

Appendix 1

Road Landscape Policy - Supporting Framework

June 2013

Copyright



<http://creativecommons.org/licenses/by/3.0/au/>

© State of Queensland (Department of Transport and Main Roads) 2013

Feedback: Please send your feedback regarding this document to: mr.techdocs@tmr.qld.gov.au

Appendix 1 Amendments – June 2013

Revision Register

Issue / Revision No	Reference Section	Description of Revision	Authorised by	Date
1	-	Initial Release of 2nd Edition of Manual	Steering Committee	Jun 2013

Table of Contents

1.1	POLICY CONTEXT	APX1-1
1.1.1	Legislative Basis and Responsibilities	APX1-2
1.1.1.1	Environmental Protection Act, 1994	APX1-2
1.1.1.2	Sustainable Planning Act, 2009	APX1-2
1.1.1.3	Transport Infrastructure Act, 1994	APX1-3
1.1.2	Corporate Responsibilities	APX1-3
1.1.3	Related Departmental Policy	APX1-4
1.1.4	Key Non-Departmental Policies and Guidelines	APX1-4
1.1.4.1	art+place Policy, 2010-2014	APX1-4
1.1.4.2	Crime Prevention Through Environmental Design (CPTED), Guidelines for Queensland, 2007	APX1-4
1.2	CURRENCY	APX1-5
1.3	CONSULTATION	APX1-5
1.4	RELEVANT DOCUMENTS	APX1-5
1.4.1	Legislation	APX1-5
1.4.2	Regional Planning Documents	APX1-5
1.4.3	Austroads Strategy Documents	APX1-6
1.4.4	TMR Strategy Documents	APX1-6
1.4.5	TMR Policy Documents – Road Corridor Management	APX1-6
1.4.6	TMR Technical Documents - Landscape and Urban Design	APX1-6
1.4.7	TMR Technical Documents – Environmental Management, Road Planning and Design	APX1-6
1.4.8	TMR Road System Manager, Corridor Management	APX1-7
1.4.9	National and International Technical Documents	APX1-7
1.4.10	Other Relevant Policies Documents	APX1-7

Figures

Figure APX1-1: Road landscape policy hierarchy APX1-1

Tables

Table APX1-1: Road landscape framework - urban context APX1-4

Appendix 1

Road Landscape Policy Supporting Framework

1.1 Policy Context

The relative position of the Road Landscape Policy in the hierarchy of relevant legislative acts, corporate strategic documents and technical governance systems. (Figure APX1-1).

