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

**Table 1.2.1: Development in a state-controlled road environment**

| **Performance outcomes** | **Acceptable outcomes** | **Response** |
| --- | --- | --- |
| Buildings and structures | |  |
| **PO1** The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure. | **AO1.1** Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road.  AND | Complies with PO# / AO#  Use this column to indicate whether compliance is achieved with the relevant PO or AO (or if they do not apply), and explain why |
| **AO1.2** Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road. |  |
| **PO2** The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road. | **AO2.1** Facades of buildings and structures facing a state-controlled road are made of non-reflective materials.  OR |  |
|  |
| **AO2.2** Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road.  AND |  |
| **AO2.3** External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights.  AND |  |
| **AO2.4** Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2nd Edition, Department of Transport and Main Roads, 2017. |  |
| **PO3** Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road. | **AO3.1** Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2018. |  |
| Filling, excavation and retaining structures | |  |
| **PO4** Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.  Note: Information on the location of services and public utility plants in a **state-controlled road** can be obtained from the Dial Before You Dig service.  Where development will impact on an existing or future service or public utility plant in a **state-controlled road** such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.  Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | No acceptable outcome is prescribed. |  |
| **PO5** Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.  Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.  Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment. | No acceptable outcome is prescribed. |  |
| **PO6** Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.  Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.  Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment. | No acceptable outcome is prescribed. |  |
| **PO7** Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.  Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.  Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment. | No acceptable outcome is prescribed. |  |
| **PO8** Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.  Note: It is recommended a pavement impact assessment is provided.  Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment. | **AO8.1** Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road. |  |
| **PO9** Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.  Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | No acceptable outcome is prescribed. |  |
| **PO10** Fill material used on a development site does not result in contamination of a state-controlled road.  Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO10.1** Fill material is free of contaminants including acid sulfate content.  Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.  AND |  |
| **AO10.2** Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. |  |
| **PO11** Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.  Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO11.1** Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.  AND |  |
| **AO11.2** Dust suppression measuresare used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces. |  |
| Stormwater and drainage | |  |
| **PO12** Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.  Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | No acceptable outcome is prescribed. |  |
| **PO13** Run-off from the development site is not unlawfully discharged to a state-controlled road.  Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO13.1** Development does not create any new points of discharge to a state-controlled road.  AND |  |
| **AO13.2** Stormwater run-off is discharged to a lawful point of discharge.  Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge.  AND |  |
| **AO13.3** Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road. |  |
| **PO14** Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.  Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO14.1** Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road. |  |
| Vehicular access to a state-controlled road | |  |
| **PO15** Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.  Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO15.1** Development does not require new or changed access to a limited access road.  Note: Limited access roads are declared by the transport chief executive under section 54 of the *Transport Infrastructure Act 1994* and are identified in the DA mapping system.  OR |  |
| **AO15.2** A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.  Note: Limited access policies for limited access roads declared under the *Transport Infrastructure Act 1994* can be obtained by contacting the relevant Department of Transport and Main Roads regional office.  AND |  |
| **AO15.3** Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.  Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office. |  |
| **PO16** The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.  Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of *Transport Infrastructure Act 1994* issued.  Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO16.1** Vehicular access is provided from a local road. |  |
| OR all of the following acceptable outcomes apply:  **AO16.2** Vehicular access for the development is consistent with the function and design of the state-controlled road.  AND |  |
| **AO16.3** Development does not require new or changed access between the premises and the state-controlled road.  Note: A decision under section 62 of the *Transport Infrastructure Act 1994* outlines the approved conditions for use of an existing vehicular access to a **state-controlled road**. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.  AND |  |
| **AO16.4** Use of any existing vehicular access to the development is consistent with a decision under section 62 of the *Transport Infrastructure Act 1994*.  Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.  AND |  |
| **AO16.5** On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road. |  |
| Vehicular access to local roads within 100 metres of an intersection with a state-controlled road | |  |
| **PO17** The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.  Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO17.1** Vehicular access is located as far as possible from the state-controlled road intersection.  AND |  |
| **AO17.2** Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016.  AND |  |
| **AO17.3** On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road. |  |
| Public passenger transport infrastructure on state-controlled roads | |  |
| **PO18** Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.  Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO18.1** Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.  AND |  |
| **AO18.2** Development does not necessitate the relocation of existing public passenger transport infrastructure.  AND |  |
| **AO18.3** On-sitevehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.  AND |  |
| **AO18.4** The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development. |  |
| Planned upgrades | |  |
| **PO19** Development does not impede delivery of planned upgrades of state-controlled roads. | **AO19.1** Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.  Note: Land required for the planned upgrade of a state-controlled road is identified in the [DA mapping system](http://dams.dsdip.esriaustraliaonline.com.au/damappingsystem/).  OR |  |
| **AO19.2** Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road. |  |
| OR all of the following acceptable outcomes apply:  **AO19.3** Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.  AND |  |
| **AO19.4** Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.  AND |  |
| **AO19.5** Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road.  AND |  |
| **AO19.6** Land is able to be reinstated to the pre-development condition at the completion of the use. |  |
| Network impacts | |  |
| **PO20** Development does not result in a worsening of operating conditions on the state-controlled road network.  Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | No acceptable outcome is prescribed. |  |
| **PO21** Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network. | **AO21.1** The layout and design of the development directs traffic generated by the development to the **local road** network. |  |
| **PO22** Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards. | **AO22.1** Upgrade works required as a result of the development are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.  Note: Road works in a state-controlled road require approval under section 33 of the *Transport Infrastructure Act 1994* before the works commence. |  |

Table 1.2.2: 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 table 2.2.2: Environmental emissions in State code 2: Development in a railway environment.

