



PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2023/1446

Date: 19 March 2025



TRANSPORT ASSESSMENT

PROPOSED WAREHOUSE DEVELOPMENT

PROPOSED LOT 101 FLAGSTONE LOGISTICS
ESTATE, NORTH MACLEAN

Prepared for

CH HYDRANGEA PTY LTD

6 FEBRUARY 2025

DOCUMENT REGISTER

RTE Reference 23289

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1.0 INTRODUCTION

1.1 Background

The Transport Impact Assessment has been prepared on behalf of CH Hydrangea Pty Ltd (Applicant) in support of a development application over land at 4499-4651 Mount Lindesay Highway, North Maclean QLD 4280 and described as Lot 39 on SP258739 (site). This PDA Development Application seeks approval from the Minister of Economic Development Queensland for the following aspects of development:

- Development Permit for Reconfiguring a Lot – 1 into 8 Lots plus access easements; and
- Development Permit for a Material Change of Use for Warehouse (Distribution Centre).

The following matters have been assessed during the study which is focused on the proposed use of part of the site for a warehouse (distribution centre).

- Car parking supply and design;
- Vehicle access arrangements;
- Provision for pedestrians and cyclists;
- Heavy vehicle access and on-site circulation.

This report has been updated to address the proposed changes to the PDA Development Application to meet the requirements of an identified tenant and respond to traffic matters raised in the MEDQ's Further Issues letter dated 10 November 2023.

The following key changes are noted:

- Adjustments to the design and layout of the proposed car parking arrangements.
- Relocation of the western exit from the north-west corner (onto public road) to the south-west corner (onto the private access driveway on adjoining Lot 102).
- A tenant has been confirmed, which has informed staffing needs and other operational factors.

1.2 Response to EDQ Further Issues Request

Item:

- 1 As per the Planning Scheme, the required parking spaces is 162 while 70 spaces are proposed. As part of the justification for car parking, the applicant is requested to confirm the maximum number of staff and visitors expected on-site at any given time for the proposed use to ensure the proposed parking spaces are adequate to serve the development traffic demand.*
- 2 The development design vehicles should not cross traffic or parking lanes in the opposite direction when entering or exiting the site. The design of the western driveway requires review to ensure it accommodates the design vehicles. As such, the applicant is requested to revise the swept path analysis plans.*

Response:

- 1 Refer to Section 4.2.
- 2 The previously proposed western driveway has been removed. The development plans have been amended to include a driveway located in the south-western corner of the site, providing access to the shared private road along the western frontage. As outlined in Section 5, the new crossover arrangements can accommodate the required design vehicle with appropriate clearances.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site for the proposed warehouse is located within the Flagstone Logistics Estate to the western side of the Mount Lindesay Highway. It is identified as proposed Lot 101 and has a total site area of 2.939ha.

The site is located within the Greater Flagstone Priority Development Area, and currently vacant.

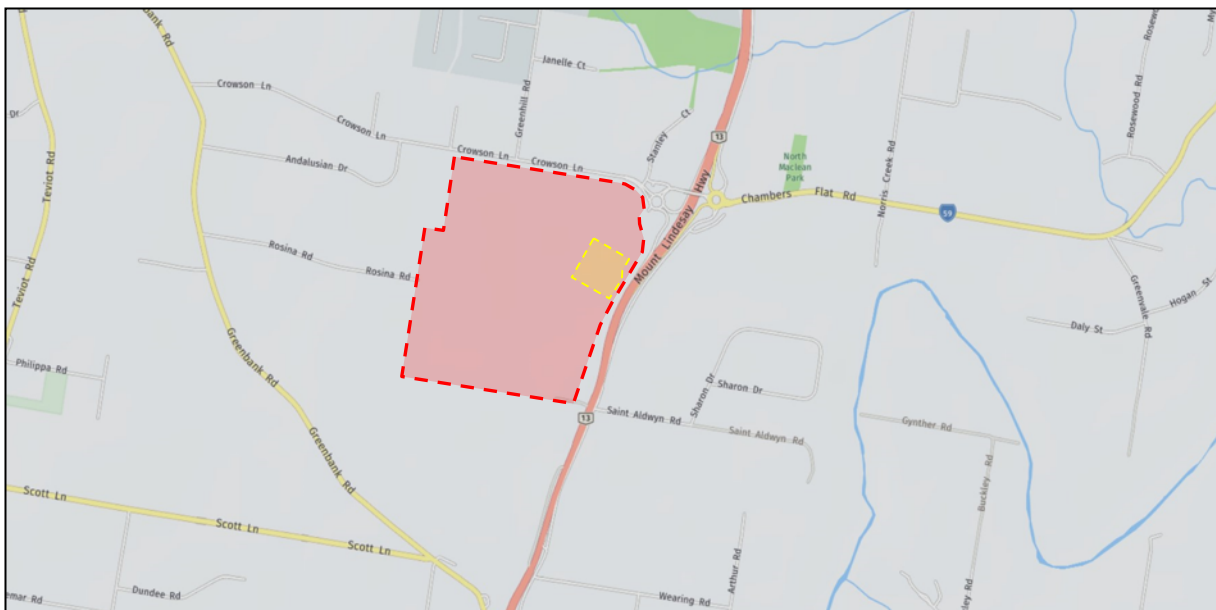


FIGURE 2.1 – LOCATION OF SUBJECT SITE

3.0 DEVELOPMENT PROPOSAL

The proposal is for a warehouse development designed to suit the operational requirements of the proposed tenant. The proposed floor area is 18,550m² GFA.

The proposal provides a total of 90 car parking spaces located at the front of the development and 19 overflow car parking spaces at the rear of the development should tenant requirements change.

Access to the site is proposed via a new industrial connector road. The proposal includes three vehicle crossovers as follows:

- One entry/exit crossover for light vehicles accessing car parking;
- One heavy vehicle crossover at the eastern end of the road frontage; and
- One heavy vehicle crossover at the south-western corner of the site, providing access to the shared private road along the western frontage.

The development is proposed to operate 24 hours a day, 7 days per week, accommodating a total of 104 staff. The proposed shift schedule is outlined below. As shown, a maximum of 84 staff will be present onsite at any given time; however, this will occur only briefly during shift changeover periods when outgoing and incoming staff overlap.

Area	Time	Total Staff
Warehouse	Shift 1: 6:30am – 2:30pm	50 staff
	Shift 2: 2:30pm – 10:30pm	30 staff
	Shift 3: 10:30pm – 6:30am	20 staff
Office	8am – 5pm	4 staff

The Applicant has estimated, based on tenant requirements, that the development will accommodate approximately 60 semi-trailer deliveries and 20 B-double deliveries per week.

The proposed site plan is shown in Figure 3.1.



4.0 CAR PARKING

4.1 Car Parking Supply

In accordance with the Logan Planning Scheme, the following car parking rate is applicable to the proposed development:

Warehouse:

1 space per 100m² GFA

Application of the above rate results in a requirement for 186 spaces, as follows:

Table 4.1: Acceptable Outcome for car parking

Component	Minimum Car Parking Spaces Required
Warehouse (18,550m ²)	186 spaces

The proposal provides a total of 90 car parking spaces at the front of the development and an additional 19 overflow car parking spaces at the rear of the development should tenant requirements change. The proposal is therefore short of the Acceptable Outcome.

4.2 Adequacy of Proposed Car Parking Provisions

As stated in Section 3, the Applicant has stated that there will be a maximum of 84 staff members onsite at any one time; however, this will occur only briefly during shift changeover periods when outgoing and incoming staff overlap.

The proposed provision of 109 car parking spaces will comfortably accommodate the expected staffing levels, and results in a car parking supply rate of 0.59 spaces per 100m² GFA. This approach is consistent with recent approvals, such as DEV2023/1466, where a warehouse (distribution centre) with a GFA of 40,939m² was approved with a total of 140 car parking spaces. This equates to a rate of 0.34 spaces per 100m² GFA. Additionally, for application MCUI/24/2022/A, a warehouse with a GFA of 21,055m² was approved with 100 car parking spaces, resulting in a rate of 0.47 spaces per 100m² GFA. These examples demonstrate that EDQ and LCC have supported similar uses with comparable or lower parking provisions.

As depicted in Figures 4.1 – 4.3, a review of car parking utilisation has been carried out using Nearmap aerial imagery. As shown, the surveyed sites indicate low car parking utilisation, with car parking rates as low as 1 space per 600m² GFA. For the above reasons, the proposed provision of 109 car parking spaces will adequately service the proposed building without causing an overflow of parking demand into the public street system.

As depicted in Figures 4.1 – 4.3, a review of car parking utilisation has been carried out using Nearmap aerial imagery. The results of the review are summarised in Table 4.2, with the car parking relationships detailed in Table 4.3.

As shown in Table 4.3, the surveyed sites indicate low car parking utilisation, with car parking rates as low as 0.17 spaces per 100m² GFA. RTE has been involved in many large warehouse unit developments and find that the rates shown below are typical of user requirements.

Table 4.2 – Aerial Imagery Survey Results

Location	Number of Car Parking Spaces Occupied		
	Tuesday 11 th April 23	Wednesday 2 nd Nov 22	Tuesday 16 th August 22
Bluestone Place, Yatala	20 spaces	28 spaces	31 spaces
Arthur Dixon Crt, Yatala	14 spaces	22 spaces	23 spaces
Thomas Hanlon Crt, Yatala	9 spaces	7 spaces	8 spaces

Table 4.3 – Average Car Parking Rates

Location	Approx. Area	Avg. Spaces Occupied	Car Parking Rate
Bluestone Place, Yatala	9,000m ²	15 spaces	0.17 spaces per 100m ²
Arthur Dixon Crt, Yatala	8,500m ²	19 spaces	0.23 spaces per 100m ²
Thomas Hanlon Crt, Yatala	2,500m ²	21 spaces	0.84 spaces per 100m ²

Given the above data, the provided car parking rate of 0.59 spaces per 100m² is considered to be satisfactory, and should adequately meet future car parking demands.



