more	TSA of 5ha or more	TSA of 5ha or more	TSA of 5ha or more
Retail or commercial purposes	New or extension of GFA <sup>5</sup> of 10,000m <sup>2</sup> or more	New or extension of GFA of 10,000m <sup>2</sup> or more	New or extension of GFA of 10,000m <sup>2</sup> or more	New or extension of GFA of 10,000m <sup>2</sup> or more
Aged persons accommodation purposes	100 dwelling units or more	No referral	100 dwelling units or more	No referral
Community building or facility purposes	TSA of 5000m <sup>2</sup> or more	No referral	TSA of 5000m <sup>2</sup> or more	No referral
Tourist facility, sports facility (other than a golf course) or entertainment venue	Seating capacity of 1500 or more persons or TSA of 5ha or more (applies to any mix of these facilities)	Seating capacity of 1500 or more persons or TSA of 5ha or more (applies to any mix of these facilities)	Seating capacity of 1500 or more persons or TSA of 5ha or more (applies to any mix of these facilities)	Seating capacity of 1500 or more persons or TSA of 5ha or more (applies to any mix of these facilities)
Educational institution	All	All	All	All
Hospitals or medical centres	GFA of 1200m <sup>2</sup> or more	GFA of 1200m <sup>2</sup> or more	GFA of 1200m <sup>2</sup> or more	GFA of 1200m <sup>2</sup> or more
Airport, bus or ferry terminals	All	All	All	All
Any purpose within an airport's public safety area	All	All	No referral	No referral
Any purpose resulting in work that encroaches into the operational airspace of an airport	All	All	No referral	No referral
Residential purposes (other than a single house on a vacant residential lot) including caravan parks, educational establishments, hospitals and nursing homes	All within the 25 ANEF contour for an airport	All within the 25 ANEF contour for an airport	No referral	No referral
Hotels, motels, hostels or public buildings	All within the 30 ANEF contour for an airport	All within the 30 ANEF contour for an airport	No referral	No referral
Any purpose completely or partly within rail corridor land, commercial corridor land or future railway land	No referral	No referral	All	All
Any purpose abutting rail corridor land, commercial corridor land or future railway land	No referral	No referral	All	All
Any purpose within 100m of, and abutting an approach to, a railway level crossing	No referral	No referral	All	All
Any purpose completely or partly within a railway tunnel easement	No referral	No referral	All structures or works that are the natural and ordinary consequence of the use, and are, or will be, completely or partly located within the easement	All structures or works that are the natural and ordinary consequence of the use, and are, or will be, completely or partly located within the easement

<sup>1</sup> For the various uses listed in the table, use a plain English interpretation.

<sup>2</sup> LGA population 1 comprises Beaudesert, Brisbane, Bundaberg, Caboolture, Cairns, Caloundra, Cooloola, Gold Coast, Hervey Bay, Ipswich, Logan, Mackay, Maroochy, Noosa, Pine Rivers, Redcliffe, Redland, Rockhampton, Thuringowa, Toowoomba, Townsville.

<sup>3</sup> LGA population 2 includes all other local government areas.

<sup>4</sup> Total site area

<sup>5</sup> Gross floor area