

State code 1: Development in a state-controlled road environment

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	Complies: The subject land has frontage to a State-controlled road i.e. Kingaroy Cooyar Road; however, the development site area is setback approximately 380 metres from this frontage and takes access via a local road i.e. Warren Truss Drive. Refer to the Development Plans at Appendix D and the Preliminary Traffic Impact Assessment at Appendix E . The design and location of the access ensures the development will not create a safety hazard for users of State-controlled roads.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies: Refer to the response to AO1.1 and the Preliminary Traffic Impact Assessment prepared by ATC Engineers at Appendix E . The proposed development will not adversely impact the on structural integrity or physical condition of state-controlled roads or road transport infrastructure.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies: Refer to the response to AO1.1. The location of the proposed development will not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled roads.
PO4 The location, placement, design and operation of advertising devices, visible from	No acceptable outcome is prescribed.	Complies: Any future advertising device for the proposed development visible from a State-controlled

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Performance outcomes	Acceptable outcomes	Response
the state-controlled road , do not create a safety hazard for users of the state-controlled road .		road will be designed and located to ensure it does not create a safety hazard for users of the State-controlled road network.
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	<p>AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.</p> <p>AND</p> <p>AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.</p>	Complies: Proposed buildings will be setback approximately 380 metres from Kingaroy Cooyar Road and will generally be constructed of non-reflective materials. The design of the development including the proposed setback of buildings to the State-controlled road network, will ensure building facades and any external lighting will not deflect light into oncoming traffic users of the state-controlled road network.
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road .	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	N/A: The proposed development does not involve road, pedestrian or bikeway bridges over State-controlled roads.
Landscaping		

Performance outcomes	Acceptable outcomes	Response
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	<p>AO7.1 Landscaping is not located in a state-controlled road.</p> <p>AND</p> <p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p> <p>AND</p> <p>AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>	N/A: The proposed development does not require landscaping in or near a State-controlled road. Refer to the Development Plans at Appendix D .
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Complies: The proposed development will not result in worsened stormwater run-off or overland flow onto the state-controlled road network. Refer to the Stormwater Management Advice at Appendix F .
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies: Refer to response to PO8.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies: Refer to response to PO8.
PO11 Development ensures that stormwater is lawfully discharged.	<p>AO11.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p>	Complies: The proposed development will maintain existing lawful points of discharge. Refer to the Stormwater Management Advice at Appendix F .

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Performance outcomes	Acceptable outcomes	Response
	<p>AO11.2 Development does not concentrate flows to a state-controlled road.</p> <p>AND</p> <p>AO11.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	<p>Complies: Refer to response to AO11.1.</p> <p>Complies: Refer to response to AO11.1.</p> <p>Complies: Refer to response to AO11.1.</p>
Flooding		
<p>PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road.</p>	<p>AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.</p> <p>AND</p> <p>AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.</p> <p>AND</p> <p>AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to</p>	<p>Complies: The proposed development is not of a nature that will worsen flood impacts on State-controlled roads. Refer to the Stormwater Management Advice at Appendix F.</p> <p>Complies: Refer to response to AO12.1.</p> <p>Complies: Refer to response to AO12.1.</p>

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Performance outcomes	Acceptable outcomes	Response
	existing time of submergence of a state-controlled road .	
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	<p>AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.</p>	<p>Complies: The proposed development will maintain existing lawful points of discharge. Refer to the Stormwater Management Advice at Appendix G.</p> <p>Complies: Refer to the Stormwater Management Advice at Appendix E.</p>
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Complies: The proposed development is not of a nature that would compromise the structural integrity or physical condition of drainage infrastructure associated with State-controlled roads. Refer to the Stormwater Management Advice at Appendix F .

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies: The subject land has frontage to a State-controlled road i.e. Kingaroy Cooyar Road; however, the development site area is setback approximately 380 metres from this frontage and takes access via a local road i.e. Warren Truss Drive. Refer to the Development Plans at Appendix D and the Preliminary Traffic Impact Assessment at Appendix E . The design and location of the access ensures the development will not create a safety hazard for users of State-controlled roads. The design and location of the access ensures the development will not create a safety hazard for users of State-controlled roads.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	Complies: Refer to response to PO15.
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	Complies: Refer to response to PO15.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	Complies: Refer to response to PO15.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies: Refer to response to PO15.