FIGURE 4.1 – CAR PARKING DEMANDS AT 1 BLUESTONE PLACE, YATALA (GFA APPROX: 9,000M²)

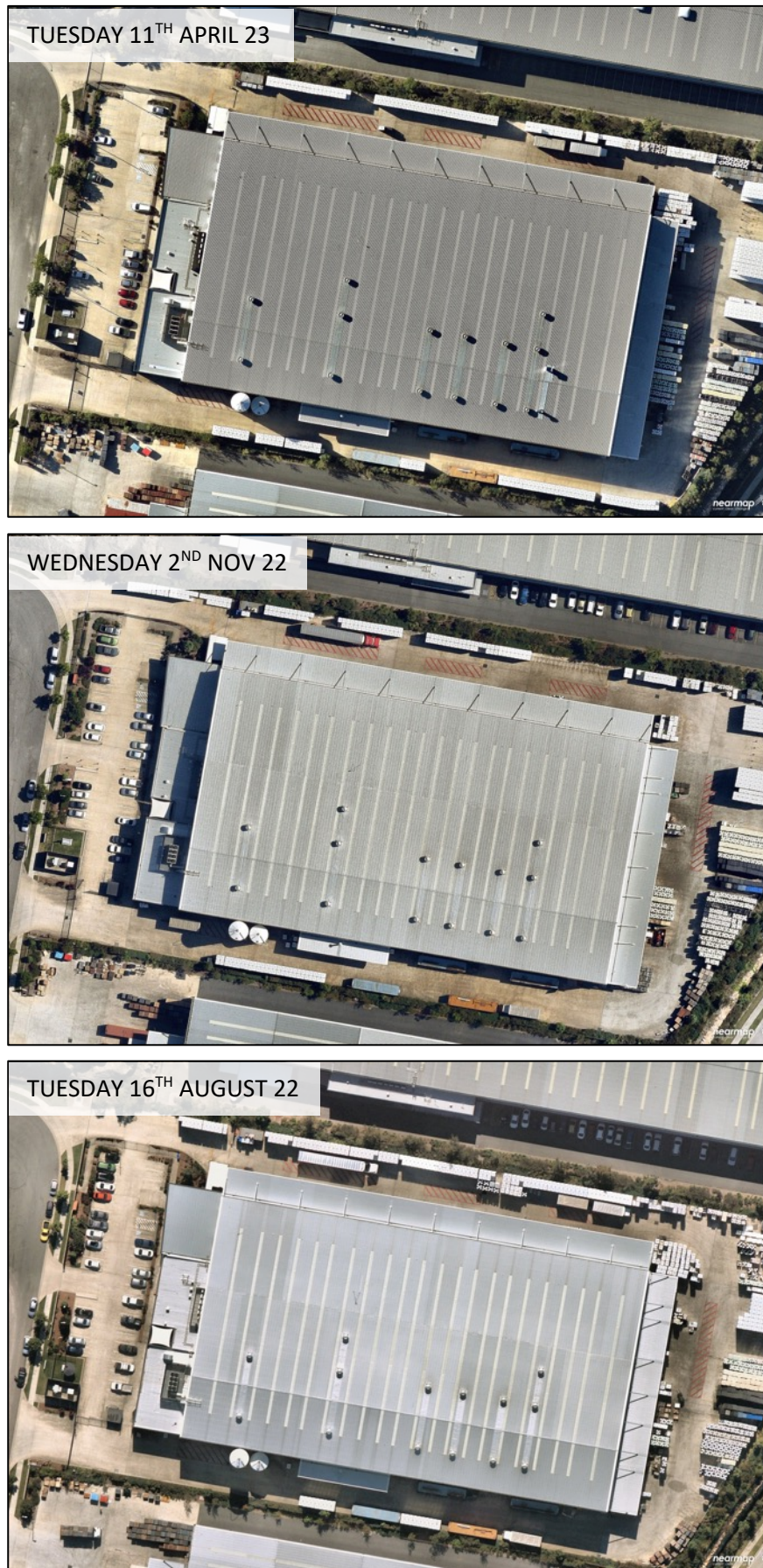


FIGURE 4.2 – CAR PARKING DEMANDS AT 23 ARTHUR DIXON COURT, YATALA (GFA APPROX: 8,000M²)



FIGURE 4.3 – CAR PARKING DEMANDS AT 14 THOMAS HANLON COURT, YATALA (GFA APPROX: 2,500M²)

4.3 Car Parking Design

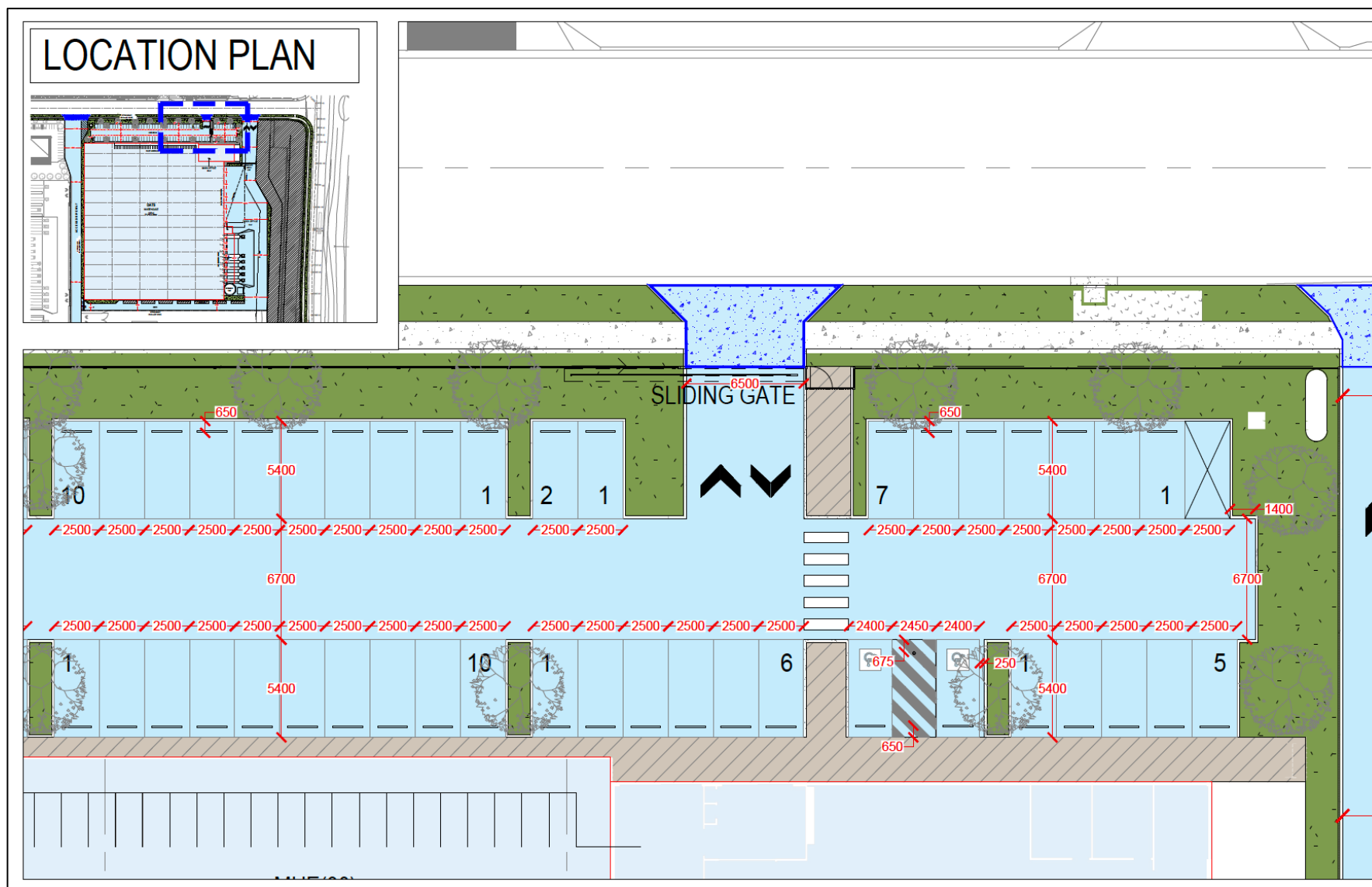
The geometric layout of the proposed parking facilities has been designed to comply with the relevant requirements specified in the Planning Scheme and AS2890.1: 2004.

The proposed car parking layout has the following dimensions:

Car parking aisle -	6.5 metres (min)
Car parking spaces -	2.5m x 5.5m
PWD spaces -	2.4m x 5.5m, plus 2.4m wide shared zone

The layout and dimensions are shown in Figure 4.4-4.9. Swept path diagrams for B85 and B99 design vehicles are shown in Figures 4.10 - 4.13.





