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.

Performance outcomes	Acceptable outcomes	Response
PO4 The location, placement, design and operation of advertising devices, visible from the **state-controlled road**, do not create a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies:** Any future advertising device for the proposed development visible from a State-controlled 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**.	**AO5.1** Facades of buildings and **structures** fronting the **state-controlled road** are made of non-reflective materials. AND **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**. AND **AO5.3** External lighting of buildings and **structures** is not directed into the face of oncoming traffic on the **state-controlled road**. AND **AO5.4** External lighting of buildings and **structures** does not involve flashing or laser lights.	**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**.	**AO7.1** Landscaping is not located in a **state-controlled road**. AND **AO7.2** Landscaping can be maintained without requiring access to a **state-controlled road**. AND **AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**.	**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 Preliminary Stormwater Management Plan 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.	**AO11.1** Development does not create any new points of discharge to a **state-controlled road.** AND	**Complies:** The proposed development will maintain existing lawful points of discharge. Refer to the Preliminary Stormwater Management Plan attached at **Appendix F**.

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

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**.	**AO13.1** Drainage infrastructure is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO13.2** Drainage infrastructure can be maintained without requiring access to a **state-controlled road**.	**Complies:** The proposed development will maintain existing lawful points of discharge. Refer to the Preliminary Stormwater Management Plan attached at **Appendix F**. **Complies:** Refer to the Preliminary Stormwater Management Plan at **Appendix F**.
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 Preliminary Stormwater Management Plan 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.

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.

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		
PO37 Development minimises free field noise intrusion from a **state-controlled road.**	**AO37.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: 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 **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. OR	**N/A:** The Change Application does not include a Reconfiguring a Lot component. **N/A:** Refer to the response to AO37.1.

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: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: 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 **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:** The Change Application does not include a Reconfiguring a Lot component.
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
PO39 Development minimises noise intrusion from a **state-controlled road** in **private open space**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 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: 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 **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.	**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 Change Application is supported by a Noise Impact Assessment that does not recommend the installation of noise barriers; refer to **Appendix H**. **Performance Solution:** Refer to the response to AO39.1.
PO40 Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the facade.	**AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms**;	**Performance Solution:** Refer to the response to AO39.1.

Performance outcomes	Acceptable outcomes	Response
	2. in accordance with: 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 **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.	**Performance Solution:** Refer to the response to AO39.1.
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).	No acceptable outcome is provided.	**Performance Solution:** Refer to the response to AO39.1.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);	No acceptable outcome is provided.	**N/A**

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: 1. provides a noise barrier or earth mound that is designed, sited and constructed: 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: 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**

Performance outcomes	Acceptable outcomes	Response
play areas by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO45 Development involving a **childcare centre** or **educational establishment**: 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: 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**
PO46 Development involving: 1. **indoor education areas** and **indoor play areas**; or 2. sleeping rooms in a **childcare centre**; or	No acceptable outcome is provided.	**N/A**

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		

Performance outcomes	Acceptable outcomes	Response
PO49 Private open space, **outdoor education areas** and **outdoor play areas** are protected from air quality impacts from a **state-controlled road**.	**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**. OR **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**.	**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. **N/A**
PO50 Patient care areas within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**.	**AO50.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$. AND **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 $0.4m/s^{1.75}$.	**N/A** **N/A**
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: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	**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.

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

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

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

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 Preliminary Stormwater Management Plan 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 from 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.

Performance outcomes	Acceptable outcomes	Response
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.
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 Preliminary Stormwater Management Plan 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 Preliminary Stormwater Management Plan 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 Preliminary Stormwater Management Plan 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**.	**Complies:** The proposed lots will not discharge to a State transport corridor or State transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
	AND **AO17.2** Development does not concentrate flows to a **state transport corridor**. AND **AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO17.4** Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**.	 **Complies:** Refer to response to AO17.1. **Complies:** The proposed development will discharge to a lawful point of discharge. Refer to the Preliminary Stormwater Management Plan attached at **Appendix F**. . **N/A:** The proposed development will not discharge to a State transport corridor or State transport infrastructure.
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a **state transport corridor** or **state transport infrastructure**	*For a **state-controlled road** or **road transport infrastructure**, all of the following apply:* **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**. AND **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**. AND **AO18.3** For all flood events up to 1% annual exceedance probability, development ensures	 **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 Preliminary Stormwater Management Plan attached at **Appendix F**. **Complies:** Refer to response to AO18.1. **Complies:** Refer to response to AO18.1.

Performance outcomes	Acceptable outcomes	Response
	there are negligible impacts (up to a 10% increase) to existing time of submergence of a **state transport corridor**. *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.*	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a **state transport corridor**.	*For a **state-controlled road** environment, both of the following apply:* **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**. AND **AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**. *For a **railway** environment both of the following apply:* **AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site. AND **AO19.4** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.	 **N/A:** The proposed development does not involve drainage infrastructure associated with or located within a State-controlled road. Refer to the Preliminary Stormwater Management Plan attached at **Appendix F**. **Complies:** Drainage infrastructure can be maintained without requiring access to a State transport corridor. **N/A:** The subject site is not located within a railway environment. **N/A:** Refer to response to AO19.3.
PO20 Drainage infrastructure associated with, or in a **state-controlled road** or **road transport infrastructure** is constructed and designed to	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

Performance outcomes	Acceptable outcomes	Response
ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.		Preliminary Stormwater Management Plan attached at **Appendix F.**
Planned upgrades		
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**.

Performance outcomes	Acceptable outcomes	Response
PO26 Upgraded or new **public passenger transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development.	No acceptable outcome is prescribed.	**N/A:** The proposed development does not involve changes to public passenger transport infrastructure or active transport infrastructure.
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**.	**AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent. AND **AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with: 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;	**N/A:** Refer to response to AO26.

Performance outcomes	Acceptable outcomes	Response
	AND **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.

Performance outcomes	Acceptable outcomes	Response
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	**AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance. AND **AO34.2 Taxi facilities** are designed in accordance with: 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 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.	**N/A:** Refer to response to AO30. The development makes provision for its own setdown area; refer to **Appendix D**.
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.