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Performance outcomes	Acceptable outcomes	Response
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Complies: Refer to response to PO15.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	N/A: The proposed development does not involve the provision of changes to or new, public and active transport connections.
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	N/A: Refer to response to PO21.
PO23 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.	N/A: Refer to response to PO21.
PO24 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.	N/A: Refer to response to PO21.

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Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network .	No acceptable outcome is prescribed.	Complies: The subject land has frontage to a State-controlled road i.e. Kingaroy Cooyar Road; however, the development site area is setback approximately 380 metres from this frontage and takes access via a local road i.e. Warren Truss Drive. Refer to the Development Plans at Appendix D and the Preliminary Traffic Impact Assessment at Appendix E . The design and location of the access ensures the development will not compromise the safety of users of the State-controlled roads.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network .	No acceptable outcome is prescribed.	Complies: Refer to response to PO25.
PO27 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.	Complies: Refer to response to PO25.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Complies: Refer to the Preliminary Traffic Impact Assessment prepared by the ATC Engineers attached at Appendix E .
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	N/A: The adjoining state-controlled roads are not identified for planned upgrades on the State's DAMS mapping.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	N/A: The proposed development is not of a nature that will impede the delivery of future corridor improvements to State-controlled roads.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies: Proposed buildings will be setback approximately 380 metres from the State-controlled road i.e. Kingaroy Cooyar Road. Accordingly, the development will not create a safety hazard for users of the state-controlled network in terms of filling, excavation, building foundations and retaining structures.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	N/A: Refer to response to PO31.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	N/A: Refer to response to PO31.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	N/A: Refer to response to PO31.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	N/A: Refer to response to PO31.
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	N/A: Refer to response to PO31.

Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
<p>PO37 Development minimises free field noise intrusion from a state-controlled road.</p>	<p>AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p>	<p>N/A: The Reconfiguring a Lot component of the application seeks approval for a lease with a term including renewal options exceeding 10 years. It is noted the lease area is setback approximately 380 metres from the State-controlled road network i.e. Kingaroy Cooyar Road.</p> <p>N/A: Refer to the response to AO37.1.</p>

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Performance outcomes	Acceptable outcomes	Response
	AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road .	N/A: Refer to the response to AO37.1.
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed: <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	N/A: Refer to the response to AO37.1.
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		

Performance outcomes	Acceptable outcomes	Response
<p>PO39 Development minimises noise intrusion from a state-controlled road in private open space.</p>	<p>AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>Performance Solution: The subject land has frontage to a State-controlled road i.e. Kingaroy Cooyar Road; however, the development site area is setback approximately 380 metres from this frontage and takes access via a local road i.e. Warren Truss Drive. Refer to the Development Plans at Appendix D and the Preliminary Traffic Impact Assessment at Appendix E. The development is not expected to require acoustic barriers to attenuate noise from traffic on the State-controlled road network. The applicant has commissioned the preparation of a Noise Impact Assessment that was not finalised at the time of lodgement of the application and will be submitted upon completion.</p> <p>Performance Solution: Refer to the response to AO39.1.</p>
<p>PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.</p>	<p>AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 	<p>Performance Solution: Refer to the response to AO39.1.</p>

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Performance outcomes	Acceptable outcomes	Response
	<p>2. in accordance with:</p> <ul style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>Performance Solution: Refer to the response to AO39.1.</p>
<p>PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).</p>	<p>No acceptable outcome is provided.</p>	<p>Performance Solution: Refer to the response to AO39.1.</p>
<p>Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor</p>		
<p>PO42 Balconies, podiums, and roof decks include:</p> <ul style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 	<p>No acceptable outcome is provided.</p>	<p>N/A</p>

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Performance outcomes	Acceptable outcomes	Response
2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.		
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	N/A
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: <ol style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: <ol style="list-style-type: none"> a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; b. in accordance with: <ol style="list-style-type: none"> i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor 	No acceptable outcome is provided.	N/A

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Performance outcomes	Acceptable outcomes	Response
<p>play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>		
<p>PO45 Development involving a childcare centre or educational establishment:</p> <ol style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 	No acceptable outcome is provided.	N/A
<p>PO46 Development involving:</p> <ol style="list-style-type: none"> 1. indoor education areas and indoor play areas; or 2. sleeping rooms in a childcare centre; or 	No acceptable outcome is provided.	N/A