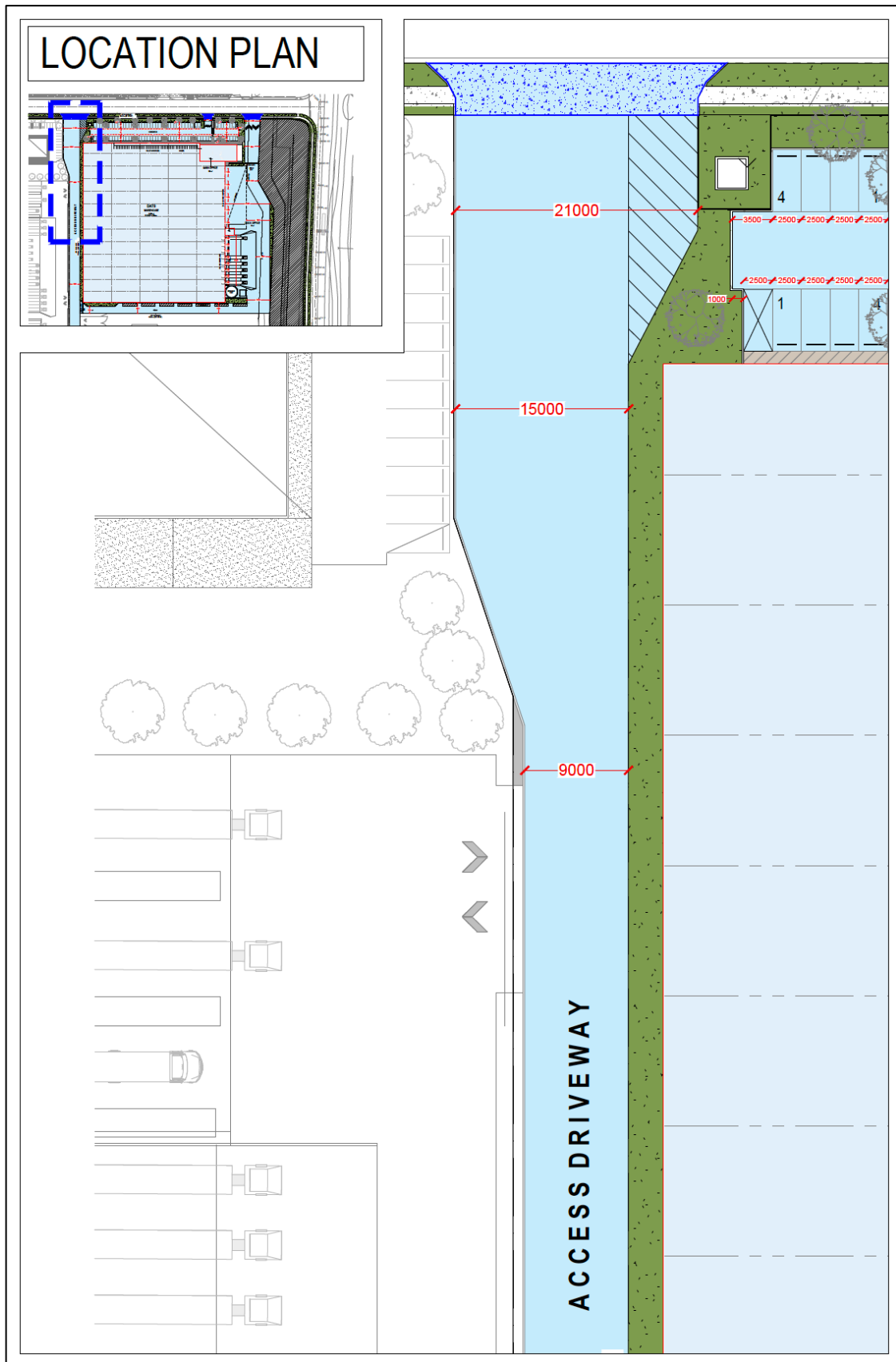


FIGURE 4.6 – PROPOSED CAR PARKING LAYOUT AND DIMENSIONS

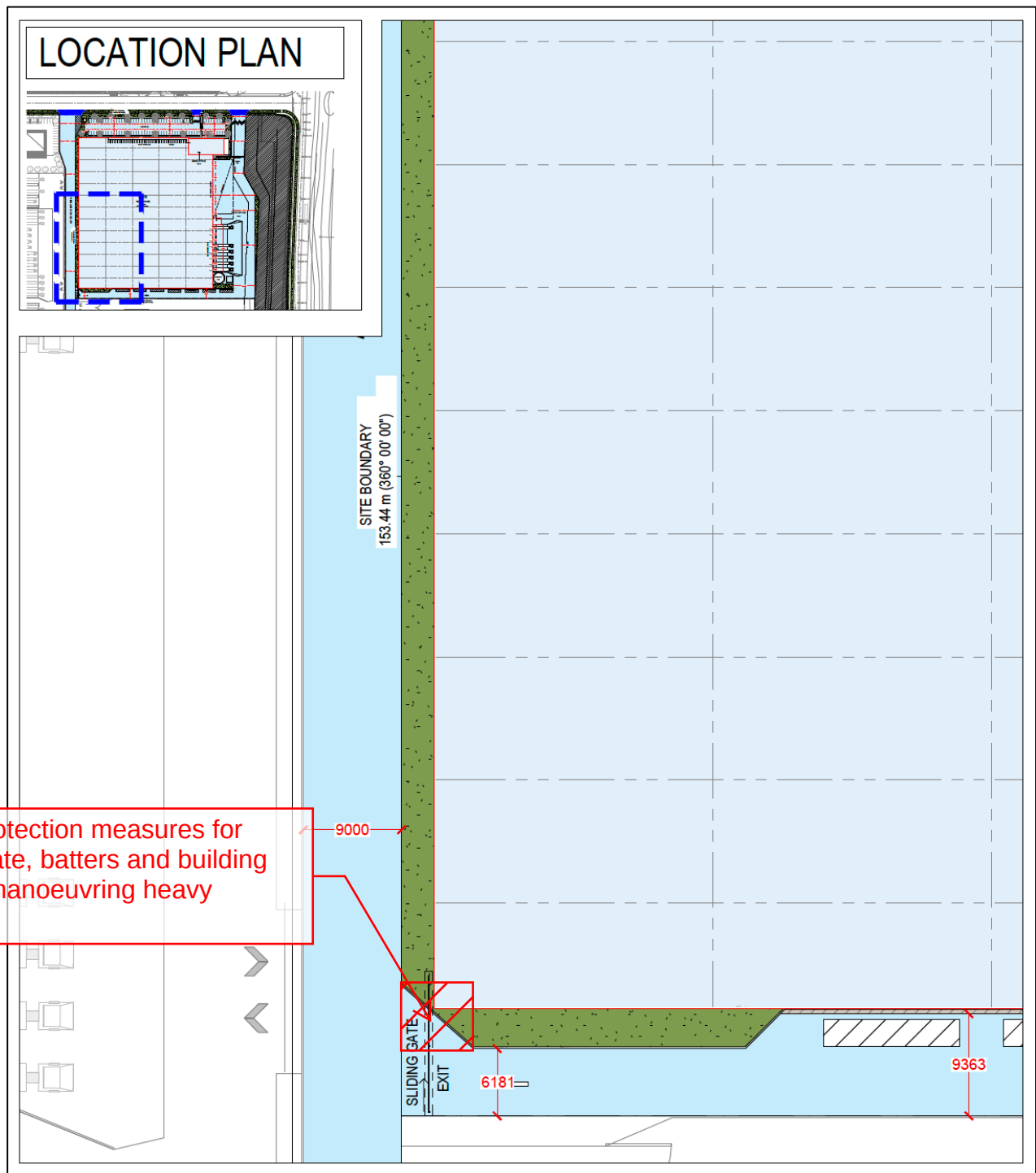


FIGURE 4.7 – PROPOSED CAR PARKING LAYOUT AND DIMENSIONS

AMENDED IN RED

By: Jocelyn Bowyer

Date: 26/02/2025



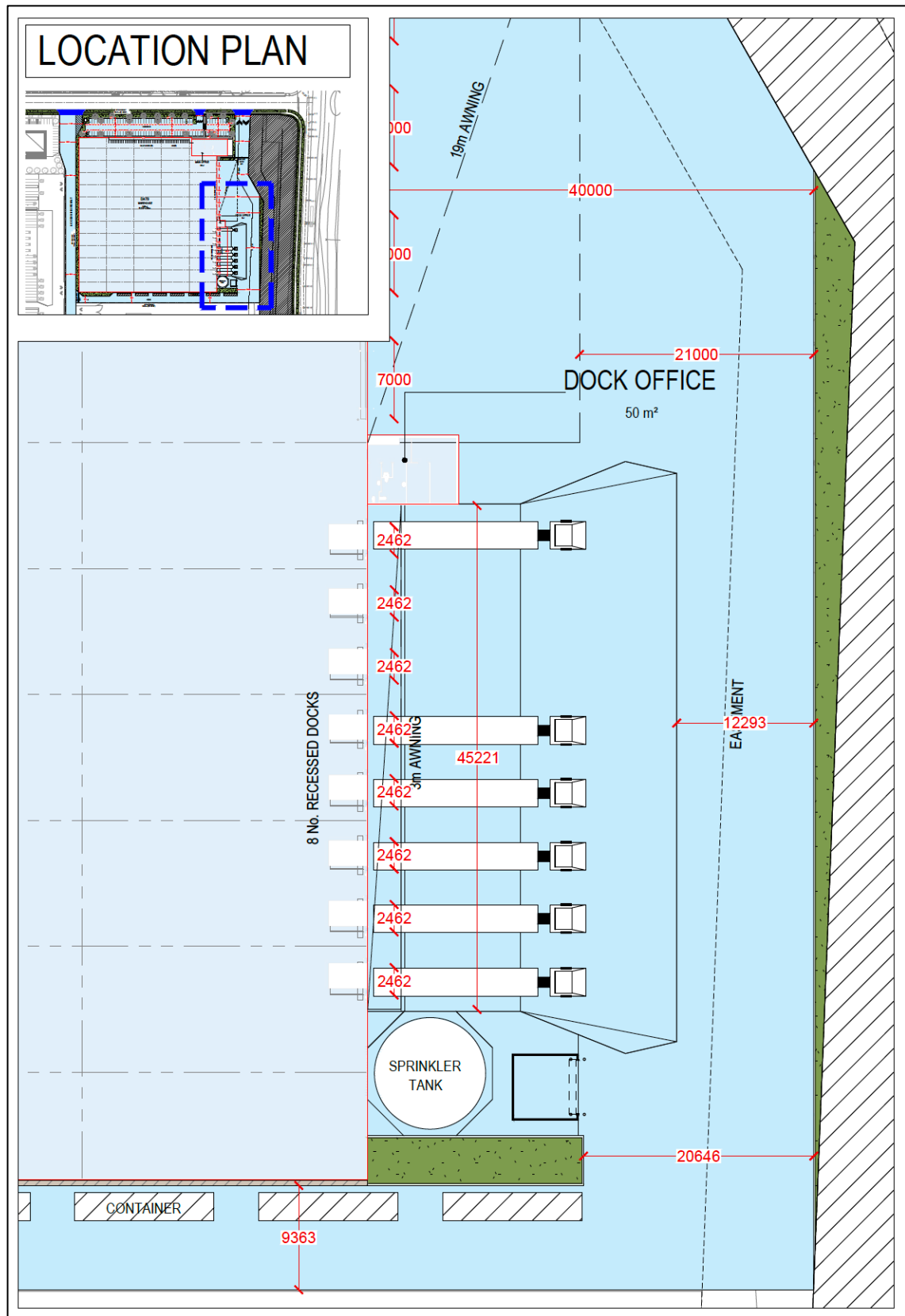


