

The graphic features a large, light gray, rounded shape on the left side, resembling a stylized letter 'L' or a bracket. A smaller, dark maroon, rounded shape is positioned to the right of the lower part of the gray shape, overlapping it. The text 'Appendix H' is written in a dark maroon color, and 'Code Responses' is written in a dark gray color, both centered within the upper right portion of the gray shape.

**Appendix H**  
Code Responses

### 9.4.1 Advertising Device Code

Performance Outcomes	Acceptable Outcomes	Solution	Comments
<b>For Accepted Development (subject to requirements) and Assessable Development</b>			
<b>Visual Amenity and Safety of Movement Network</b>			
<p><b>PO1</b></p> <p>A low-rise built form is maintained having regard to existing landscape character values.</p> <p>An advertising device is designed and located:</p> <ol style="list-style-type: none"> <li>to be compatible and visually integrate with the built form and streetscape;</li> <li>to be safe for pedestrians, cyclists and vehicular traffic;</li> <li>to not cause a distraction to road users or light nuisance to residents.</li> </ol>	<p><b>AO1.1</b></p> <p>An advertising device is designed and located to comply with Table 9.4.1.3.2 - Standards for signs.</p>	Performance outcome	<p><b>Complies with Performance Outcome</b></p> <p>The sign seeks a height uplift of 3m from its existing height. The total overall height proposed is 15m. The anticipated height for the zone is 5m.</p> <p>In accordance with PO1, the proposed height is:</p> <ul style="list-style-type: none"> <li>Compatible with the site noting an existing tall, free-standing sign is present in this location and has been for a number of decades.</li> <li>Visually integrates with the streetscape by being set within a landscaped entry statement for Shailer Park. It is also noted the sign's backdrop is largely mature trees ranging in height.</li> <li>Is safe for pedestrians, cyclists and vehicular traffic noting the height meets minimum vertical clearances and effectively is decoupled from ground level patrons.</li> <li>Does not cause distraction nor nuisance to road users, patrons of the park, and sensitive receivers, as per the traffic and lighting technical assessments.</li> </ul> <p>The sign is compliant with all other criteria for a Free standing sign as per Table 9.4.1.3.2.</p>
	<p><b>AO1.2</b></p> <p>An off-premises sign complies with Table 9.4.1.3.3 - Maximum face area of off-premises advertising devices in all zones or precincts.</p>	Performance outcome	<p><b>Complies with Performance Outcome</b></p> <p>The sign seeks a face area reduction of ~10m<sup>2</sup>. The total overall face area is 73.09m<sup>2</sup> (including skirting). The anticipated face area for the zone is 48m<sup>2</sup>.</p> <p>The proposal is for a digital upgrade which results in a smaller display due to manufacturing standards for EDC format. In this instance, it also provides a compensatory argument for the proposed height uplift.</p> <p>This proposal is for a digital upgrade whereby the existing scale of the sign is to be taken into account as extenuating</p>

### 9.4.1 Advertising Device Code

Performance Outcomes	Acceptable Outcomes	Solution	Comments
			<p>circumstances, noting the existing sign would remain at this location regardless of the outcome of this proposal.</p> <p>In accordance with PO1, the proposed face area is:</p> <ul style="list-style-type: none"> <li>Compatible with the site noting an existing billboard sign with a larger display is present in this location and has been for a number of decades.</li> <li>Visually integrates with the streetscape, which is inherently open and expansive due to its parkland setting. A large display in this context will not cast an overpowering presence or diminish the human-scale experience. For reference, the alternative maximum total face area under Table 9.4.1.3.3 would have been a 140+m<sup>2</sup> when calculated by road frontage; that measurement approach is intended to impose tighter limits on face areas where road frontage (and consequently visual openness and concentration of signage within a field of view) is also constrained. By contrast, Shailer Pioneer Park is a broad, unobstructed open space with no competing advertising, making it an appropriate and well-suited location for a large-format sign.</li> <li>Is safe for pedestrians, cyclists and vehicular traffic noting the face area is reduced from the existing sign. Notwithstanding, the magnitude of change of ~10m<sup>2</sup> is most likely indistinguishable from the viewshed of a motorist.</li> <li>Does not cause distraction nor nuisance to road users, patrons of the park, and sensitive receivers, as per the traffic and lighting technical assessments.</li> </ul>
	<p><b>AO1.3</b> An on-premises freestanding sign complies with Table 9.4.1.3.4 - Maximum face area for an on-premises freestanding sign.</p>	N/A	<p><b>Not Applicable</b> The proposal is for an off-premises sign.</p>
	<p><b>AO1.4</b></p>	Acceptable outcome	<p><b>Complies with Acceptable Outcome</b></p>