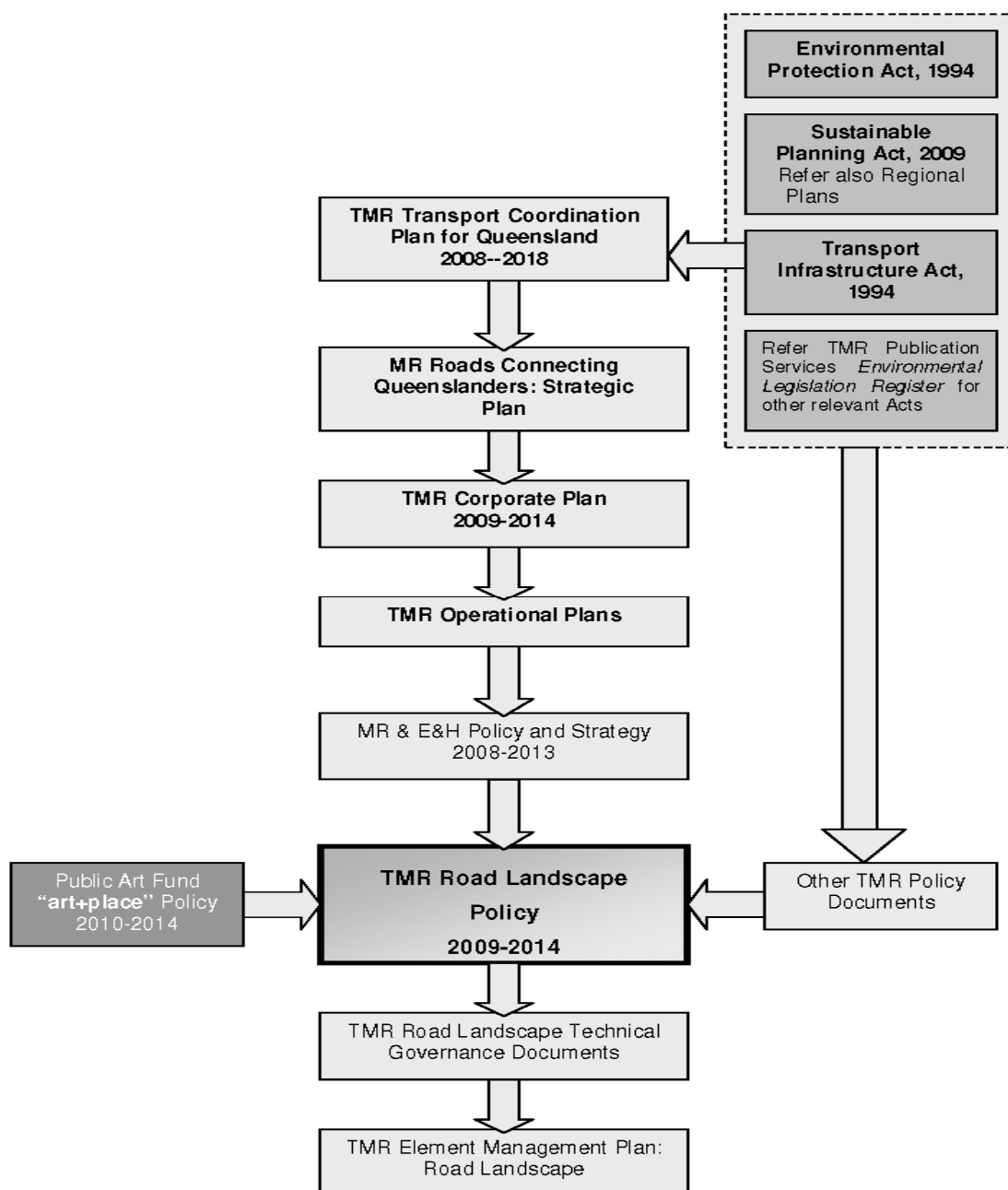


Figure APX1-1: Road landscape policy hierarchy

1.1.1 Legislative Basis and Responsibilities

1.1.1.1 Environmental Protection Act, 1994

The prime legislative basis for the *Road Landscape Policy* is the *Environmental Protection Act* (EPA). The Act provides both the legislative need and justification for Departmental expenditure of public monies in the conservation and enhancement of the environmental values of the state controlled road corridor (SCRC); including transport systems. Environmental value as defined in the EPA as “a *quality or physical characteristic of the environment that is conducive to ecological health or public amenity or safety*”. (EPA , 1994 s9).

Road landscapes provide direct and tangible benefits to the conservation and enhancement of the ecological health and public amenity of the state controlled road corridors. Safety is also proactively addressed by the considered design and application of planting treatments and urban design finishes.

The five strategic objectives of the *Road Landscape Policy* provides an overarching framework for the development of technical governance systems and project specific contract requirements, ensuring transport and road infrastructure project outcomes are aligned to the legislative requirements of the EPA.

1.1.1.2 Sustainable Planning Act, 2009

The *Sustainable Planning Act* provides a framework for the coordination and integration of development and infrastructure planning at local, regional and State levels of Government, in order to manage and support ecological sustainability.

Ecological sustainability is defined under the Act as a balance that integrates:

- “*protection of ecological processes and natural systems at local, State and wider levels;*
- *economic development; and*
- *maintenance of the cultural, economic, physical and social well being of communities*”.

(SPA, 2009 [s6].8).

Regional Plans (refer ‘**Relevant Documents’ Section**) have been developed as planning schemes by the Queensland State Government in response to the *Sustainable Planning Act* (and the superseded *Integrated Planning Act, 1997*). Core matters for consideration in any planning scheme (including transport and road infrastructure planning) include valued features as defined in the *Sustainable Planning Act* such as:

- “*resources or areas that are of ecological significance...*;
- *areas contributing significantly to amenity, including...areas of high scenic value, physical features that form significant visual backdrops or that frame or define places or localities, and attractive built environments*);
- *areas or places of cultural heritage significance (...cultural...aesthetic, architectural, historical, scientific, social or technological significance, to the present...past or future generations)*”.

(SPA, 2009 [s89] 2).

Given the extensive reach of the state controlled transport and road asset and the broad scope of attendant scenic amenity factors, the state controlled road corridors must be viewed as a playing a major role in ecologically sustainable development within a regional and state contexts.