FIGURE 4.8 – PROPOSED CAR PARKING LAYOUT AND DIMENSIONS

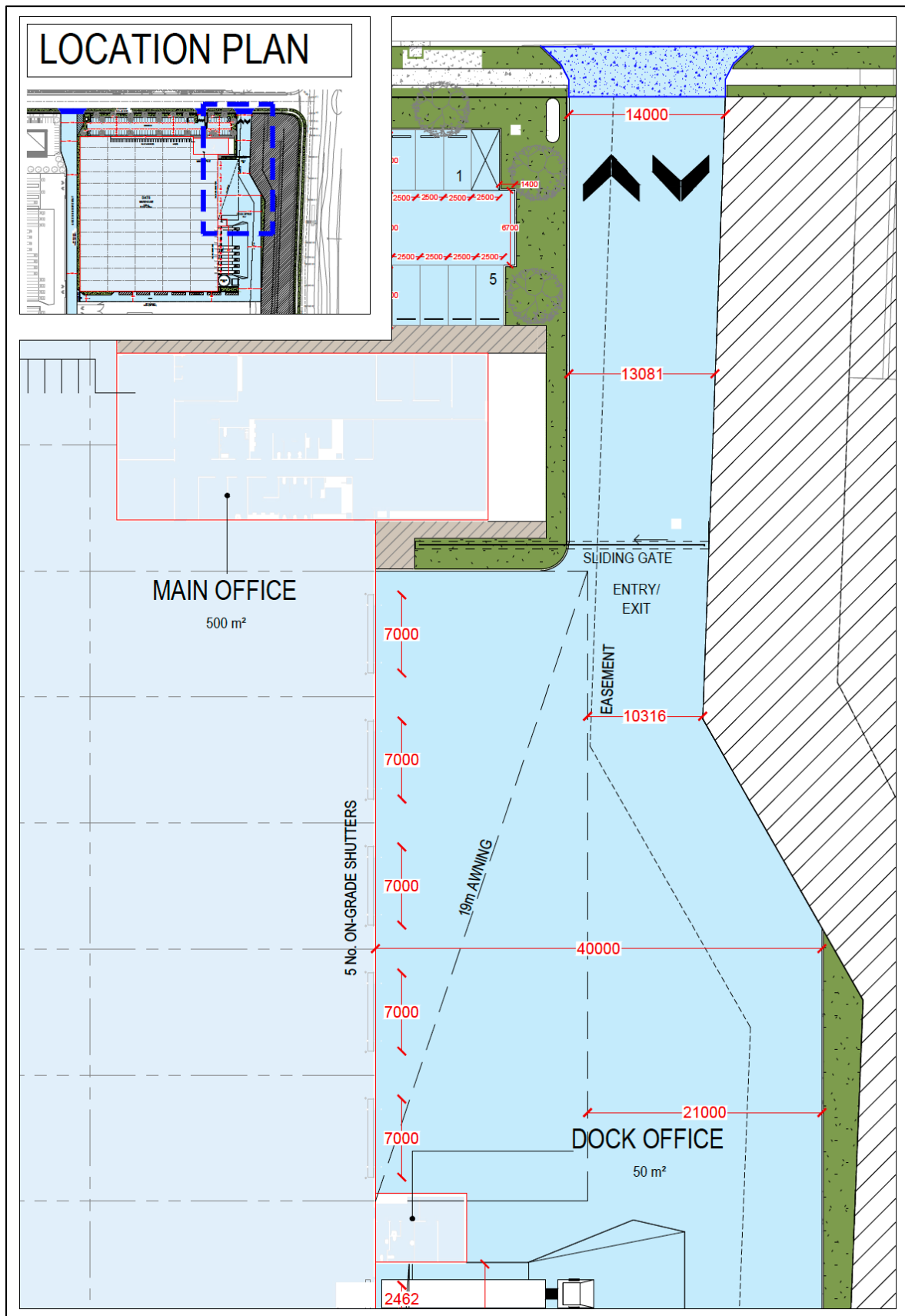


FIGURE 4.9 – PROPOSED CAR PARKING LAYOUT AND DIMENSIONS

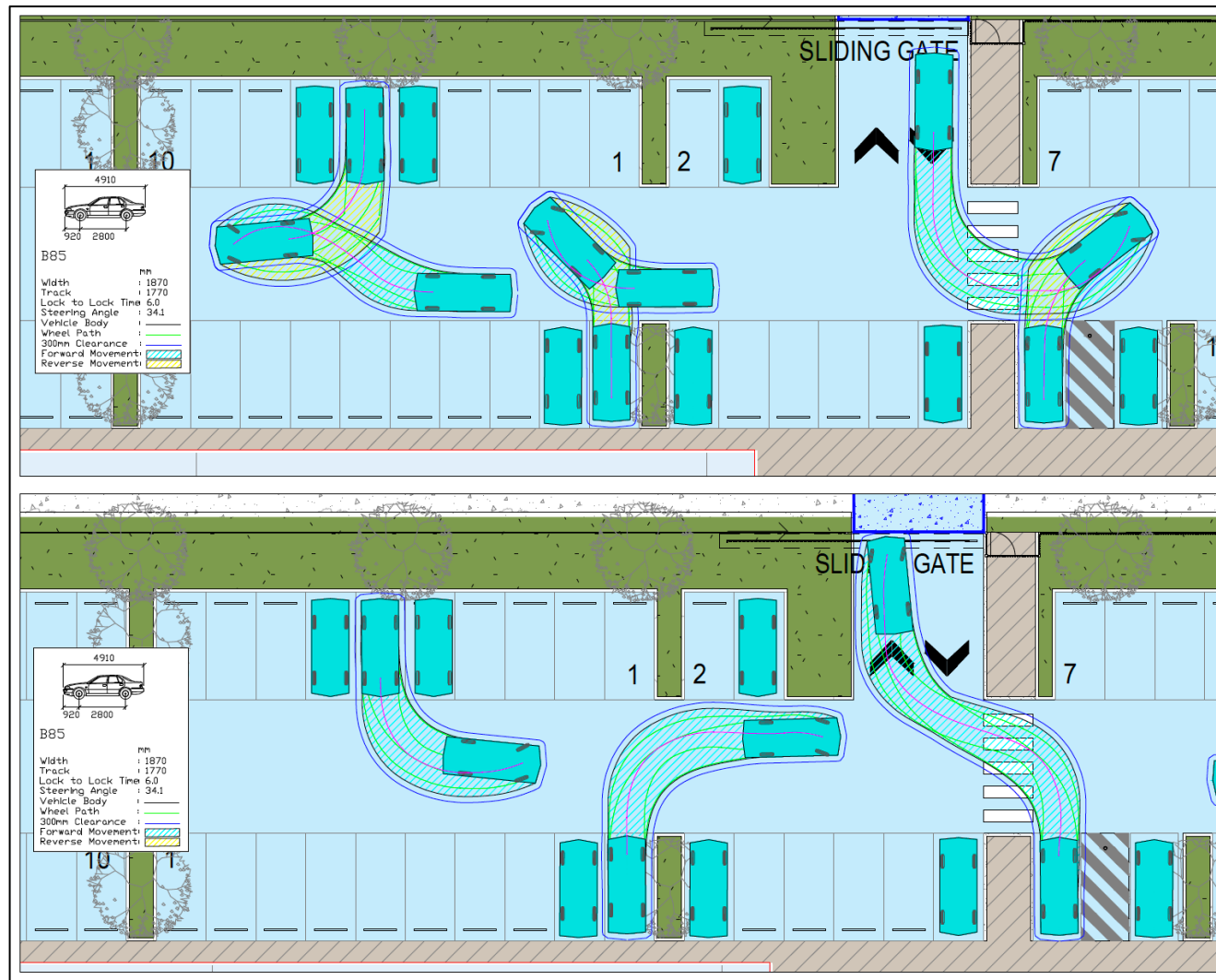


FIGURE 4.10 – SWEEP PATH OF B85 VEHICLES (MANOEUVRING)

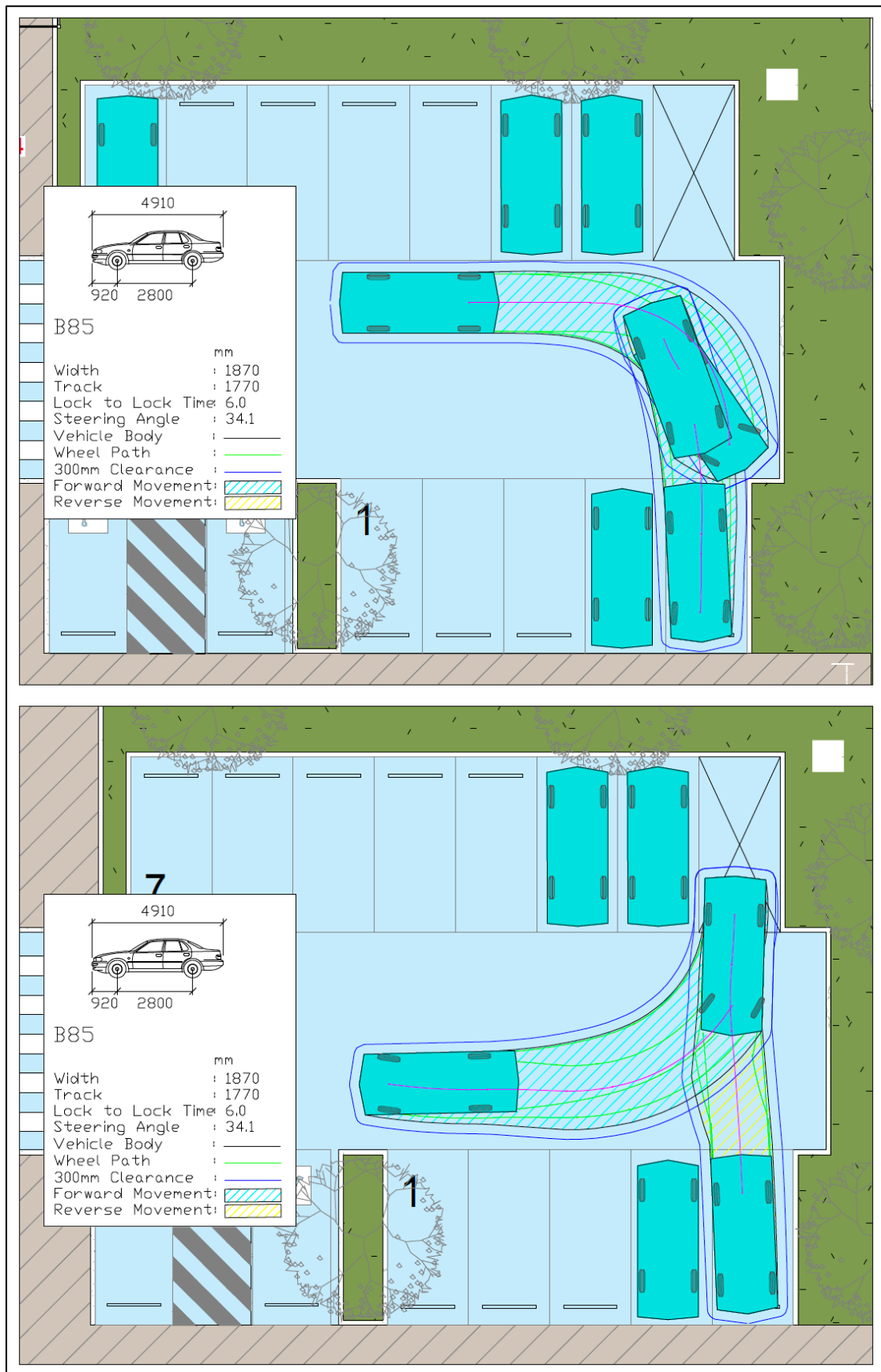


FIGURE 4.11 – SWEEP PATH OF B85 VEHICLES (MANOEUVRING)