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Performance Outcomes	Acceptable Outcomes	Solution	Comments
	<p>An advertising device:</p> <ul style="list-style-type: none"> <li>a. is not animated and does not rotate or flash;</li> <li>b. that is illuminated or contains an electronic display: <ul style="list-style-type: none"> <li>i. does not contain scrolling, moving images or moving text;</li> <li>ii. does not obscure traffic signals, directional, regulatory or advisory road signage;</li> <li>iii. is not located to create an obstruction to a road user's clear line of vision to other road users;</li> <li>iv. is not located within 50 metres of: <ul style="list-style-type: none"> <li>A. a school zone;</li> <li>B. an intersection;</li> <li>C. an unsignalised pedestrian crossing;</li> <li>D. a roundabout;</li> </ul> </li> <li>v. displays a message for a minimum display dwell time of 30 seconds;</li> <li>vi. ensures message changes are instantaneous (within 0.5 seconds);</li> <li>vii. has luminous levels consistent with Table 9.4.1.3.5 - Luminance levels.</li> </ul> </li> </ul>		<p>The proposed advertising device is not animated and will not rotate or flash.</p> <p>The electronic display component adheres to the prescribed luminance and transitional content requirements as per AO1.4 and industry standards for large format digital signage.</p> <p>The sign does not interfere with existing transport infrastructure (including road signage and signals) and does not obstruct motorist visibility along the Pacific Motorway or Shailer Road. The intersection of Shailer Road / Harley Street, and the non-priority crossing on Shailer Road have been considered and no further restrictions on the sign are warranted.</p> <p>Refer to the Traffic Impact Assessment at <b>Appendix D</b> and the Lighting Impact Assessment in <b>Appendix E</b>.</p>
<b>PO2</b>	<b>AO2.1</b>	Performance outcome	<b>Complies with Performance Outcome</b>
An advertising device does not create visual clutter.	An advertising device is designed and located to comply with Table 9.4.1.3.2 - Standards for signs.		See response to AO1.1 above.
	<b>AO2.2</b>	N/A	<b>Not Applicable</b>
	No more than two free standing advertising devices are erected per 100 metre road frontage of a premises:		The subject site is located in the Recreation and Open Space zone.