Refer to the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcomes in Table 1.2.2.

| Performance outcomes | Acceptable outcomes |  |
| --- | --- | --- |
| Noise | |  |
| Accommodation activities | |  |
| **PO23** Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms. | **AO23.1** A noise barrier or earth mound is provided which is designed, sited and constructed:   1. to meet the following external noise criteria at all facades of the building envelope: 2. ≤60 dB(A) L10 (18 hour) façade corrected (measured L90 (8 hour) free field between 10pm and 6am ≤40 dB(A)) 3. ≤63 dB(A) L10 (18 hour) façade corrected (measured L90 (8 hour) free field between 10pm and 6am >40 dB(A)) 4. in accordance with 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.   Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017.  If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.  In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads. |  |
| OR all of the following acceptable outcomes apply:  **AO23.2** Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.  AND |  |
| **AO23.3** Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.  AND |  |
| **AO23.4** Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:   1. ≤35 dB(A) Leq (1 hour) (maximum hour over 24 hours).   Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.  To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.  **Habitable rooms** of **relevant residential buildings** located within a **transport noise corridor** must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. **Transport noise corridors** are mapped on the State Planning Policy interactive mapping system. |  |
| **PO24** Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation. | **AO24.1** A noise barrier or earth mound is provided which is designed, sited and constructed:   1. to meet the following external noise criteria in **outdoor spaces for passive recreation**: 2. ≤57 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6am and 12 midnight ≤45 dB(A)) 3. ≤60 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6am and 12 midnight >45 dB(A)) 4. in accordance with 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.   Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017  OR |  |
| **AO24.2** Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.  AND |  |
| **AO24.3** Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia). |  |
| Childcare centres and educational establishments | |  |
| **PO25** Development involving a:   1. childcare centre; or 2. educational establishment   minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas. | **AO25.1** A noise barrier or earth mound is provided which is designed, sited and constructed:   1. to meet the following external noise criteria at all facades of the building envelope:    1. ≤58 dB(A) L10 (1 hour) façade corrected (maximum hour during normal opening hours) 2. in accordance with 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.   Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.  If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used. |  |
| OR all of the following acceptable outcomes apply:  **AO25.2** Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.  AND |  |
| **AO25.3** Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor.  AND |  |
| **AO25.4** Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:   1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours).   Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.  To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. |  |
| **PO26** Development involving a:   1. childcare centre; or 2. educational establishment   minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas. | **AO26.1** A noise barrier or earth mound is provided which is designed, sited and constructed:   1. to meet the following external noise criteria in each outdoor education area or outdoor play area: 2. ≤63 dB(A) L10 (12 hour) free field (between 6am and 6pm) 3. in accordance with 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.   Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.  OR |  |
| **AO26.2** Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure. |  |
| Hospitals | |  |
| **PO27** Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas. | **AO27.1** Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:   1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours).   Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.  To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. |  |
| Vibration | |  |
| Hospitals | |  |
| **PO28** Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas. | **AO28.1** Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of 0.1m/s1.75.  AND |  |
| **AO28.2** Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of 0.4m/s1.75.  Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided. |  |
| Air and light | |  |
| **PO29** Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation. | **AO29.1** Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure. |  |
| **PO30** Development involving a:   1. childcare centre; or 2. educational establishment   minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas. | **AO30.1** Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure. |  |
| **PO31** Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor. | **AO31.1** Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor.  OR |  |
| **AO31.2** Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor. |  |

Table 1.2.3: Development in a future state-controlled road environment

| Performance outcomes | Acceptable outcomes |  |
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| **PO32** Development does not impede delivery of a future state-controlled road. | **AO32.1** Development is not located in a future state-controlled road.  OR |  |
| **AO32.2** Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road. |  |
| OR all of the following acceptable outcomes apply:  **AO32.3** Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.  AND |  |
| **AO32.4** Development does not involve filling and excavation of, or material changes to, a future state-controlled road.  AND |  |
| **AO32.5** Land is able to be reinstated to the pre-development condition at the completion of the use. |  |
| **PO33** Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.  Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of *Transport Infrastructure Act 1994* issued. | **AO33.1** Development does not require new or changed access between the premises and a future state-controlled road.  AND |  |
| **AO33.2** Vehicular access for the development is consistent with the function and design of the future state-controlled road. |  |
| **PO34** Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.  Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2nd edition: Volume 3, Department of Transport and Main Roads, 2016.  Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment. | No acceptable outcome is prescribed. |  |
| **PO35** Fill material from a development site does not result in contamination of land for a future state-controlled road.  Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO35.1** Fill material is free of contaminants including acid sulfate content.  Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.  AND |  |
| **AO35.2** Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes. |  |
| **PO36** Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.  Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | No acceptable outcome is prescribed. |  |
| **PO37** Run-off from the development site is not unlawfully discharged to a future state-controlled road.  Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome. | **AO37.1** Development does not create any new points of discharge to a future state-controlled road.  AND |  |
| **AO37.2** Stormwater run-off is discharged to a lawful point of discharge.  Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge.  AND |  |
| **AO37.3** Development does notworsen the condition of an existing lawful point of discharge to the future state-controlled road. |  |