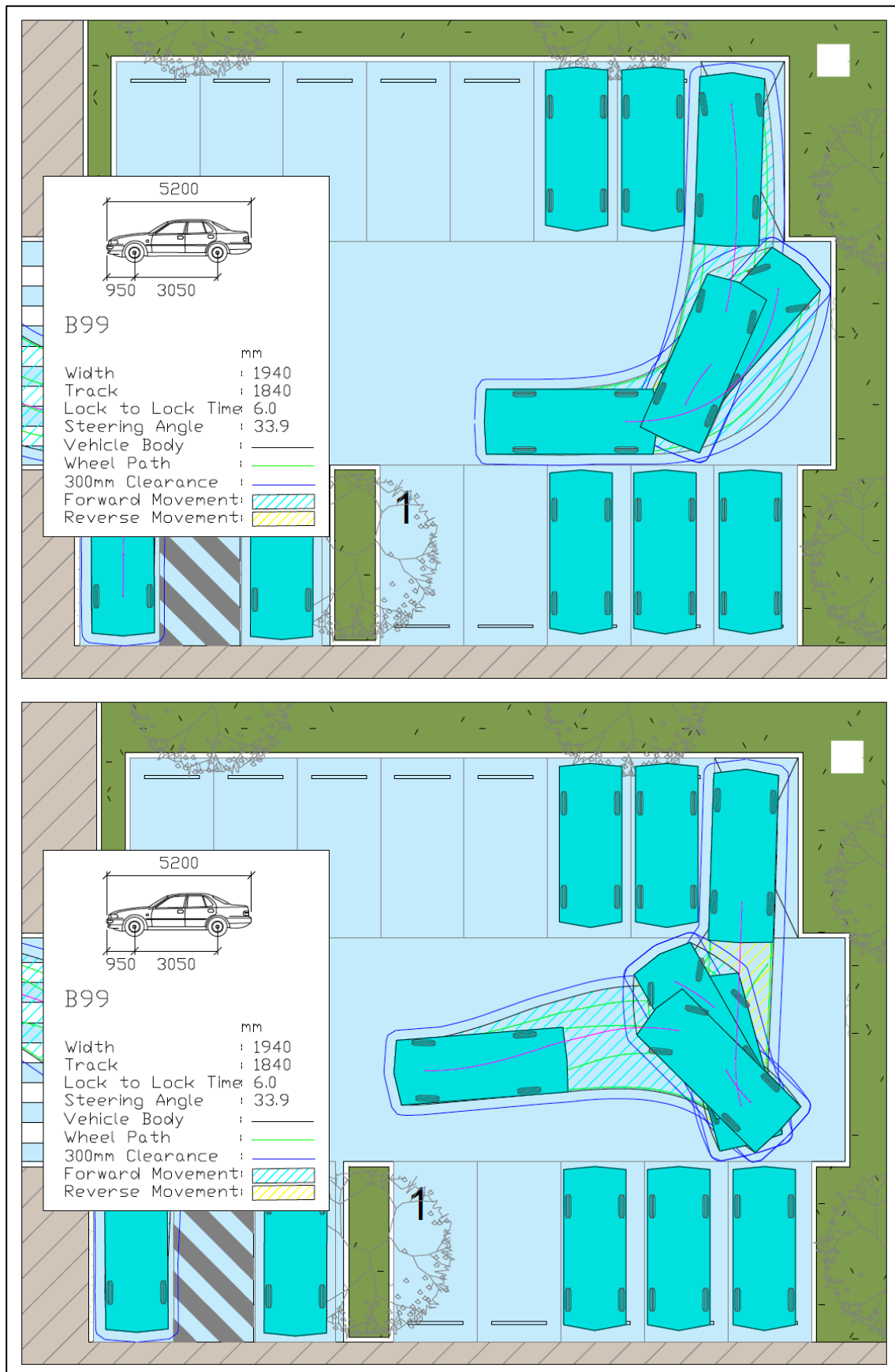


FIGURE 4.12 – SWEEP PATH OF B99 VEHICLES (TURNING)

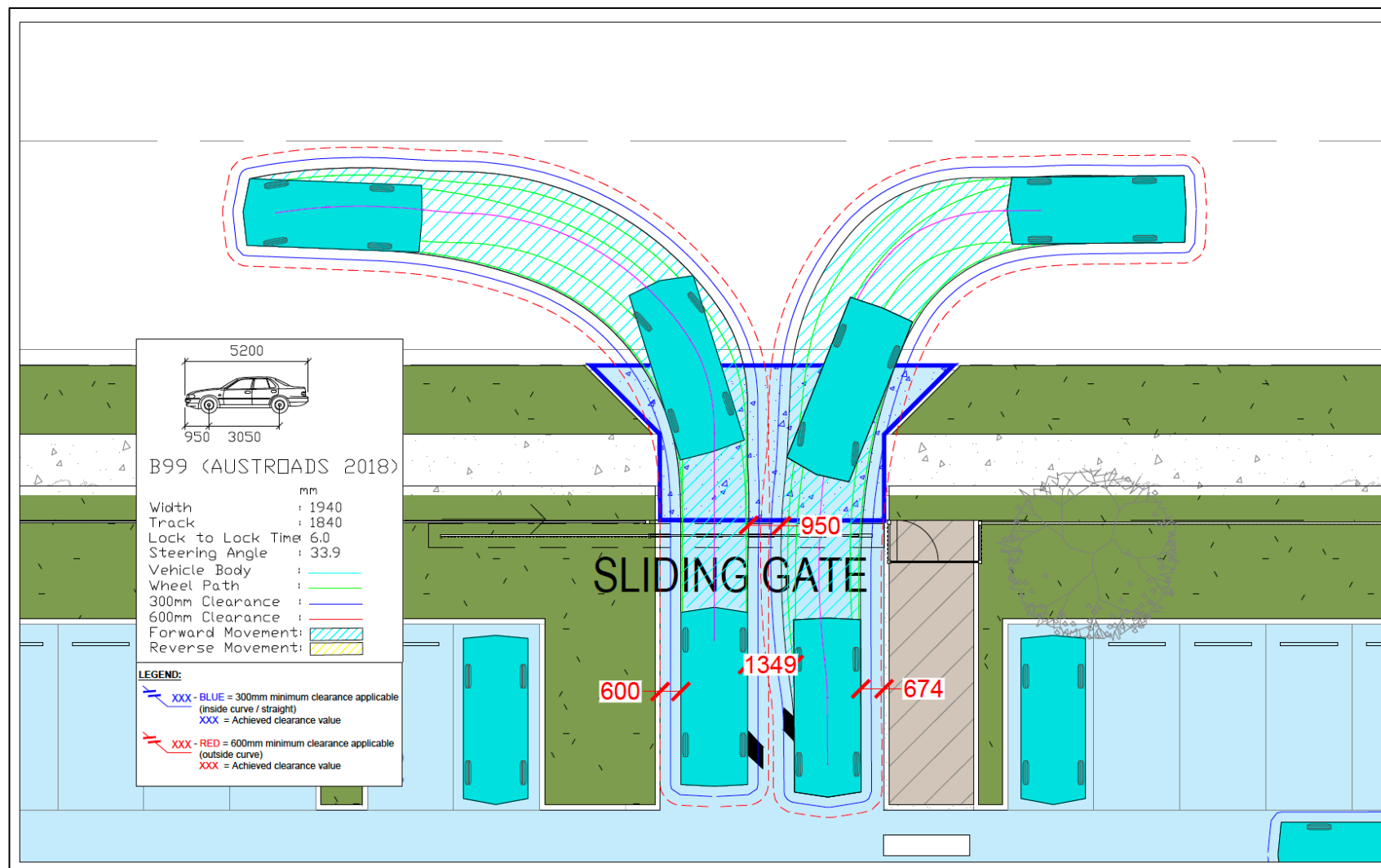


FIGURE 4.13 – SWEEP PATH OF B99 VEHICLES (MANOEUVRING)

5.0 ACCESS ARRANGEMENTS

Access to the site is proposed via a new industrial connector road. The proposal includes three vehicle crossovers as follows:

- One entry/exit crossover for light vehicles accessing car parking;
- One heavy vehicle crossover at the eastern end of the road frontage; and
- One heavy vehicle crossover at the south-western corner of the site, providing access to the shared private road along the western frontage.

The proposed access crossovers have been designed in accordance with IPWEA Standard Drawing RS-051. Sliding security gates are proposed to provide secure access to the car park and heavy vehicle loading areas. The sliding gate along the heavy vehicle access is sufficiently set back from the crossover to allow for vehicle queuing in the event that a vehicle accesses the development while the gate is closed (e.g., during night-time hours).

The proposed layout and dimensions of each crossover are shown in Figures 5.1 – 5.4. As shown in Figures 5.3 and 5.4, the position of the heavy vehicle crossovers is satisfactory in respect to separation from adjacent intersections and crossovers.