### 9.4.1 Advertising Device Code

Performance Outcomes	Acceptable Outcomes	Solution	Comments
	<ul style="list-style-type: none"> <li>a. where in:               <ul style="list-style-type: none"> <li>i. the Centre zone, other than in the Neighbourhood centre precinct;</li> <li>ii. the Low impact industry zone;</li> <li>iii. the Medium impact industry zone;</li> <li>iv. the Mixed use zone;</li> <li>v. the Specialised centre zone;</li> </ul> </li> <li>b. with a separation distance of at least 60 metres from another freestanding sign on the same road frontage, or 200 metres if either sign has an electronic component.</li> </ul>		
	<p><b>AO2.3</b></p> <p>An off-premises sign is not located within 500 metres of another existing or approved off-premises sign, with a maximum of three off-premises signs in the same direction of travel in any five kilometres in:</p> <ul style="list-style-type: none"> <li>a. the Community facilities zone;</li> <li>b. the Emerging community zone;</li> <li>c. the Environmental management and conservation zone;</li> <li>d. the Recreation and open space zone;</li> <li>e. land in a residential zone category;</li> <li>f. the Rural zone;</li> <li>g. the Rural residential zone.</li> </ul>	Acceptable outcome	<p><b>Complies with Performance Outcome</b></p> <p>The subject site is located in the Recreation and Open Space zone.</p> <p>No off-premises signs exist within 500m of the subject site.</p> <p>Off-premises signs for third party content exist within 5km of the southbound direction of Pacific Motorway.</p> <p>It is noted that no “new” (additional) advertising is proposed. This application relates to a digital upgrade only and as such, does not create new or worsened visual clutter.</p>
	<p><b>AO2.3</b></p> <p>An advertising device does not include bunting.</p>	Acceptable outcome	<p><b>Complies with Acceptable Outcome</b></p> <p>The proposed advertising device does not include bunting.</p>
<b>For Assessable Development Only</b>			
<b>Off-Premises Sign</b>			

### 9.4.1 Advertising Device Code

Performance Outcomes	Acceptable Outcomes	Solution	Comments
<p><b>PO3</b></p> <p>The view of a building entrance or an existing advertising device from a road is not obscured by a new off-premises sign.</p>	<p><b>A03</b></p> <p>No acceptable outcome provided.</p>	<p>Performance outcome</p>	<p><b>Complies with Performance Outcome</b></p> <p>A “new” (additional) off-premises sign is not proposed. This proposal is for a digital upgrade of an existing sign. No built form or other existing advertising devices are proximate to the sign.</p>

# 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
<b>Buildings, structures, infrastructure, services and utilities</b>		
<b>PO1</b> The location of the development does not create a safety hazard for users of the <b>state-controlled road</b> .	<b>AO1.1</b> Development is not located in a <b>state-controlled road</b> .  AND <b>AO1.2</b> Development can be maintained without requiring access to a <b>state-controlled road</b> .	<b>Complies with Acceptable Outcome 1.1</b> The proposed advertising device is not located in a state-controlled road.  <b>Complies with Acceptable Outcome 1.2</b> The proposed advertising device can be maintained via Harley Street and does not require access to a state-controlled road.
<b>PO2</b> The design and construction of the development does not adversely impact the <b>structural integrity</b> or physical condition of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> Design and construction of the proposed upgrade is fully retained within the park lot.
<b>PO3</b> The location of the development does not obstruct <b>road transport infrastructure</b> or adversely impact the operating performance of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> The location of the advertising device does not obstruct road transport infrastructure or impact the operating performance of the Pacific Motorway.
<b>PO4</b> The location, placement, design and operation of advertising devices, visible from the <b>state-controlled road</b> , do not create a safety hazard for users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> The location of the advertising device does not create a safety hazard for motorists along the Pacific Motorway. Refer to the Traffic Impact Assessment prepared by Bitzios at <b>Appendix D</b> .
<b>PO5</b> The design and construction of buildings and <b>structures</b> does not create a safety hazard by distracting users of the <b>state-controlled road</b> .	<b>AO5.1</b> Facades of buildings and <b>structures</b> fronting the <b>state-controlled road</b> are made of non-reflective materials.	<b>Complies with Performance Outcomes 5.1, 5.2, 5.3 and 5.4</b> The proposed advertising device will not create a safety hazard for motorists along the Pacific Motorway.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p><b>A05.2</b> Facades of buildings and <b>structures</b> do not direct or reflect point light sources into the face of oncoming traffic on the <b>state-controlled road</b>.</p> <p>AND</p> <p><b>A05.3</b> External lighting of buildings and <b>structures</b> is not directed into the face of oncoming traffic on the <b>state-controlled road</b>.</p> <p>AND</p> <p><b>A05.4</b> External lighting of buildings and <b>structures</b> does not involve flashing or laser lights.</p>	<p>Proposed materiality is non-reflective to minimise glare and impact. Refer to the Traffic Impact Assessment prepared by Bitzios at <b>Appendix D</b>.</p>
<p><b>PO6</b> Road, pedestrian and bikeway bridges over a <b>state-controlled road</b> are designed and constructed to prevent projectiles from being thrown onto the <b>state-controlled road</b>.</p>	<p><b>A06.1</b> Road, pedestrian and bikeway bridges over the <b>state-controlled road</b> 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.</p>	<p><b>Not Applicable</b> The proposal does not relate to road, pedestrian, or bikeway bridges over a state-controlled road.</p>
<p><b>Landscaping</b></p>		
<p><b>PO7</b> The location of landscaping does not create a safety hazard for users of the <b>state-controlled road</b>.</p>	<p><b>A07.1</b> Landscaping is not located in a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>A07.2</b> Landscaping can be maintained without requiring access to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>A07.3</b> Landscaping does not block or obscure the sight lines for vehicular access to a <b>state-controlled road</b>.</p>	<p><b>Not Applicable</b> Landscaping is not proposed as part of this application.</p>