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Performance outcomes	Acceptable outcomes	Response
3. patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).		
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas .	No acceptable outcome is provided.	N/A
PO48 Development including: 1. indoor education areas and indoor play areas in a childcare centre or educational establishment ; or 2. sleeping rooms in a childcare centre ; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	N/A
Air, light and vibration		

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Performance outcomes	Acceptable outcomes	Response
<p>PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road.</p>	<p>AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>OR</p> <p>AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.</p>	<p>Complies: Proposed buildings will be setback approximately 380 metres from the State-controlled road i.e. Kingaroy Cooyar Road. Accordingly, the development will not require shielding of outdoor recreation areas.</p> <p>N/A</p>
<p>PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor.</p>	<p>AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s^{1.75}.</p> <p>AND</p> <p>AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of 0.4m/s^{1.75}.</p>	<p>N/A</p> <p>N/A</p>
<p>PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor, does not:</p> <ol style="list-style-type: none"> 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm). 	<p>No acceptable outcomes are prescribed.</p>	<p>Complies: Proposed buildings will be setback approximately 380 metres from the State-controlled road i.e. Kingaroy Cooyar Road. Accordingly, the development will be impacted by lighting associated with the State-controlled road.</p>

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Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
<p>PO52 Development does not impede delivery of a future state-controlled road.</p>	<p>AO52.1 Development is not located in a future state-controlled road.</p> <p>OR ALL OF THE FOLLOWING APPLY:</p> <p>AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road.</p> <p>AND</p> <p>AO52.3 The intensification of lots does not occur within a future state-controlled road.</p> <p>AND</p> <p>AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.</p>	<p>N/A: The development is not located within a future State-controlled road environment.</p> <p>N/A: The development is not located within a future State-controlled road environment.</p> <p>N/A: The development is not located within a future State-controlled road environment.</p> <p>N/A: The development is not located within a future State-controlled road environment.</p>
<p>PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road.</p>	<p>AO53.1 Development does not include new or changed access to a future state-controlled road.</p>	<p>N/A: The development is not located within a future State-controlled road environment.</p>
<p>PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A: The development is not located within a future State-controlled road environment.</p>
<p>PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A: The development is not located within a future State-controlled road environment.</p>

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Performance outcomes	Acceptable outcomes	Response
<p>PO56 Development ensures that stormwater is lawfully discharged.</p>	<p>AO56.1 Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p> <p>AO56.2 Development does not concentrate flows to a future state-controlled road.</p> <p>AND</p> <p>AO56.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	<p>N/A: The development is not located within a future State-controlled road environment.</p> <p>N/A: The development is not located within a future State-controlled road environment.</p> <p>N/A: The development is not located within a future State-controlled road environment.</p> <p>N/A: The development is not located within a future State-controlled road environment.</p>

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: The proposed development will not compromise the safety of users of the State-controlled road network. Refer to the Preliminary Traffic Impact Assessment at Appendix E .
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.	Complies: The proposed development will not adversely impact the structural integrity or physical condition of the State-controlled road network or road transport infrastructure. Refer to the Preliminary Traffic Impact Assessment and at Appendix E and the Stormwater Management Advice at Appendix F .
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	Complies: The proposed development will not result in a worsening to the operating performance of the State-controlled road network. Refer to the Preliminary Traffic Impact Assessment attached at Appendix E .
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.	N/A: The development site area takes access off the local road network i.e. Warren Truss Drive. Refer to the Development Plans at Appendix D .
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.	N/A: The proposed development will not involve haulage exceeding 10,000 tonnes per year.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	Complies: The proposed development does not involve a new railway level crossing.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	N/A: The subject site is not located within proximity of a railway crossing.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	N/A: The subject site is not located within proximity of a railway crossing.
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.	N/A: The subject site is not located within proximity of a railway crossing.