As shown in Figure 5.2, it is proposed that appropriate signage be installed facing drivers exiting the site.

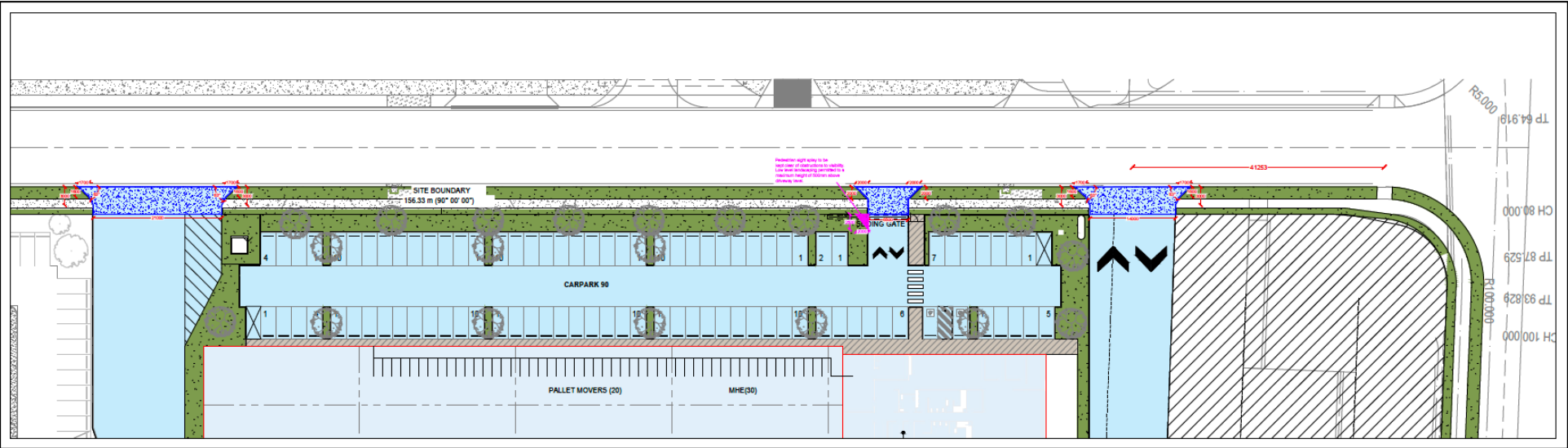


FIGURE 5.1 – PROPOSED LAYOUT AND DIMENSIONS OF VEHICLE CROSSOVER

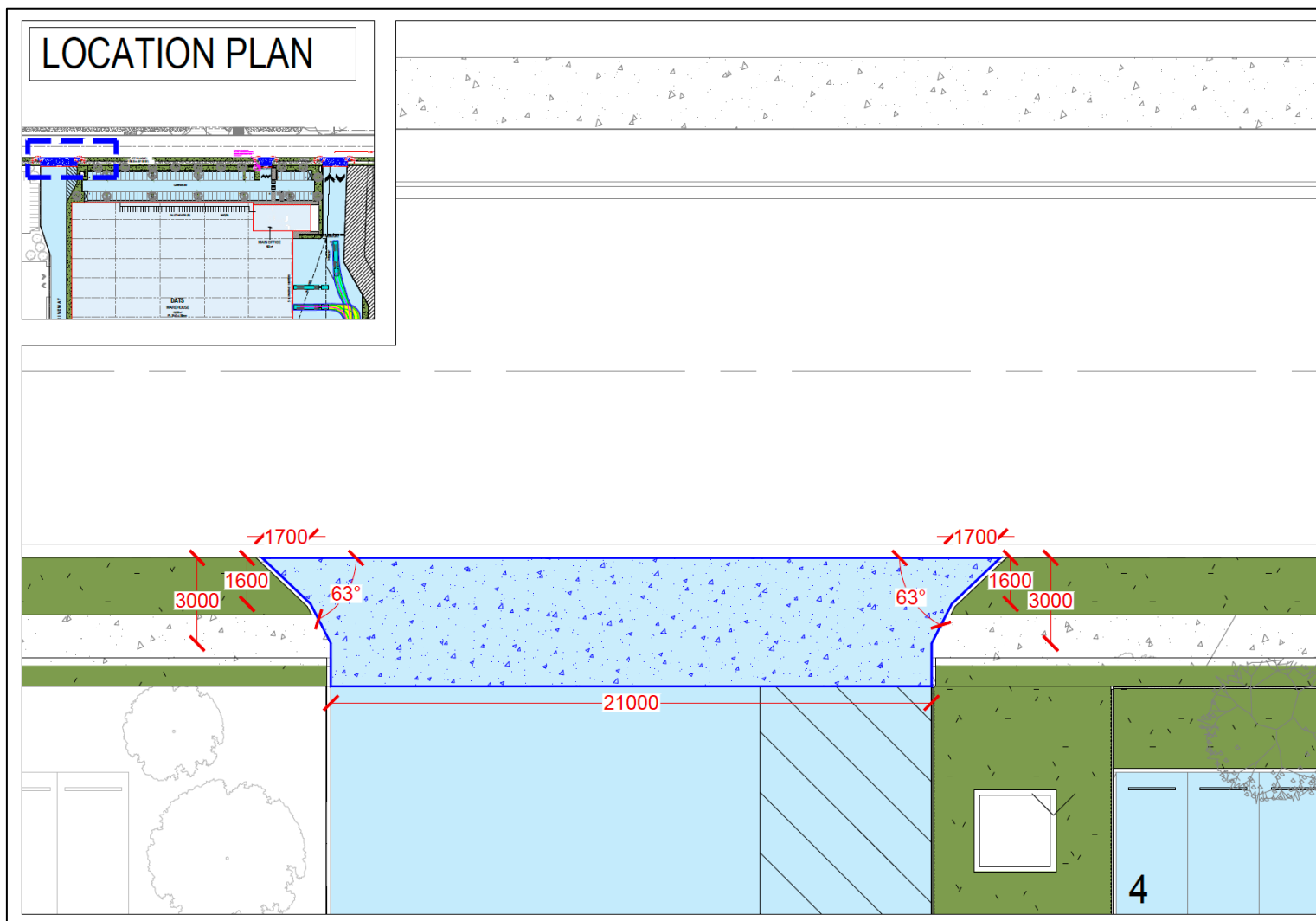


FIGURE 5.2 – PROPOSED LAYOUT AND DIMENSIONS OF VEHICLE CROSSOVER (SHARED PRIVATE ROAD CROSSOVER)

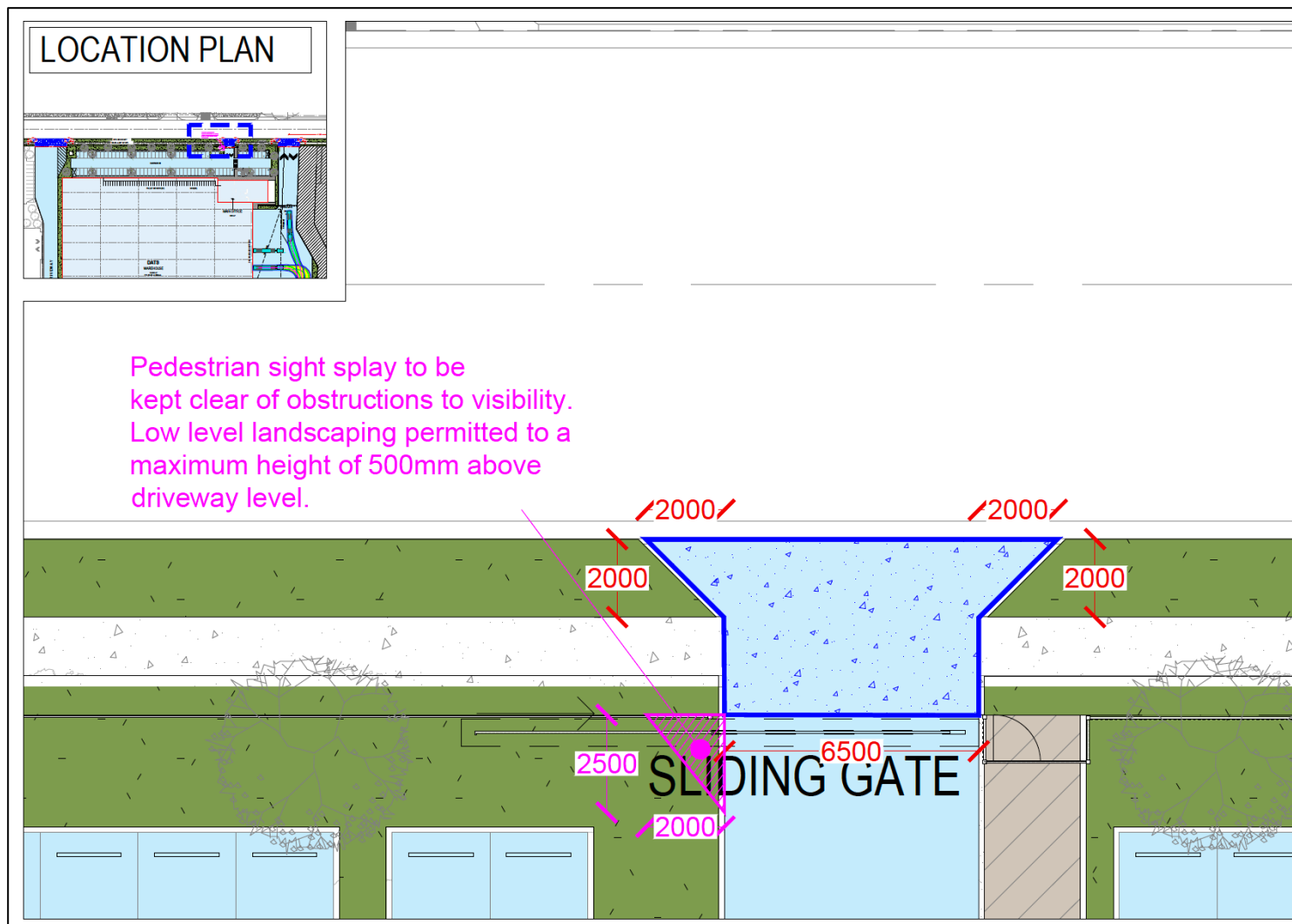


FIGURE 5.3 – PROPOSED LAYOUT AND DIMENSIONS OF VEHICLE CROSSOVER (CENTRAL CROSSOVER)



6.0 PROVISION FOR HEAVY VEHICLES

6.1 Acceptable Outcome

In accordance with Table 9.4.13-9 of the Logan Planning Scheme, the following service vehicle provisions is required to meet the Acceptable Outcome:

Warehouse: Articulated Vehicle

6.2 Proposed Outcome

The proposal allows for Heavy Rigid Vehicles, Articulated Vehicles and B-double vehicles to circulate and manoeuvre within the site satisfactorily. Swept path diagrams are provided in Figures 6.1 – 6.14.

