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

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 with AO1.1 The proposed development is not located in a state-controlled road. Complies with AO1.2 The proposed development can be maintained without requiring access to a state-controlled road.
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 with PO2 No construction is not proposed as part of this application.
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 with PO3 The development maintains the existing buildings and location on site, which does not obstruct road transport infrastructure or adversely impact the state-controlled road.
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.	Not Applicable The proposed development does not involve advertising devices.
PO5 The design and construction of buildings and **structures** does not create a safety hazard	**AO5.1** Facades of buildings and **structures** fronting the **state-controlled road** are made of non-reflective materials.	Complies with AO5.1 The facades of the existing buildings are made of non-reflective buildings.

Performance outcomes	Acceptable outcomes	Response
by distracting users of the **state-controlled road**.	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 with AO5.2 The facades of the existing buildings do not direct or reflect point light sources into oncoming traffic. Complies with AO5.3 External lighting of buildings is not directed toward oncoming traffic. Complies with AO5.4 Flashing or laser lights are not proposed as part of this development.
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.	Not Applicable The proposed development does not involve a road, pedestrian or bikeway bridge.
Landscaping		
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	Not Applicable Landscaping is not proposed as part of this development.

Performance outcomes	Acceptable outcomes	Response
	AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**.	
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 with PO8 Due to the topography of the site, stormwater run-off and overland flow naturally flows to the rear of the site into the waterway. As such, the development does not create or exacerbate a safety hazard for users of the state-controlled road.
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 with PO9 Due to the topography of the site, stormwater run-off and overland flow naturally flows to the rear of the site into the waterway and as such, does not impact on the operating performance of the state-controlled road.
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 with PO10 Stormwater run-off or overland flow from the development naturally flows to the rear of the subject site into the waterway and as such, does not impact on the structural integrity or physical condition of the state-controlled road.
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 **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	Complies with AO11.1 The development does not propose any new points of discharge to a state-controlled road. Complies with AO11.2 The development does not concentrate flows to a state-controlled road. Complies with AO11.3 The proposed development maintains the existing point of discharge, which is the water body at the rear of the site.

Performance outcomes	Acceptable outcomes	Response
	AO11.4 Development does not worsen the condition of an existing **lawful point of discharge** to the **state-controlled road**.	Not Applicable The existing point of discharge is not to the state-controlled road.
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 existing time of submergence of a **state-controlled road**.	Complies with AO12.1 The proposed development does not involve the construction of new buildings or structures and maintains the existing point of discharge to the waterway at the rear of the subject site. Therefore, the proposed development results in negligible impacts to existing flood levels within a state-controlled road. Complies with AO12.2 As outlined above, the proposed development maintains the existing built form and point of discharge and results in negligible impacts to existing peak velocities within a state-controlled road. Complies with AO12.3 As outlined above, the proposed development maintains the existing built form and point of discharge and results in negligible impacts to 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	Complies with AO13.1 Drainage infrastructure is wholly contained within the development site. Complies with AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.

Performance outcomes	Acceptable outcomes	Response
	AO13.2 Drainage infrastructure can be maintained without requiring access to a **state-controlled road**.	
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.	Not Applicable The proposed development does not involve drainage infrastructure associated with, or within, a state-controlled road.

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.	Not Applicable The proposed development maintains the existing access arrangements to Atlantic Drive.
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.	Not Applicable The proposed development maintains the existing access arrangements to Atlantic Drive.
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.	Not Applicable The proposed development maintains the existing access arrangements to Atlantic Drive.
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.	Not Applicable The proposed development maintains the existing access arrangements to Atlantic Drive.
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.	Not Applicable The proposed development maintains the existing access arrangements to Atlantic Drive.

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.	Not Applicable The proposed development maintains the existing access arrangements to Atlantic Drive.
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.	Complies with PO21 The proposed development does not impact on the safety of users of transport infrastructure.
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.	Complies with PO22 The proposed development maintains ability for people to access transport infrastructure.
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.	Complies with PO23 The proposed development does not adversely impact the operating performance of transport infrastructure.
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.	Complies with PO24 The proposed development does not adversely impact on the structural integrity or physical condition of transport infrastructure.

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 with PO25 The proposed development does not compromise the safety of users of the state-controlled road network.
PO26 Development ensures **no net worsening** of the operating performance of the **state-controlled road** network.	No acceptable outcome is prescribed.	Complies with PO26 The proposed development does not significantly increase traffic to and from the subject site.
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 with PO27 Traffic movements can be accommodated on the local road network for access to the subject site.

Performance outcomes	Acceptable outcomes	Response
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.	Not Applicable The proposed development does not involve haulage exceeding 10,000 tonnes per year.
PO29 Development does not impede delivery of **planned upgrades** of **state-controlled roads**.	No acceptable outcome is prescribed.	Complies with PO29 The proposed development does not impact on the delivery of planning upgrades on the state-controlled road.
PO30 Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**.	No acceptable outcome is prescribed.	Complies with PO30 The proposed development does not impact on the delivery of corridor improvements to the state-controlled road corridor.

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.	Not Applicable The proposed development does not involve filling or excavation, building foundations or retaining structures.
PO32 Development does not adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve filling or excavation, building foundations or retaining structures.
PO33 Development does not undermine, damage or cause subsidence of a **state-controlled road**.	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve filling or excavation, building foundations or retaining structures.
PO34 Development does not cause ground water disturbance in a **state-controlled road**.	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve filling or excavation, building foundations or retaining structures.
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.	Not Applicable The proposed development does not involve filling or excavation, building foundations or retaining structures.

Performance outcomes	Acceptable outcomes	Response
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.	Not Applicable The proposed development does not involve filling or excavation, building foundations or retaining structures.

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**	Not Applicable The proposed development does not involve reconfiguring a lot.