Performance outcomes	Acceptable outcomes	Response
<b>Stormwater and overland flow</b>		
<b>PO8</b> Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> The proposed advertising device is a digital upgrade of an existing sign. There is no change to stormwater and overland flow.
<b>PO9</b> Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> The proposed advertising device is a digital upgrade of an existing sign. There is no change to stormwater and overland flow.
<b>PO10</b> Stormwater run-off or overland flow from the development site does not adversely impact the <b>structural integrity</b> or physical condition of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> The proposed advertising device is a digital upgrade of an existing sign. There is no change to stormwater and overland flow.
<b>PO11</b> Development ensures that stormwater is lawfully discharged.	<p><b>AO11.1</b> Development does not create any new points of discharge to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO11.2</b> Development does not concentrate flows to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO11.3</b> Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO11.4</b> Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>state-controlled road</b>.</p>	<p><b>Complies with Acceptable Outcome 11.1</b> No lawful points of discharge are created.</p> <p><b>Complies with Acceptable Outcome 11.2</b> Development does not result in changes to flow concentration.</p> <p><b>Complies with Acceptable Outcome 11.3</b> Development does not result in changes to stormwater run-off.</p> <p><b>Complies with Acceptable Outcome 11.4</b> Development does not create additional or changed flow concentrations thus worsening the condition of any existing lawful points of discharge.</p>
<b>Flooding</b>		

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
<b>PO12</b> Development does not result in a material worsening of flooding impacts within a <b>state-controlled road</b> .	<p><b>AO12.1</b> For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (within +/- 10mm) to existing flood levels within a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO12.2</b> For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO12.3</b> For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a <b>state-controlled road</b>.</p>	<p><b>Complies with Acceptable Outcomes 12.1, 12.2, and 12.3</b></p> <p>The proposed advertising device is a digital upgrade of an existing sign. No additional built form is proposed.</p> <p>Electrical detailing will be finalised during building approval and pre-construction phase. Electrical design and installation will incorporate flood-resilient measures to the extent necessary and will comply with electrical safety standards and the National Construction Code.</p> <p>There is no change to flooding impacts within a state-controlled road.</p>
<b>Drainage Infrastructure</b>		
<b>PO13</b> Drainage infrastructure does not create a safety hazard for users in the <b>state-controlled road</b> .	<p><b>AO13.1</b> Drainage infrastructure is wholly contained within the development site, except at the <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO13.2</b> Drainage infrastructure can be maintained without requiring access to a <b>state-controlled road</b>.</p>	<p><b>Not Applicable 13.1</b></p> <p>Proposal is for an advertising device. No change to drainage infrastructure is required.</p> <p><b>Not Applicable 13.2</b></p> <p>Proposal is for an advertising device. No change to drainage infrastructure is required.</p>
<b>PO14</b> Drainage infrastructure associated with, or within, a <b>state-controlled road</b> is constructed, and designed to ensure the <b>structural integrity</b> and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	<b>Not Applicable</b> Proposal is for an advertising device. No change to drainage infrastructure is required.