It is noted that in the southwest corner of the building, the 500mm clearance area of the B-Double vehicle encroaches into the landscaping. This is considered satisfactory as the vehicle body remains clear of the landscaping, with no physical conflict anticipated.

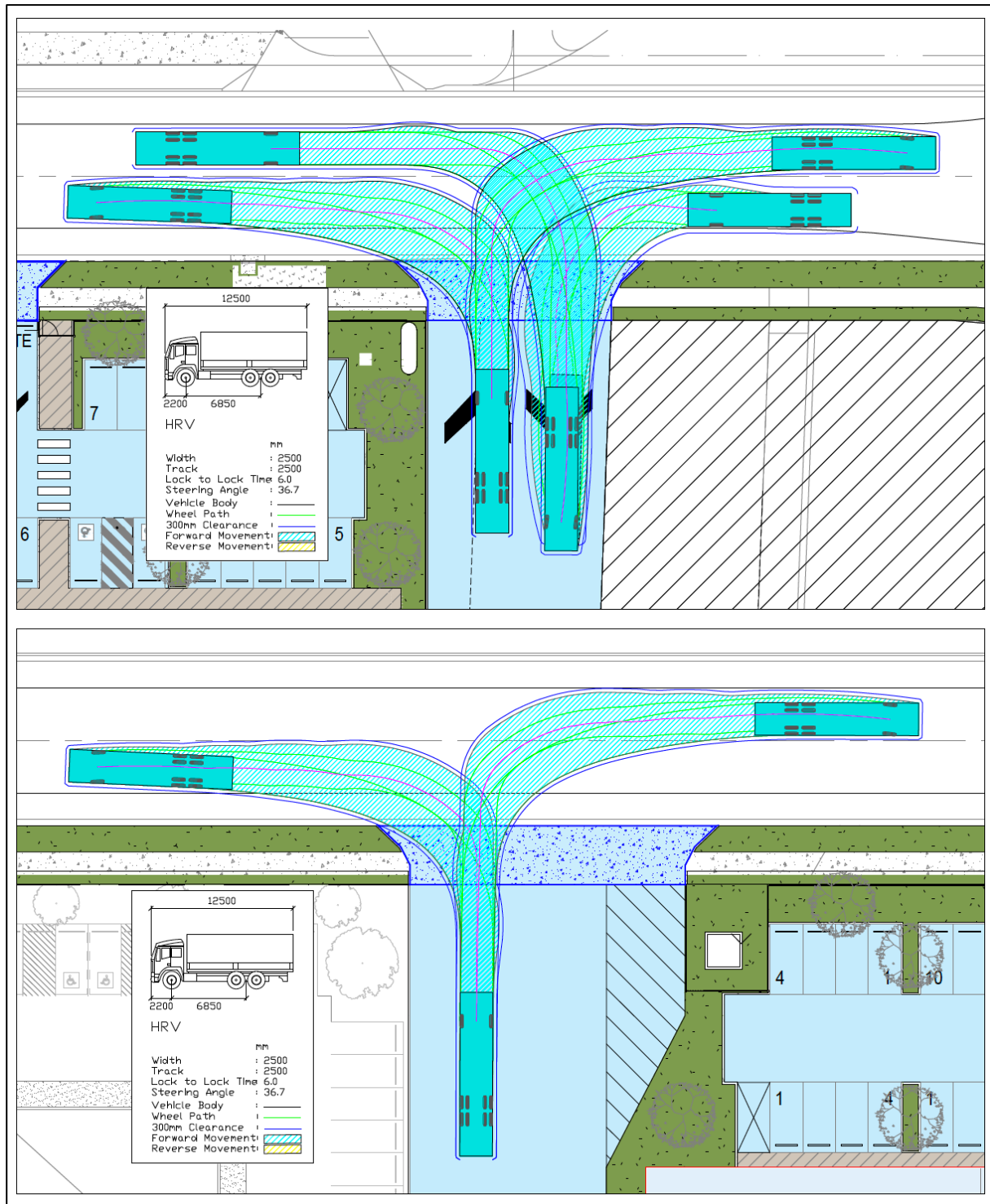


FIGURE 6.1 – VEHICLE SWEEP PATHS (HEAVY RIGID VEHICLE)



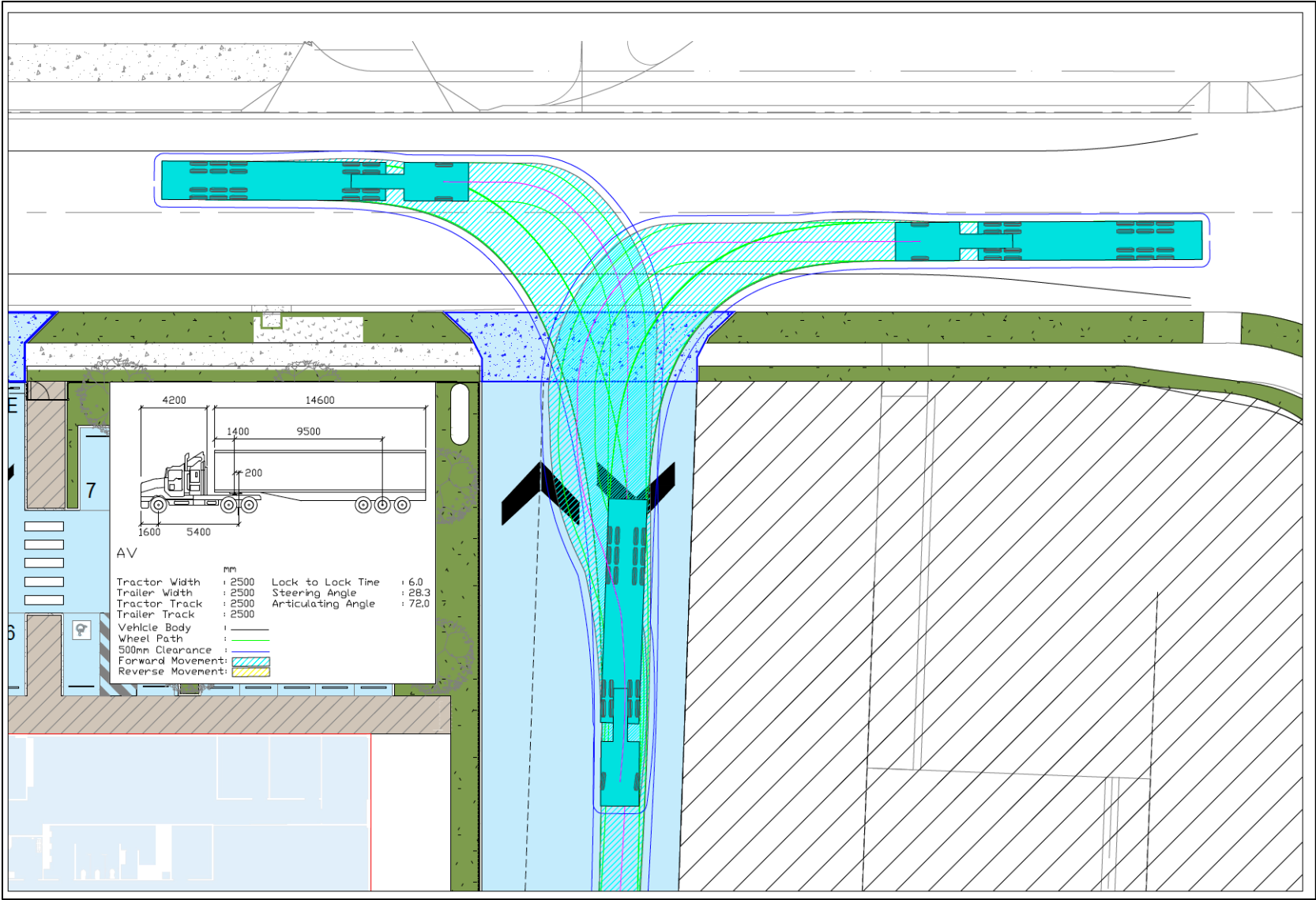


FIGURE 6.3 – VEHICLE SWEEP PATHS (20M ARTICULATED VEHICLE)