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State code 6: Protection of state transport networks

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Performance outcomes	Acceptable outcomes	Response
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	N/A: The subject site is not located within proximity of a railway corridor.
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	N/A: The subject site is not located within proximity of a railway corridor.
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	N/A: The subject site is not located within proximity of a railway corridor.
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.	N/A: The subject site is not located within proximity of a railway corridor.
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.	Complies: The proposed development has been designed to ensure runoff does not exacerbate a safety hazard for users of the State Controlled Road. Refer to the Stormwater Management Advice attached at Appendix F .
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.	Complies: The proposed development has been designed to ensure that it will not result in a material worsening to the operating performance of the State Controlled Road. Refer to the Stormwater Management Advice attached at Appendix F .
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.	Complies: The proposed development has been designed to ensure that it will not interfere with the structural integrity or physical conditions of the State Controlled Road. Refer to the Stormwater Management Advice attached at Appendix F .
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 .	Complies: The proposed lots will not discharge to a State transport corridor or State transport infrastructure. Complies: Refer to response to AO17.1.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO17.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.</p>	<p>Complies: The proposed development will discharge to a lawful point of discharge. Refer to the Stormwater Management Advice attached at Appendix F.</p> <p>N/A: The proposed development will not discharge to a State transport corridor or State transport infrastructure.</p>
Flooding		
<p>PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure</p>	<p><i>For a state-controlled road or road transport infrastructure, all of the following apply:</i></p> <p>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.</p> <p>AND</p> <p>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.</p> <p>AND</p> <p>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.</p>	<p>Complies: The proposed development will not result in unacceptable flood impacts on the State controlled road. It is noted the proposed development will not result in water being directed towards the State controlled road. Refer to the Stormwater Management Advice attached at Appendix F.</p> <p>Complies: Refer to response to AO18.1.</p> <p>Complies: Refer to response to AO18.1.</p>

Performance outcomes	Acceptable outcomes	Response
	<i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i>	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor .	<p><i>For a state-controlled road environment, both of the following apply:</i></p> <p>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.</p> <p>AND</p> <p>AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor.</p> <p><i>For a railway environment both of the following apply:</i></p> <p>AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site.</p> <p>AND</p> <p>AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.</p>	<p>N/A: The proposed development does not involve drainage infrastructure associated with or located within a State-controlled road. Refer to the Stormwater Management Advice attached at Appendix F.</p> <p>Complies: Drainage infrastructure can be maintained without requiring access to a State transport corridor.</p> <p>N/A: The subject site is not located within a railway environment.</p> <p>N/A: Refer to response to AO19.3.</p>
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.	N/A: The proposed development does not involve drainage infrastructure associated with or located within a State-controlled road. Refer to the Stormwater Management Advice attached at Appendix F .
Planned upgrades		

Performance outcomes	Acceptable outcomes	Response
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	N/A: The nearby State transport infrastructure does not have any planned upgrades.

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: The proposed development will not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services. The development makes provision for its own bus setdown area; refer to Appendix D .
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies: The proposed development will not compromise the safety of public passenger transport infrastructure, active transport infrastructure or public passenger services. The development makes provision for its own bus setdown area; refer to Appendix D .
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.	Complies: The proposed development will not adversely impact on the operating performance of public passenger transport infrastructure, active transport infrastructure or public passenger services. The development makes provision for its own bus setdown area; refer to Appendix D .
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.	Complies: The proposed development will not adversely impact on the structural integrity or physical condition of public passenger transport infrastructure, active transport infrastructure or public passenger services. The development makes provision for its own bus setdown area; refer to Appendix D .
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the	No acceptable outcome is prescribed.	N/A: The proposed development does not involve changes to public passenger transport infrastructure or active transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
demand for public passenger transport and active transport generated by the development.		
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	N/A: Refer to response to AO26.
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.	N/A: Refer to response to AO26.
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	<p>AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p> <p>AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> 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; <p>AND</p>	N/A: Refer to response to AO26.

Performance outcomes	Acceptable outcomes	Response
	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 and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	N/A: The proposed development is not intended to be accessed by public transport infrastructure or active transport infrastructure. The development makes provision for its own bus setdown area; refer to Appendix D .
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	N/A: Refer to response to AO30.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	N/A: Refer to response to AO30.
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.	N/A: Refer to response to AO30.
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	<p>AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p>AO34.2 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 	N/A: Refer to response to AO30. The development makes provision for its own setdown area; refer to Appendix D .