## Table 1.2 Vehicular access, road layout and local roads

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Performance outcomes	Acceptable outcomes	Response
<b>Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection</b>		
<b>Not Applicable</b> The subject site does not require access to a state-controlled road and is not located within 100m of a state-controlled road intersection.		
<b>Public passenger transport and active transport</b>		
<b>PO21</b> Development does not compromise the safety of users of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcomes</b> The proposed advertising device does not compromise the safety, operating performance, access, or condition of public and active transport infrastructure and services. Refer to the Traffic Impact Assessment prepared by Bitzios at <b>Appendix D</b> .
<b>PO22</b> Development maintains the ability for people to access <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> No changes in access are required.
<b>PO23</b> Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcomes</b> There is no change to the operating performance of Pacific Motorway.
<b>PO24</b> Development does not adversely impact the <b>structural integrity</b> or physical condition of <b>public passenger transport infrastructure</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcomes</b> No works are proposed within or proximate to a state controlled road. The works are contained within an established park lot.

**Table 1.3 Network impacts**

Performance outcomes	Acceptable outcomes	Response
<b>PO25</b> Development does not compromise the safety of users of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies with Performance Outcomes</b> The proposed advertising device does not worsen the operating performance of, nor compromise the safety of motorists travelling along, the Pacific Motorway. Refer to the Traffic Impact Assessment prepared by Bitzios at <b>Appendix D</b> .
<b>PO26</b> Development ensures <b>no net worsening</b> of the operating performance of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies with Performance Outcomes</b> There is no change to the operating performance of Pacific Motorway.

Performance outcomes	Acceptable outcomes	Response
<b>PO27</b> Traffic movements are not directed onto a <b>state-controlled road</b> where they can be accommodated on the <b>local road</b> network.	No acceptable outcome is prescribed.	<b>Not Applicable</b> The proposed advertising device will not cause the redirection of traffic movements.
<b>PO28</b> Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The proposed development is for an advertising device.
<b>PO29</b> Development does not impede delivery of <b>planned upgrades of state-controlled roads</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> The proposed advertising device is a digital upgrade of an existing sign and does not impede delivery of planned upgrades. Refer to Table 1.6 below.
<b>PO30</b> Development does not impede delivery of <b>corridor improvements</b> located entirely within the <b>state-controlled road corridor</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> The proposed advertising device is a digital upgrade of an existing sign and does not impede delivery of corridor improvements. Refer to Table 1.6 below.

**Table 1.4 Filling, excavation, building foundations and retaining structures**

Performance outcomes	Acceptable outcomes	Response
<b>PO31</b> Development does not create a safety hazard for users of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> No works are proposed within or proximate to a state controlled road. The works are contained within an established park lot.
<b>PO32</b> Development does not adversely impact the operating performance of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> No works are proposed within or proximate to a state controlled road. The works are contained within an established park lot.
<b>PO33</b> Development does not undermine, damage or cause subsidence of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> No works are proposed within or proximate to a state controlled road. The works are contained within an established park lot.
<b>PO34</b> Development does not cause ground water disturbance in a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> No works are proposed within or proximate to a state controlled road. The works are contained within an established park lot.
<b>PO35</b> Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b>

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Performance outcomes	Acceptable outcomes	Response
condition or <b>structural integrity</b> of a <b>state-controlled road</b> or <b>road transport infrastructure</b> .		No works are proposed within or proximate to a state controlled road. The works are contained within an established park lot.
<b>PO36</b> Filling and excavation associated with the construction of <b>new or changed access</b> do not compromise the operation or capacity of existing drainage infrastructure for a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with Performance Outcome</b> The proposed advertising device can be maintained via Harley Street and does not include new or changed access to a state-controlled road.

