

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

1.1 Purpose statement

The purpose of this code is to protect **state-controlled roads**, **future state-controlled roads** and other infrastructure in **state-controlled roads** from adverse impacts of development. The purpose of this code is also to protect the safety of people using, and living and working near, **state-controlled roads**. Specifically, this code seeks to ensure:

1. development does not create a safety hazard for users of a **state-controlled road**, by increasing the likelihood or frequency of fatality or serious injury
2. development does not compromise the structural integrity of **state-controlled roads**, **road transport infrastructure** or **road works**
3. development does not result in a worsening of the physical condition or operating performance of **state-controlled roads** and the surrounding road network
4. development does not compromise the state's ability to construct **state-controlled roads** and **future state-controlled roads**, or significantly increase the cost to construct **state-controlled roads** and **future state-controlled roads**
5. development does not compromise the state's ability to maintain and operate **state-controlled roads**, or significantly increase the cost to maintain and operate **state-controlled roads**
6. development does not compromise the structural integrity of **public passenger transport infrastructure** located on **state-controlled roads** or compromise the operating performance of public passenger transport services on **state-controlled roads**
7. the community is protected from significant adverse impacts resulting from environmental emissions generated by vehicles using **state-controlled roads**.

Note: A document to provide guidance on how to comply with the performance outcomes in this code is currently being drafted by the Department of Transport and Main Roads.

1.2 Performance outcomes and acceptable outcomes

All development in a **state-controlled road** environment should demonstrate compliance with the relevant provisions of table 1.2.1 and table 1.2.2.

All development in a **future state-controlled road** environment should demonstrate compliance with the relevant provisions of table 1.2.3.

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes
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 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

Performance outcomes	Acceptable outcomes
	<p>AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road.</p> <p>AND</p> <p>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.</p> <p>AND</p> <p>AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, Department of Transport and Main Roads, 2013.</p>
<p>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.</p>	<p>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, 2014.</p>
Filling, excavation and retaining structures	
<p>PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>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.</p> <p>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.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>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.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>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.</p>	<p>No acceptable outcome is prescribed.</p>
<p>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.</p> <p>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.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000</p>	<p>AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-</p>

Performance outcomes	Acceptable outcomes
<p>tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided. Further information will be provided in the forthcoming document Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<p>controlled road.</p>
<p>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.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO10 Fill material used on a development site does not result in contamination of a state-controlled road.</p>	<p>AO10.1 Fill material is free of contaminants including acid sulfate content.</p> <p>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.</p> <p>AND</p> <p>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.</p>
<p>PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.</p>	<p>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.</p> <p>AND</p> <p>AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.</p>
Stormwater and drainage	
<p>PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.</p>	<p>AO13.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p> <p>AO13.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge.</p> <p>AND</p> <p>AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>
<p>PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.</p>	<p>AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.</p>
Vehicular access to a state-controlled road	
<p>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.</p>	<p>AO15.1 Development does not require new or changed access to a limited access road.</p> <p>Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system.</p> <p>OR</p>

Performance outcomes	Acceptable outcomes
	<p>AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p> <p>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.</p> <p>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.</p>
<p>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.</p> <p>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 <i>Transport Infrastructure Act 1994</i> issued where sufficient information is provided.</p>	<p>AO16.1 Vehicular access is provided from a local government road.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p> <p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> 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.</p> <p>AND</p> <p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>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.</p> <p>AND</p> <p>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.</p>
<p>PO17 Vehicular access to a state-controlled road or local government road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger</p>	<p>AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p>

Performance outcomes	Acceptable outcomes
<p>services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>	<p>AND</p> <p>AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p> <p>AO17.3 On-site vehicle 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.</p> <p>AND</p> <p>AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>
<p>Vehicular access to local roads within 100 metres of an intersection with a state-controlled road</p>	
<p>PO18 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.</p>	<p>AO18.1 Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p> <p>AO18.2 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.</p> <p>AND</p> <p>AO18.3 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.</p>
<p>Planned upgrades</p>	
<p>PO19 Development does not impede delivery of planned upgrades of state-controlled roads.</p>	<p>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.</p> <p>Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system.</p> <p>OR</p> <p>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.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>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.</p> <p>AND</p> <p>AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the</p>

Performance outcomes	Acceptable outcomes
	<p>state-controlled road.</p> <p>AND</p> <p>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.</p> <p>AND</p> <p>AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>
Network impacts	
<p>PO20 Development does not result in a worsening of operating conditions on the state-controlled road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Further information will be provided in the forthcoming document Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.
<p>PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</p>	<p>AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.</p>
<p>PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.</p>	<p>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.</p> <p>Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.</p>

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.