Performance outcomes	Acceptable outcomes	Response
	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.	N/A: The proposed development does not include an Educational Establishment use.

State code 22: Environmentally relevant activities

Guideline – SDAP State code 22: Environmentally Relevant Activities provides direction on how to address this code.

Table 22.1: All development

Performance outcomes	Acceptable outcomes	Response
All ERAs		
PO1 Development is suitably located and designed to avoid or mitigate environmental harm to the acoustic environment .	AO1.1 Development meets the acoustic quality objectives for sensitive receptors identified in the Environmental Protection (Noise) Policy 2019.	Complies. Pumps and electrical components to be located away from sensitive receptors. All noise emitting components shall be fitted with appropriate noise reduction controls in accordance with their legal requirements. Audible alarms to be actioned ASAP by maintenance staff
PO2 Development is suitably located and designed to avoid or mitigate environmental harm to the air environment .	AO2.1 Development meets the air quality objectives of the Environmental Protection (Air) Policy 2019.	Complies No effluent/sewage contaminates will be discharged to air.
PO3 Development (other than intensive animal industry for poultry farming), is suitably located and designed to avoid or mitigate environmental harm on adjacent sensitive land uses caused by odour.	No acceptable outcome is prescribed.	Complies All systems to be fitted with appropriate emission reduction controls in accordance with their legal requirements. Closed tank venting to AS3500.2 with activated carbon filters
PO4 Development is suitably located and designed to avoid or mitigate environmental harm to the receiving waters environment .	AO4.1 Development meets the management intent, water quality guidelines and objectives of the Environmental Protection (Water and Wetland Biodiversity) Policy 2019.	Complies No effluent/sewage contaminates will be discharged to waters. Suitable mitigation practises will be implemented such as bunding (where required), visual/audible/remote alarms and the SBMP
PO5 Development is designed to include elements which: 1. prevent or minimise the production of hazardous contaminants and waste as by-products; or 2. contain and treat hazardous contaminants on-site rather than releasing them into the environment ; and	No acceptable outcome is prescribed.	Complies No hazardous waste will be released onsite. Septic tank desludging to be done by a licenced contractor

Performance outcomes	Acceptable outcomes	Response
3. provide secondary containment to prevent the accidental release of hazardous contaminants to the environment from spillage or leaks.		
PO6 Environmentally hazardous materials located on-site are stored to avoid or minimise their release into the environment due to inundation during flood events.	No acceptable outcome is prescribed.	Complies No hazardous materials will be stored onsite.
All development – matters of state environmental significance		
<p>PO7 Development is designed and sited to:</p> <ol style="list-style-type: none"> 1. avoid impacts on matters of state environmental significance; or 2. minimise and mitigate impacts on matters of state environmental significance after demonstrating avoidance is not reasonably possible; and 3. provide an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in an acceptable significant residual impact on a matter of state environmental significance. <p>Statutory note: For Brisbane core port land, an offset may only be applied to development on land identified as E1 Conservation/Buffer, E2 Open Space or Buffer/Investigation in the Brisbane Port LUP precinct plan.</p> 	No acceptable outcome is prescribed.	<p>Complies</p> <p>We are aware that the effluent irrigation area is within mapped areas of Regulated Vegetation (Category R – reef regrowth watercourse vegetation). However, we believe the mapping to be outdated. The development site area has been historically cleared and used for agricultural purposes</p>
Intensive animal industry – poultry farming (ERA 4(2))		
<p>PO8 Poultry farming development (where farming more than 200,000 birds) is suitably located and designed to avoid or mitigate environmental harm on adjacent sensitive land uses, caused by odour.</p>	<p>AO8.1 For poultry farming involving 300,000 birds or less, development meets the separation distances as determined using the S-factor methodology to:</p> <ol style="list-style-type: none"> 1. a sensitive land use in a rural zone; and 2. boundary of a non-rural zone. <p>OR</p> <p>AO8.2 Development meets the separation distances as determined by odour modelling using the following criteria:</p> <ol style="list-style-type: none"> 1. 2.5 odour units, 99.5 percent, 1 hour average for a sensitive land use in a rural zone; or 2. 1.0 odour units, 99.5 percent, 1 hour average for the boundary of a non-rural zone. 	<p>N/A</p> <p>The development does not seek approval for Intensive Animal Industry.</p>