**Table 1.5 Environmental emissions**

Performance outcomes	Acceptable outcomes	Response
<b>Reconfiguring a lot</b>		
<b>Not Applicable</b> The proposal is not for Reconfiguring a Lot.		
<b>Material change of use (accommodation activity)</b>		
<b>Not Applicable</b> The proposal is not for a Material Change of Use.		
<b>Material change of use (other uses)</b>		
<b>Not Applicable</b> The proposal is not for a Material Change of Use.		

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

Performance outcomes	Acceptable outcomes	Response
<b>PO52</b> Development does not impede delivery of a <b>future state-controlled road</b> .	<b>AO52.1</b> Development is not located in a <b>future state-controlled road</b> .  OR ALL OF THE FOLLOWING APPLY:  <b>AO52.2</b> Development does not involve filling and excavation of, or material changes to, a <b>future state-controlled road</b> .  AND	<b>Complies with Acceptable Outcome 52.2</b> The proposed advertising device is a digital upgrade of an existing sign. The replacement of the monopole/footings requires minor earthworks in the <u>same</u> location as the existing pole structure, within an established park lot. There are no current plans, programs or schedules for the resumption of the future road corridor. The proposal does not inhibit the ability for future road widening for Pacific Motorway to occur.  <b>Complies with Acceptable Outcome 52.3</b>

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO52.3</b> The intensification of lots does not occur within a <b>future state-controlled road</b>.</p> <p>AND</p> <p><b>AO52.4</b> Development does not result in the landlocking of parcels once a <b>future state-controlled road</b> is delivered.</p>	<p>The proposed advertising device does not constitute nor require reconfiguration of a lot.</p> <p><b>Complies with Acceptable Outcome 52.4</b> The proposed advertising device does not constitute nor require reconfiguration of a lot.</p>
<p><b>PO53</b> The location and design of <b>new or changed access</b> does not create a safety hazard for users of a <b>future state-controlled road</b>.</p>	<p><b>AO53.1</b> Development does not include <b>new or changed access</b> to a <b>future state-controlled road</b>.</p>	<p><b>Complies with Acceptable Outcome</b> The proposed advertising device can be maintained via Harley Street and does not include new or changed access to a future road corridor.</p>
<p><b>PO54</b> Filling, excavation, building foundations and <b>retaining structures</b> do not undermine, damage or cause subsidence of a <b>future state-controlled road</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with Performance Outcome</b> Minor earthworks are required in the <u>same</u> location as the existing pole structure, within an established park lot. There is no impact to the future road corridor.</p>
<p><b>PO55</b> Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a <b>future state-controlled road</b> or <b>road transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with Performance Outcome</b> The proposed advertising device is a digital upgrade of an existing sign. No additional built form is proposed and thus does not result in material worsening of stormwater, flooding, overland flow or drainage impacts.</p>
<p><b>PO56</b> Development ensures that stormwater is lawfully discharged.</p>	<p><b>AO56.1</b> Development does not create any new points of discharge to a <b>future state-controlled road</b>.</p> <p>AND</p> <p><b>AO56.2</b> Development does not concentrate flows to a <b>future state-controlled road</b>.</p> <p>AND</p>	<p><b>Complies with Acceptable Outcome 56.1</b> No lawful points of discharge are created.</p> <p><b>Complies with Acceptable Outcome 56.2</b> Development does not result in changes to flow concentration.</p> <p><b>Complies with Acceptable Outcome 56.3</b> Development does not result in changes to stormwater run-off.</p> <p><b>Complies with Acceptable Outcome 56.4</b></p>

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO56.3</b> Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO56.4</b> Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>future state-controlled road</b>.</p>	<p>Development does not create additional or changed flow concentrations thus worsening the condition of any existing lawful points of discharge.</p>