Performance outcomes	Acceptable outcomes
Noise	
Accommodation activities	
<p>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.</p>	<p>AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> ≤60 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am ≤40 dB(A)) ≤63 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am >40 dB(A)) 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. <p>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 State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback</p>

Performance outcomes	Acceptable outcomes
	<p>distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>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.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>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.</p> <p>AND</p> <p>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.</p> <p>AND</p> <p>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:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). <p>Statutory 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.</p> <p>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 State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>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.</p>
<p>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.</p>	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> a. ≤ 57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A)) b. ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight > 45 dB(A)) 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. <p>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 State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p>

Performance outcomes	Acceptable outcomes
	<p>OR</p> <p>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.</p> <p>AND</p> <p>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).</p>
Childcare centres and educational establishments	
<p>PO25 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 58 dB(A) L_{10} (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. <p>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 State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>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.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>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.</p> <p>AND</p> <p>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.</p> <p>AND</p> <p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). <p>Statutory 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.</p>

Performance outcomes	Acceptable outcomes
	<p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.</p>
<p>PO26 Development involving a:</p> <ol style="list-style-type: none"> childcare centre; or educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> ≤63 dB(A) L₁₀ (12 hour) free field (between 6am and 6pm) 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. <p>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 State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p> <p>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.</p>
Hospitals	
<p>PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p>AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). <p>Statutory 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.</p> <p>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 State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p>
Vibration	
Hospitals	
<p>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.</p>	<p>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/s^{1.75}.</p> <p>AND</p> <p>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/s^{1.75}.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.</p>
Air and light	
<p>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</p>	<p>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</p>

Performance outcomes	Acceptable outcomes
passive recreation.	building, solid gap-free fence, or other solid gap-free structure.
PO30 Development involving a: <ol style="list-style-type: none"> 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
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 <i>Transport Infrastructure Act 1994</i> issued where sufficient information is provided.	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 .	No acceptable outcome is prescribed.

Performance outcomes	Acceptable outcomes
<p>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.</p>	
<p>PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.</p>	<p>AO35.1 Fill material is free of contaminants including acid sulfate content.</p> <p>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.</p> <p>AND</p> <p>AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p>
<p>PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.</p>	<p>AO37.1 Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p> <p>AO37.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge.</p> <p>AND</p> <p>AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>

1.3 Reference documents

Department of Transport and Main Roads 2014, [Design criteria for bridges and other structures manual](#)

Department of Transport and Main Roads 2013, [Roadside advertising guide](#)

Department of Transport and Main Roads 2016, [Road Planning and Design Manual 2nd Edition: Volume 3](#)

Department of Main Roads 2017, Guide to traffic impact assessment

Department of Transport and Main Roads 2015, [Road drainage manual](#)

Department of Energy and Water Supply 2013, [Queensland Urban Drainage Manual](#)

Department of Transport and Main Roads 2013, [Transport Noise Management Code of Practice: Volume 1 \(Road Traffic Noise\)](#)

Department of Transport and Main Roads 2016, [Transport Noise Management Code of Practice: Volume 2 \(Construction Noise and Vibration\)](#)

International Erosion Control Association Australasia [Best Practice Erosion and Sediment Control document](#)

Standards Australia 2005, AS4133.0–2005 – Methods of testing rocks for engineering purposes

Standards Australia 2000, AS1289.0-2000 – Methods of testing soils for engineering purposes

Standards Australia 1997, [AS1055.1–1997 Acoustics – Description and measurement of environmental noise](#)

Queensland Government, Queensland Development Code 2015 [MP4.4 Buildings in a transport noise corridor](#)

The following documents can be obtained by contacting the relevant Department of Transport and Main Roads regional office:

Department of Transport and Main Roads 2013, Service Centre Policy

Department of Transport and Main Roads 2013, Access policy for roadside service centre facilities on limited access roads

1.4 Glossary of terms

Accommodation activity means any of the following:

1. caretaker's accommodation
2. community residence
3. dual occupancy
4. dwelling house
5. dwelling unit
6. multiple dwelling
7. relocatable home park
8. residential care facility
9. resort complex
10. retirement facility
11. rooming accommodation
12. short-term accommodation
13. tourist park
14. a development with a combination of uses 1 to 13.