As the state agency for the planning management and delivery of transport and road infrastructure, the Department of Transport and Main Roads has statutory obligations to addressing the ecologically sustainable development priorities under the *Sustainable Planning Act* and each of the statutory

Queensland Regional Plans. The *Road Landscape Policy* addresses these priorities by providing a framework of five strategic objectives for conserving maintaining and delivering positive contributions to ecological, amenity and community values throughout Queensland.

1.1.1.3 Transport Infrastructure Act, 1994

The Transport Infrastructure Act's major objective is to provide a regime that promotes effective integrated planning and efficient management of transport infrastructure. The Act requires state transport authorities to regularly develop transport infrastructure strategies. The *Transport Coordination Plan for Queensland* and *Roads Connecting Queenslanders* are the Department of Transport and Main Roads responses to this legislative requirement.

The *Road Landscape Policy* supports the *Roads Connecting Queenslanders* in meeting the *Transport Integration Act's* legislative requirements by providing strategic policy direction for delivering the road landscape component of state transport and road infrastructure.

1.1.2 Corporate Responsibilities

The *Road Landscape Policy* details five road landscape strategic objectives in support of TMR corporate objectives. These include:

- Delivering direct benefits aligned to several of the objectives of the TMR Corporate Plan (TCP) including the provision of:
 - *“A sustainable transport system which promotes economic growth and liveability;*
 - *A safe transport system leading to improved health and wellbeing for Queenslanders;*
 - *Inclusive transport services linking people to employment, education, services and their communities; and*
 - *Transport related impacts on the natural, cultural and built environments managed for the community”.*

(TCP 2011-15).
- Delivering direct benefits aligned to the Main Roads, *Roads Connecting Queenslanders (RCQ)* Strategic Plan (which cascades down from the Transport Coordination Plan as the states leading policy document for road transportation), which commits the Department to achieving state ambitions through the following outcomes:
 - *“safer roads to support safer communities;*
 - *environmental management to support environmental conservation;*
 - *fair access and amenity to support liveable communities; and*
 - *efficient & effective transport to support industry competitiveness & growth”.*

(RCQ 2002-07)
- Providing support to the *Roads Connecting Queenslanders* in meeting the objectives of the Department's *Transport Coordination Plan for Queensland*.

The table below demonstrates the interrelationships between each of the five strategic objectives in addressing Transport and Main Road's corporate objectives and legislative responsibilities.

<i>Road Landscape Policy</i>	<i>MR Roads Connecting Queenslanders -</i>	<i>TMR Corporate Plan</i>
Road Landscape Strategic Objective	Priorities	Objectives
SAFETY	<i>'Safer roads to support safer communities'</i>	<i>'A safe transport system leading to improved health and wellbeing for Queenslanders'</i>
ENVIRONMENT	<i>'Environmental management to support environmental conservation'</i>	<i>'Transport related impacts on the natural, cultural and built environments managed for the community'</i>
AESTHETICS	<i>'Fair access and amenity to support liveable communities'</i>	<i>'Inclusive transport services linking people to employment, education, services and their communities'</i>
COMMUNITY		
ECONOMIC	<i>'Efficient and effective transport to support industry competitiveness and growth'</i>	<i>'A sustainable transport system which promotes economic growth and liveability'</i>

Table APX1-1: Road landscape framework - urban context

1.1.3 Related Departmental Policy

A full list of Departmental policies (Environmental Management) and technical documents (including national and international standards) with interrelationships to the road landscape is provided under 'Relevant Documents' Section.

1.1.4 Key Non-Departmental Policies and Guidelines

1.1.4.1 art+place Policy, 2010-2014

The Queensland Governments' *Public Art Fund art+place* Policy supports the Queensland Governments priority of creating a *'fair, socially cohesive and culturally vibrant society'*.

This policy details expenditure requirements for integrating urban design/public artwork components within new public building works for enhanced public amenity outcomes. While specific to public buildings, the *art+place* Policy provides strong justification for a similar level of dedicated, value adding expenditure for urban design and public artwork outcomes for transport and road infrastructure projects.

The *Road Landscape Policy* strongly supports measured expenditure towards appropriate, high quality urban design outcomes within the scope of its **Road Landscape Strategic Objective: Aesthetics**.

1.1.4.2 Crime Prevention Through Environmental Design (CPTED), Guidelines for Queensland, 2007

'Safe and secure communities' is a primary outcome of the whole of government approach to transport and road infrastructure planning and delivery. In recognition of TMR responsibilities to all transport and road corridor users, the *Road Landscape Policy* highlights the need to incorporate CPTED principles within the planning and design process (refer **Road Landscape Strategic Objectives: Safety and Community**).

