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Transport Infrastructure Act 1994

NOTIFICATION OF DECLARATION OF A STATE-CONTROLLED ROAD AS A LIMITED ACCESS ROAD

Notice is hereby given under section 54(1) of the *Transport Infrastructure Act 1994* that the State-controlled road described in the Schedule is hereby declared or revoked as a Limited Access road. As required under section 55 of the *Transport Infrastructure Act 1994*, Mackay Regional Council has been notified.

Dave Grosse (Regional Director, Central Queensland)
Delegate of the Director-General, Department of Transport and Main Roads

THE SCHEDULE

On and from 02 September 2022, the declarations of the State-controlled road as a Limited Access road specified in Appendix I hereto, are revoked, and in lieu thereof, the State-controlled road described in Appendix II hereto, is declared a Limited Access road, respectively, under and for the purposes of the *Transport Infrastructure Act 1994*.

APPENDIX I

Name of State-controlled Road	Date of Declaration Relevant to Road
Mackay – Bucasia Road Shire of Pioneer	11 May 1974
Mackay – Bucasia Main Road Pioneer Shire	25 August 1979
Mackay – Bucasia Road Pioneer Shire	08 October 1988

APPENDIX II

**MACKAY - BUCASIA ROAD (856)
MACKAY REGIONAL COUNCIL**

Commencing from its intersection with the Bruce Highway in Mount Pleasant, travelling in a general northern direction to the intersection of Kemp Street and its junction with Shoal Point Road in Bucasia.

Length: 10.51 kilometres (approximately)

The parts of the road to which access is to be limited are shown on plans LA12457, LA12458, LA12459, LA12460, LA12461 and LA12462. Copies of the LA plans are held in the Mackay Government Office of the Department of Transport and Main Roads at 44 Nelson Street, Mackay QLD 4740.

The reason for the declaration is to achieve a high level of access management to:

- improve and maintain high safety levels in alignment with the Road Vision;
- minimise or reduce side friction to maintain or increase the efficiency of the road;
- protect the function of the road; and
- provide for growth and facilitate changing land use

Any person whose interests are affected by the declaration may:

- (1) under section 485 of the *Transport Infrastructure Act 1994* – ask for the decision to make the declaration to be reviewed by the Chief Executive;
- (2) under the *Transport Planning and Coordination Act 1994*, part 5, division 2 – apply for the original decision to be stayed; and
- (3) under the *Transport Planning and Coordination Act 1994*, part 5, division 3 –
 - (a) appeal against the Chief Executive's decision on the review to the court stated in Schedule 3 of the *Transport Infrastructure Act 1994* for the decision; and
 - (b) apply for the reviewed decision to be stayed.

Notice is hereby given that there is a policy in place, in relation to the application of section 62 of the *Transport Infrastructure Act 1994* to access between Mackay-Bucasia Road (856) and adjacent land. The policy is set out below.

POLICY FOR MACKAY-BUCASIA ROAD (856)**1 PURPOSE**

The purpose of this policy is to protect the function, safety and efficiency of the Mackay-Bucasia Road (856) (the "Road") by setting out the principles that will be applied when making decisions under s 62 of the *Transport Infrastructure Act 1994*.

The management of access is essential in ensuring that the vision for the Road can be achieved by:

- Improving and maintaining high safety and efficiency levels
- providing for growth and accommodating changing land use; and
- maintaining the road's capacity to enable the efficient flow of increased traffic volumes.

2 HEAD OF POWER

This policy has been made pursuant to s 54 of the *Transport Infrastructure Act 1994*.

3 ROAD VISION

The following vision for the Road sets the context within which the Policy Principles (section 5) and the Policy Strategies (section 6) will be applied:

- The Road provides a direct link from the Bruce Highway's northern approach towards the city of Mackay, to Mackay's Northern Beaches (residential areas of Bucasia, Eimeo, Blacks Beach, Rural View and Shoal Point), connecting its residents to major employment and services across Mackay.
- The Road also provides a link to connect to other local areas including Habana, Richmond, Glenella, Mt Pleasant, Beaconsfield, Andergrove, Slade Point, Mackay Harbour and North Mackay.
- The Road serves as a key transport link for commuters from the Northern Beaches and supports the tourism industry and as a key freight route for the commercial / service centres at Mt Pleasant, Richmond and Rural View.
- A high level of safety and efficiency for freight transport and commuters is provided by the Road with local traffic accessing the Road via controlled intersections with the local road network.
- It is anticipated that an additional public road access may be required:
 - between Hennessy Street and Kemp Street to ultimately provide for internal connectivity between future and existing development on the western side of the Road and Shoal Point Road; and
 - comprising of an eastern approach leg to the Mackay-Bucasia Road / George Fordyce Drive intersection to service the future development of land on the eastern side of the Road.
- It is also anticipated that upgrades at the following intersections will be required in the future:
 - Phillip Street / Mackay-Bucasia Road;
 - Holts Road / Mackay-Bucasia Road;
 - Mackay-Habana Road / Golf Links Road / Mackay-Bucasia Road;
 - George Fordyce Drive / Mackay-Bucasia Road;
 - Sologinkin Road / Mackay-Bucasia Road / Rosewood Drive;
 - Wallmans Road / Mackay-Bucasia Road / Eimeo Road;
 - Old Eimeo Road / Mackay-Bucasia Road;
 - James Cook Drive / Harrier Street / Mackay-Bucasia Road; and
 - Bucas Drive / Mackay-Bucasia Road.