Actionable nuisance means where stormwater or surface water drainage to a downstream property causes a loss of enjoyment of property or physical damage to property (termed 'nuisance') such that the nuisance is actionable in law.

Note: See the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2016 for further information.

Childcare centre see schedule 24 of the Planning Regulation 2017.

Note: **Childcare centre** means the premises used for care, education and minding, but not residence, of children.

DA mapping system means the mapping system containing the Geographic Information System mapping layers kept, prepared or sourced by the state that relate to development assessment and matters of interest to the state in assessing development applications.

Note: The **DA mapping system** is available on the department's website.

Educational establishment see schedule 24 of the Planning Regulation 2017.

Note: **Educational establishment** means the use of premises for:

1. training and instruction to impart knowledge and develop skills; or
2. student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph 1.

Future state-controlled road see schedule 6 of the *Transport Infrastructure Act 1994*.

Note: **Future state-controlled road** means a road or land that the chief executive administering the *Transport Infrastructure Act 1994* has, by written notice given to a local government and published in the gazette, indicated is intended to become a **state-controlled road** under section 42 of that Act.

See the **DA mapping system**.

Habitable room see the Building Code of Australia.

Note: **Habitable room** means a room used for normal domestic activities, and includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre and sunroom but excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.

Hospital see schedule 24 of the Planning Regulation 2017.

Note: **Hospital** means the use of premises for:

1. the medical or surgical care or treatment of patients, whether or not the care or treatment requires overnight accommodation; or
2. providing accommodation for patients; or
3. providing accommodation for employees, or any other use, if the use is ancillary to the use in paragraphs 1 or 2.

Indoor education area means an enclosed area within a **childcare centre** or **educational establishment** intended for use for the training or teaching of people including a classroom, lecture hall/theatre and library.

Indoor play area means an enclosed area within a **childcare centre** or **educational establishment** intended for use for children's play. This term excludes functional areas such as bathrooms, food preparation areas, washing facilities and other spaces of a specialised nature.

Lawful point of discharge see the Queensland Urban Drainage Manual 2013.

Note: **Lawful point of discharge** means a point of discharge which is either under the control of a local authority or statutory authority, or at which discharge rights have been granted by registered easement in favour of the local authority or statutory authority, and at which discharge from a development will not create a worse situation for downstream property owners than that which existed prior to the development.

Limited access road see the *Transport Infrastructure Act 1994*.

Note: **Limited access road** means a **state-controlled road**, or part of a **state-controlled road**, declared to be a **limited access road** under section 54 of the *Transport Infrastructure Act 1994*.

See **DA mapping system**.

Limited access policy see the *Transport Infrastructure Act 1994*.

Note: **Limited access policy** means a policy for a **limited access road** prepared under section 54(4) of the *Transport Infrastructure Act 1994*. A **limited access policy** can be obtained by contacting the appropriate Department of Transport and Main Roads regional office.

Local planning instrument see section 8 of the *Planning Act 2016*.

Note: **Local planning instrument** means a planning scheme, temporary **local planning instrument** or planning scheme policy.

Local road means a road controlled by a local government authority.

New or changed access see schedule 24 of the Planning Regulation 2017.

Note: **New or changed access** between premises and a road or **state transport corridor** means:

1. the use of a new location as a relevant vehicular access between the premises and the road or corridor; or
2. the construction of a new relevant vehicular access between the premises and the road or corridor; or
3. the extension of an existing relevant vehicular access between the premises and the road or corridor; or
4. an increase in the number of vehicles regularly using an existing relevant vehicular access between the premises and the road or corridor; or
5. a change in the type of vehicles regularly using an existing relevant vehicular access between the premises and the road or corridor.

Outdoor education area means outdoor areas intended for use for the training or teaching of persons. This term does not include playgrounds or outdoor sport and recreational areas.

Outdoor play area see the Queensland Development Code.

Note: **Outdoor play area** means an unenclosed area located outside the external walls of the building. This term only includes playgrounds/play areas in a **childcare centre** or **educational establishment**.

Outdoor space for passive recreation means **private open space**, communal open space or public open space.

Patient care area see the Building Code of Australia.

Note: **Patient care area** means a part of a health-care building normally used for the treatment, care, accommodation, recreation, dining and holding of patients including a ward area and treatment area. A ward area means that part of a **patient care area** for resident patients and may contain areas for accommodation, sleeping, associated living and nursing facilities. A treatment area means an area within a **patient care areas** such as an operating theatre and rooms used for recovery, minor procedures, resuscitation, intensive care and coronary care from which a patient may not be readily moved.