1.2 Currency

The *Road Landscape Policy* supports the legislation, Queensland State Government and Departmental strategy documents published as of the commencement of the 2009/2010 financial year. The policy will be regularly updated to align with precedent hierarchy documents as these as are revised and published.

1.3 Consultation

Development of the policy has integrated:

- review of the interim Main Roads, *Road Landscape Policy (1994)* against current departmental and industry best practice;
- review of current, relevant legislation and statutory documents and alignment with statutory requirements;
- integration of emergent Departmental strategic policy following amalgamation of Queensland Transport and Main Roads;
- review of relevant Austroads and departmental policy and technical governance systems;
- review and benchmarking of other state road authority aligned policy and technical governance systems;
- consultation with aligned Departmental transport and road design disciplines;
- consultation with external stakeholders, including landscape and urban design consultancies;
- consultation and work shopping with other state road authority's road landscape representatives; and
- capture of critical performance requirements and learnings of recent successful road landscape projects

Peer review was provided by a number of select internal and external agencies including:

- Department of Transport and Main Roads environmental officers;
- local government authorities landscape offices;
- interstate road authorities landscape architects;
- national and state industry representatives;
- external consultancies (landscape architects and engineers); and
- Queensland University of Technology (Faculty of Built Environment).

1.4 Relevant Documents

1.4.1 Legislation

- Environmental Protection Act, 1994
- Sustainable Planning Act, 2009
- Transport Infrastructure Act, 1994
- Refer also TMR Publication Series – *Environmental Legislation Register* for full list of legislation relevant to transport and road projects

1.4.2 Regional Planning Documents

Statutory

- Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland
- South East Queensland Regional Plan 2009-2031
- Far North Queensland Regional Plan 2009-2031
- Central West Regional Plan

- South West Regional Plan
- North West Regional Plan
- Maranoa-Balonne Regional Plan
- Mackay, Isaac and Whitsunday Regional Plan
- Wide Bay Burnett Regional Plan 2007-2026

Non-Statutory

- Central Queensland Regional Growth Management Framework
- Gulf Regional Development Plan
- Surat Basin Regional Planning Framework

1.4.3 Austroads Strategy Documents

- Austroads Strategic Plan, 2007-2012

1.4.4 TMR Strategy Documents

- Transport Coordination Plan, 2008-2018
- Roads Connecting Queenslanders, 2002-2007
- TMR Corporate Plan 2011-2015
- TMR Operational Plans

1.4.5 TMR Policy Documents – Road Corridor Management

- Policy – Roadside Conservation
- Policy – Clearing within the Road Boundaries
- Policy – Declared Plants (Noxious Weeds)
- Policy – Fire Threat Management
- Policy – Roadside Advertising
- Policy – Ancillary Works and Encroachments
- Policy – Screening of Overpass Structures
- Policy – Community Engagement
- Policy – Graffiti Management

1.4.6 TMR Technical Documents - Landscape and Urban Design

- MRS16 and MRTS16 Landscape and Revegetation Works: Specification Suite, Contract Administration Systems (Checklists), User Guidelines and Training Packages.

1.4.7 TMR Technical Documents – Environmental Management, Road Planning and Design

- Road Planning and Design Manual – Austroads Practice Notes
- MRS51 and MRTS51: Environmental Management
- Road Planning Environmental Processes Manual
- Fauna Sensitive Road Design Manual
- Road Drainage Design Manual
- Road Traffic Noise Management – Code of Practice
- Guide to the Management of Roadside Advertising

1.4.8 TMR Road System Manager, Corridor Management

- Element Management Plans: E8 Road Landscape

1.4.9 National and International Technical Documents

- DOTARS
- Austroads Publications
- Federal Lands Highway Experience and Initiatives with Context Sensitive Solutions, Federal Highway Administration, 1995

1.4.10 Other Relevant Policies Documents

- Queensland Public Arts Fund **art+place** Policy (arts Queensland), 2010-2014
- Crime Prevention through Environmental Design (CPTED), Guidelines for Queensland, 2007
- National Strategy for Ecologically Sustainable Development, 1992
- Urban Stormwater: Best Practice Environmental Management Guidelines (CSIRO), 1999
- Water Sensitive Urban Design, Technical Design Guidelines for South East Queensland, 2006
- Australian Runoff Quality: A Guide to Water Sensitive Urban Design, Engineers Australia, 2006
- Queensland Water Recycling Guidelines, 2005