Performance outcomes	Acceptable outcomes	Response
	where it is not practical to provide a noise barrier or earth mound. OR **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**.	
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.	Not Applicable The proposed development does not involve reconfiguring a lot.
Material change of use (accommodation activity)		

Performance outcomes	Acceptable outcomes	Response
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
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.	Not Applicable The proposed development does not involve an accommodation activity.
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**; 2. in accordance with:	Not Applicable The proposed development does not involve an accommodation activity.

Performance outcomes	Acceptable outcomes	Response
	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.	
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.	Not Applicable The proposed development does not involve an accommodation activity.
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); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	Not Applicable The proposed development does not involve an accommodation activity.

Performance outcomes	Acceptable outcomes	Response
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.	Not Applicable The proposed development does not involve an accommodation activity.
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 play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
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.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO46 Development involving: 1. **indoor education areas** and **indoor play areas**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
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**	No acceptable outcome is provided.	Not Applicable

Performance outcomes	Acceptable outcomes	Response
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**.		The proposed development does not involve a childcare centre, educational establishment or hospital.
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.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Air, light and vibration		
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**.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
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 $0.4m/s^{1.75}$.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
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.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

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	Complies with AO52.2 The proposed development is not located in a future state-controlled road.

Performance outcomes	Acceptable outcomes	Response
	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.	
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**.	Complies with AO53.1 The proposed development does not involve new or changed access to a future state-controlled road.
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.	Complies with PO54 The proposed development does not involve filling, excavation, building foundations or retaining structures.
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.	Complies with PO55 The proposed development does not materially worsen the stormwater, flooding, overland flow or drainage impacts.
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**.	Complies with AO56.1 The proposed development does not create any new points of discharge to a future state-controlled road. Complies with AO56.2 The development maintains the existing stormwater arrangements, which discharge flows to the waterway at the rear of the site. Complies with AO56.3 The development maintains the existing point of discharge, which is to the waterway at the rear of the site.

Performance outcomes	Acceptable outcomes	Response
	AND **AO56.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **future state-controlled road**.	 Complies with AO56.4 The proposed development maintains the existing point of discharge, which is not to the future state-controlled road.

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 with PO1 The proposed development does not compromise the safety of users of the state-controlled road network.
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 with PO2 The proposed development does not adversely impact on the structural integrity or physical condition of state-controlled road or road transport infrastructure.
PO3 Development ensures **no net worsening** of the operating performance the **state-controlled road** network.	No acceptable outcome is prescribed.	Complies with PO3 The proposed development does not significantly increase traffic to and from the subject site and as such does not impact the operating performance of the state-controlled road network.
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.	Complies with PO4 Traffic movements can be accommodated on the local road network for access to the subject site.
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.	Not Applicable The proposed development does 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 with PO6 The development does not require a new railway crossing.
PO7 Development does not adversely impact the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	Not Applicable The development is not in proximity to a railway crossing.
PO8 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	Not Applicable The development is not in proximity to 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.	Not Applicable The development is not in proximity to a railway crossing.
PO10 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	Not Applicable The subject site is not within the railway corridor.

Performance outcomes	Acceptable outcomes	Response
PO11 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	Not Applicable The subject site is not within the railway corridor.
PO12 Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	Not Applicable The subject site is not within the 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.	Not Applicable The subject site is not within the 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 with PO14 Due to the topography of the site, stormwater run-off and overland flow naturally flows to the rear of the site into the waterway. As such, the development does not create or exacerbate a safety hazard for users of the state-controlled road.
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 with PO15 Due to the topography of the site, stormwater run-off and overland flow naturally flows to the rear of the site into the waterway and as such, does not impact on the operating performance of the state-controlled road.
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 with PO16 Stormwater run-off or overland flow from the development naturally flows to the rear of the subject site into the waterway and as such, does not impact on the structural integrity or physical condition of the state-controlled road.
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**. AND	Complies with AO17.1 The development does not propose any new points of discharge to a state transport corridor. Complies with AO17.2 The development does not concentrate flows to a state transport corridor.

Performance outcomes	Acceptable outcomes	Response
	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 with AO17.3 The proposed development maintains the existing point of discharge, which is the water body at the rear of the site. Not Applicable The existing point of discharge is not to the state transport corridor.
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 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**.*	Complies with AO18.1 The proposed development does not involve the construction of new buildings or structures and maintains the existing point of discharge to the waterway at the rear of the subject site. Therefore, the proposed development results in negligible impacts to existing flood levels within a state transport corridor. Complies with AO18.2 As outlined above, the proposed development maintains the existing built form and point of discharge and results in negligible impacts to existing peak velocities within a state transport corridor. Complies with AO18.3 As outlined above, the proposed development maintains the existing built form and point of discharge and results in negligible impacts to existing time of submergence of a state-controlled road.
Drainage infrastructure		

Performance outcomes	Acceptable outcomes	Response
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**.	Complies with AO19.1 Drainage infrastructure is wholly contained within the development site. Complies with AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor. Not Applicable The subject site is not located within a railway environment.
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.	Not Applicable The proposed development does not involve drainage infrastructure associated with, or within, a state-controlled road.
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	Complies with PO21 The proposed development does not impact on the delivery of planning upgrades on the state transport infrastructure.

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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding,

Performance outcomes	Acceptable outcomes	Response
		no impacts to the public passenger transport infrastructure and active transport are envisaged.
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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
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; 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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.

Performance outcomes	Acceptable outcomes	Response
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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.
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;	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.

Performance outcomes	Acceptable outcomes	Response
	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.	
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.	Not Applicable The subject site is not mapped within or in close proximity to the public passenger transport facilities of SARA DA Mapping. Notwithstanding, no impacts to the public passenger transport infrastructure and active transport are envisaged.