The capacity of these intersections will need to be improved to manage increased traffic volumes and:

- maintain the arterial function of the Road; and
- maintain a good level of service.

4 APPLICATION

This policy will be applied in assessing applications made under s 62 or 62A of the *Transport Infrastructure Act 1994*.

This policy will also be applied in:

- the preparation, amendment or review of local, state and federal government planning schemes and other planning instruments to ensure that:
 - land uses reflect the Policy Principles and Policy Strategies and preserve the function of the Road;
 - the local road network is developed to provide access to land where access from the Road is not supported; and

- the vision for the Road identified in section 3 is accommodated.
- general transport planning relevant to managing access to limited access roads.
- assessing and conditioning development applications under the planning act.

5 POLICY PRINCIPLES

When making a decision relating to the management of access between land and the Road, the following principles will be applied:

- vehicular access must not compromise safety of the users of the Road or any other transport infrastructure;
- vehicular access must be consistent with the functional requirements of the Road;
- vehicular access must be consistent with the current or planned intent for the Road corridor and the wider State-controlled road network.

In applying the principles, regard will be had to the following strategies:

- (1) the strategies applying to vehicular access to State-controlled roads set out in the *Vehicular access to state-controlled roads policy*¹; and
- (2) the Policy Strategies set out in section 6.

Where there is inconsistency between the strategies set out in the *Vehicular access to state-controlled roads policy* and the Policy Strategies set out in this policy, the Policy Strategies set out in this policy prevail.

A proposal will be consistent with this policy if it meets the Policy Principles and all relevant Policy Strategies.

6 POLICY STRATEGIES

SAFETY

Principle 1: Vehicular access must not compromise safety of the users of the Road or any other transport infrastructure

No specific policy strategies.

FUNCTION

Principle 2: Vehicular access must be consistent with the functional requirements of the Road

The primary function of the Road is to provide an efficient arterial route into and out of Mackay's Northern Beaches. To avoid compromising the arterial function of the Road, existing accesses should be consolidated, and their number reduced. Only two additional road accesses are anticipated to the Road as identified as part of the Road Vision (Section 3). Any new road access must provide for internal connectivity between future and existing development and support the provision of a road network based on road hierarchy planning principles.

¹ 2019

Strategy 1

No additional vehicular access locations for individual properties adjoining the Road will be permitted.

Every new access introduces new conflict points for road users. Not permitting any new direct access locations will ensure that the cumulative impacts of additional conflict points on the Road (side friction) is avoided, maintaining the arterial function of the Road.

Strategy 2

The potential future road accesses identified in Section 3 must be:

- **dedicated as road to form part of an ultimate public local road network.**

The anticipated additional road accesses described at Section 3 will enable connectivity between future and existing land development whilst maintaining the function of the Road and supporting the development of a hierarchical road network.

Strategy 3

The anticipated additional road accesses described at Section 3 must be located and designed to preserve the function of the Road.

Current standards and guidelines for safety and design criteria adopted by the Department of Transport and Main Roads and relevant local government standards or policies are to be applied.

FUTURE INTENT

Principle 3: Vehicular access must be consistent with the current or planned intent for the Road corridor and the wider network

It is envisioned that upgrades to the intersections identified in section 3 of this Policy will be required. Additionally, two further local road connections onto the Road are anticipated.

Strategy 1

No additional vehicular access locations for individual properties adjoining the Road will be permitted.

To preserve the ability of the Department of Transport and Main Roads to upgrade intersections along the Road and to provide the envisioned new local road connection, additional access to the Road will not be permitted.

7 APPROVAL

This policy applies to the Road and will be applied when making decisions under s 62 of the *Transport Infrastructure Act 1994*.

Dated: 01 September 2022

Signed: Dave Grosse (Regional Director, Central Queensland) Delegate of the Director-General,
Department of Transport and Main Roads

8 ADDITIONAL INFORMATION

This policy may be amended at any time without a gazette notice if:

- the amendment merely changes or repeals a specific provision for 1 or more particular properties; and
- the owner or occupier of each property has been given written notice of the amendment.

Any person whose interests are affected by this policy may:

- under s 485 of the *Transport Infrastructure Act 1994* – ask for the decision about the policy to be applied to be reviewed;
- under Part 5, Division 2 of the *Transport Planning and Coordination Act 1994* – apply for the original decision to be stayed;
- under Part 5, Division 3 of the *Transport Planning and Coordination Act 1994*:
 - appeal against a decision on a review;
 - apply for the reviewed decision to be stayed.

Under s 61 of the *Transport Infrastructure Act 1994*, a person must not construct or change a physical means of entry or exit for traffic between land and a limited access road without first obtaining a decision under s 62(1) that authorises the construction or change. Maximum penalty – 200 penalty units.

ENDNOTES

- 1 Published in the Gazette on 02 September 2022.
- 2 Not required to be laid before the Legislative Assembly.
- 3 The administering agency is the Department of Transport and Main Roads.