Planned upgrade means an extension, upgrade, or duplication of state transport infrastructure or transport networks for which affected land has been identified:

1. in a publicly available government document; or
2. in written advice to affected land owners.

Note: Government documents are Commonwealth, state or local government documents that include a statement of intent for, or a commitment to, a planning outcome or infrastructure provision.

See the **DA mapping system**.

Private open space means an outdoor space for the exclusive use of occupants of a building.

Public passenger service see schedule 3 of the *Transport Operations (Passenger Transport) Act 1994*.

Note: **Public passenger service** means a service for the carriage of passengers if:

1. the service is provided for fare or other consideration; or
2. the service is provided in the course of a trade or business (but not if it is provided by an employer solely for employees); or
3. the service is a courtesy or community transport service; and
4. includes a driver service and a service for the administration of taxi services, but does not include a service excluded from the *Transport Operations (Passenger Transport) Act 1994* by a regulation.

Public passenger transport infrastructure see section 3 of the *Transport Planning and Coordination Act 1994*.

Note: **Public passenger transport infrastructure** means infrastructure for, or associated with, the provision of public passenger transport, including, but not limited to:

1. a transit terminal for **public passenger services** (for example, an airport terminal, a coach terminal, a cruise ship terminal); or
2. a ferry terminal, jetty, pontoon or landing for ferry services; or
3. a bus stop, bus shelter, bus station or bus lay-by; or
4. a busway station; or
5. a light rail station; or
6. a taxi rank, limousine rank or limousine standing area; or
7. a railway station; or
8. vehicle parking and set-down facilities; or
9. pedestrian and bicycle paths and bicycle facilities; or
10. a road on which a public passenger transport service operates.

Relevant residential building see section 6 of the Queensland Development Code Mandatory Part 4.4: Buildings in a Transport Noise Corridor.

Note: A building is a **relevant residential building** if:

1. a building development application for the construction of the building is made after 31 August 2010; and
2. the building:
 - a. is a class 1, 2, 3 or building
 - b. is located in a **transport noise corridor**
 - c. is no a **relocated building**
3. the building development approval for the construction of the building was not given under the building assessment provisions in force immediately before 1 September 2010, under section 37 of the *Building Act 1975*.

Relocated building see section 7 of Queensland Development Code Mandatory Part 4.4: Buildings in a Transport Noise Corridor.

Note: A building is a **relocated building** if the building:

1. is a class 1, 2, 3 or 4 building
2. was constructed on an allotment (the first allotment) where it was used as a residence
3. is relocated from:
 - a. the first allotment to another allotment; or
 - b. a site on the first allotment to another site on the first allotment.

Retaining structures means retention **structures** and systems such as walls, batters, anchors, bolts, soil nails, shoring, piles, piers, beams and similar **structures**.

Road transport infrastructure see schedule 6 of the *Transport Infrastructure Act 1994*.

Note: **Road transport infrastructure** means transport infrastructure relating to roads.

Road works see schedule 6 of the *Transport Infrastructure Act 1994*.

Note: **Road works** means:

1. works done for:
 - a. establishing or constructing roads or things associated with roads; or
 - b. maintaining roads or things associated with roads (other than public utility plant); or
 - c. facilitating the operation or safety of **road transport infrastructure**; or
 - d. establishing, constructing or maintaining **road transport infrastructure**, other than **road transport infrastructure** if the works are:
 - i. directly related to an activity mentioned in subparagraph a, b and c
 - ii. necessary for the safety, efficiency, operation or structural integrity of transport infrastructure, or
2. road access works; or
3. works declared under a regulation to be **road works**.

State-controlled road means:

1. a state-controlled road within the meaning of the *Transport Infrastructure Act 1994*, schedule 6; or
2. state toll road corridor land.

Note: See the **DA mapping system**.

Structure means any built structure as well as **retaining structures**.

Transport noise corridor see chapter 8B the *Building Act 1975*.

Note: **Transport noise corridor** means land designated under chapter 8B of the *Building Act 1975* as a **transport noise corridor**.

Type 1 multi-modal corridor means a transport corridor that includes a **state-controlled road** and at least one of the following:

3. a busway; or
4. light rail; or
5. a railway with 15 or fewer passing trains per day.

1.5 Abbreviations

dB(A) – decibels measured on the 'A' frequency weighting network

RPEQ – Registered Professional Engineer of Queensland