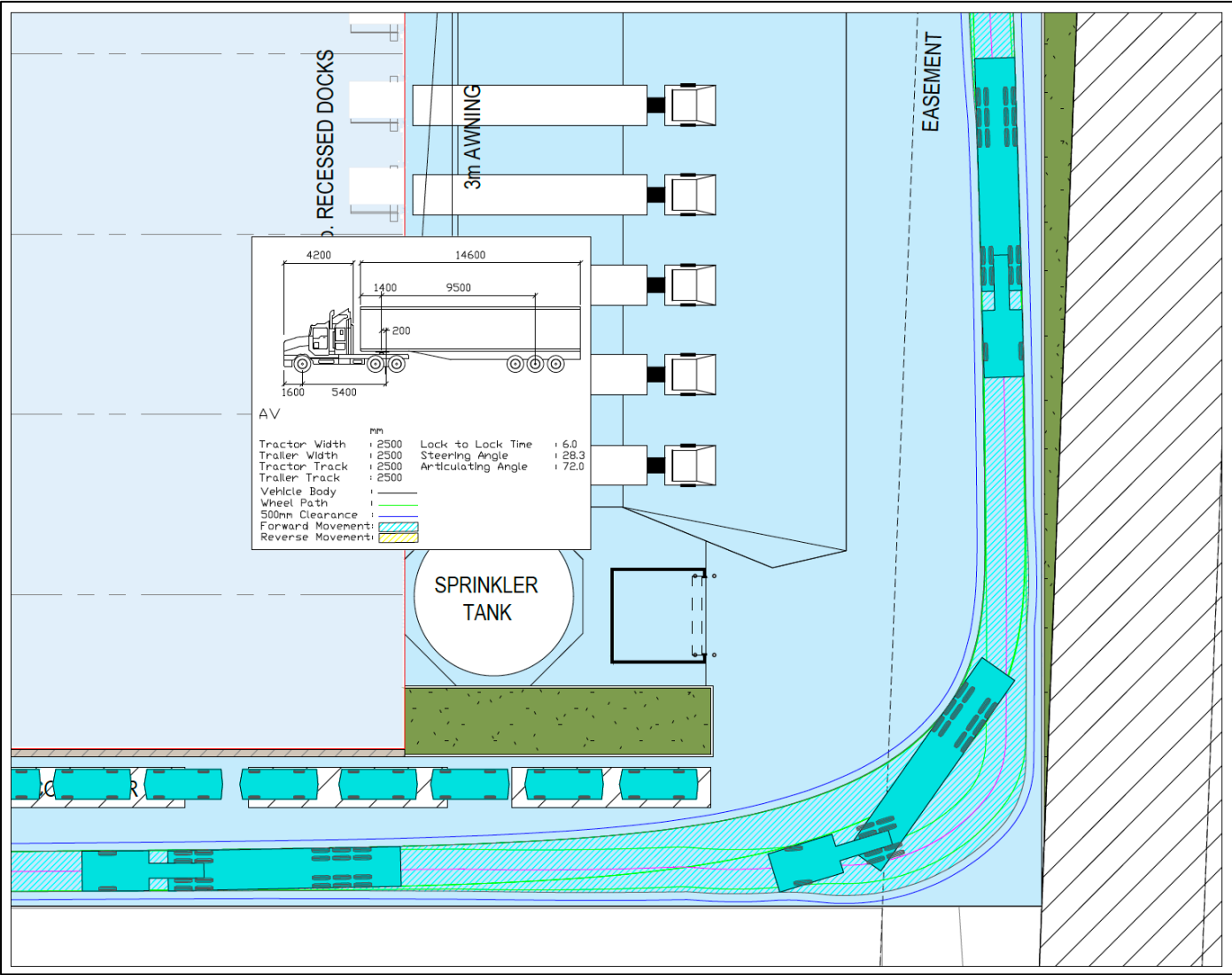


FIGURE 6.4 – VEHICLE SWEEP PATHS (20M ARTICULATED VEHICLE)

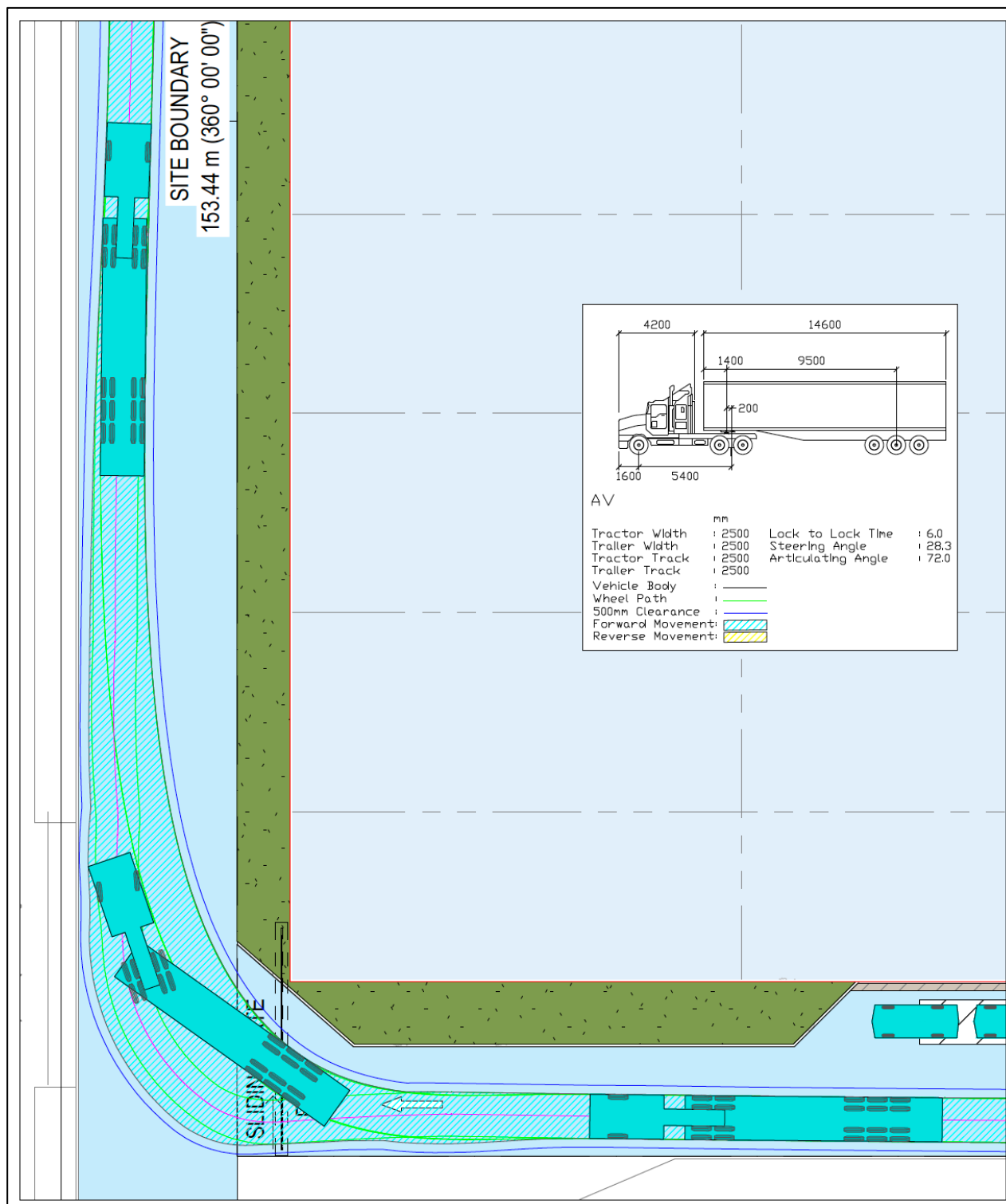


FIGURE 6.5 – VEHICLE SWEEP PATHS (20M ARTICULATED VEHICLE)

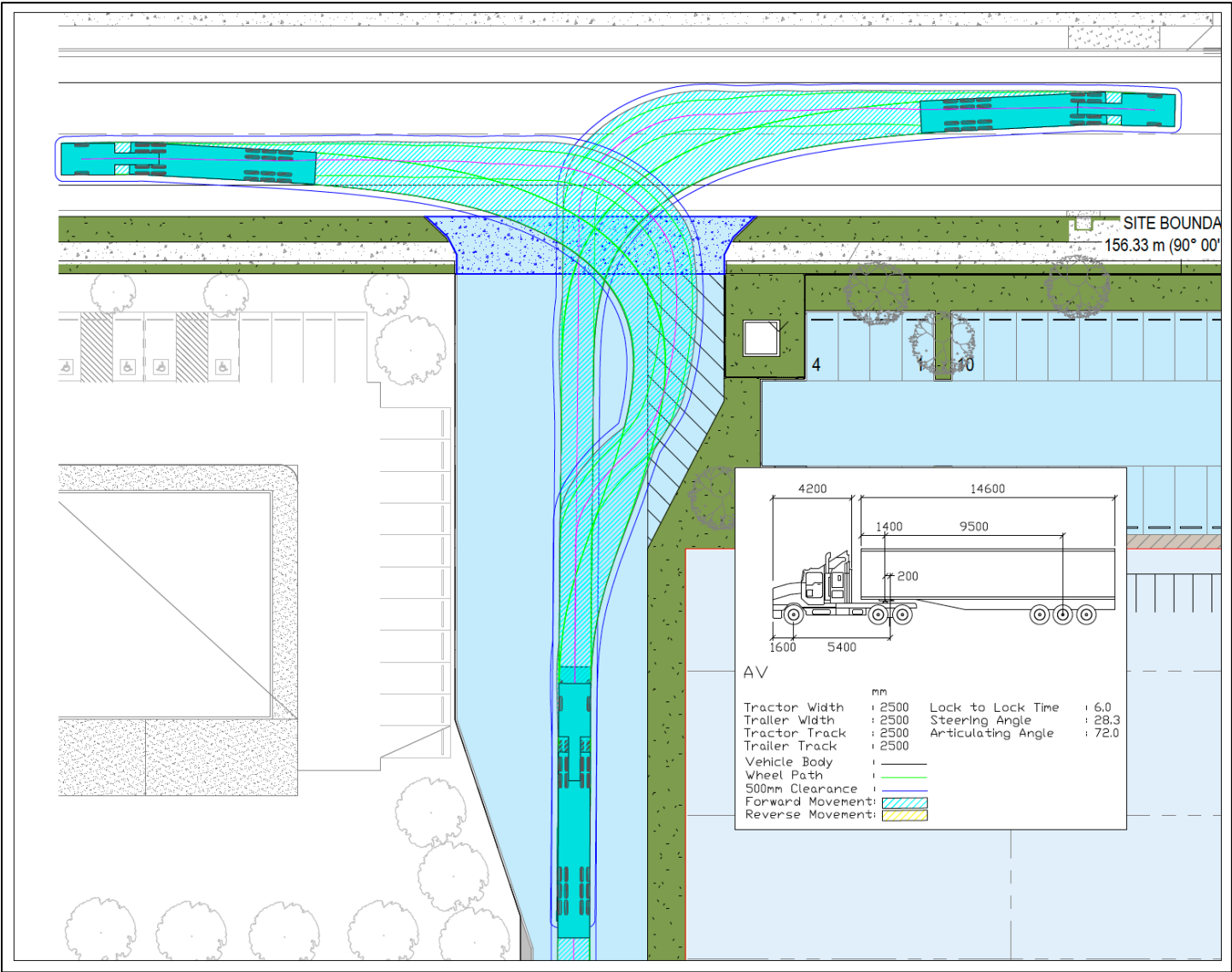


FIGURE 6.6 – VEHICLE SWEEP PATHS (20M ARTICULATED VEHICLE)

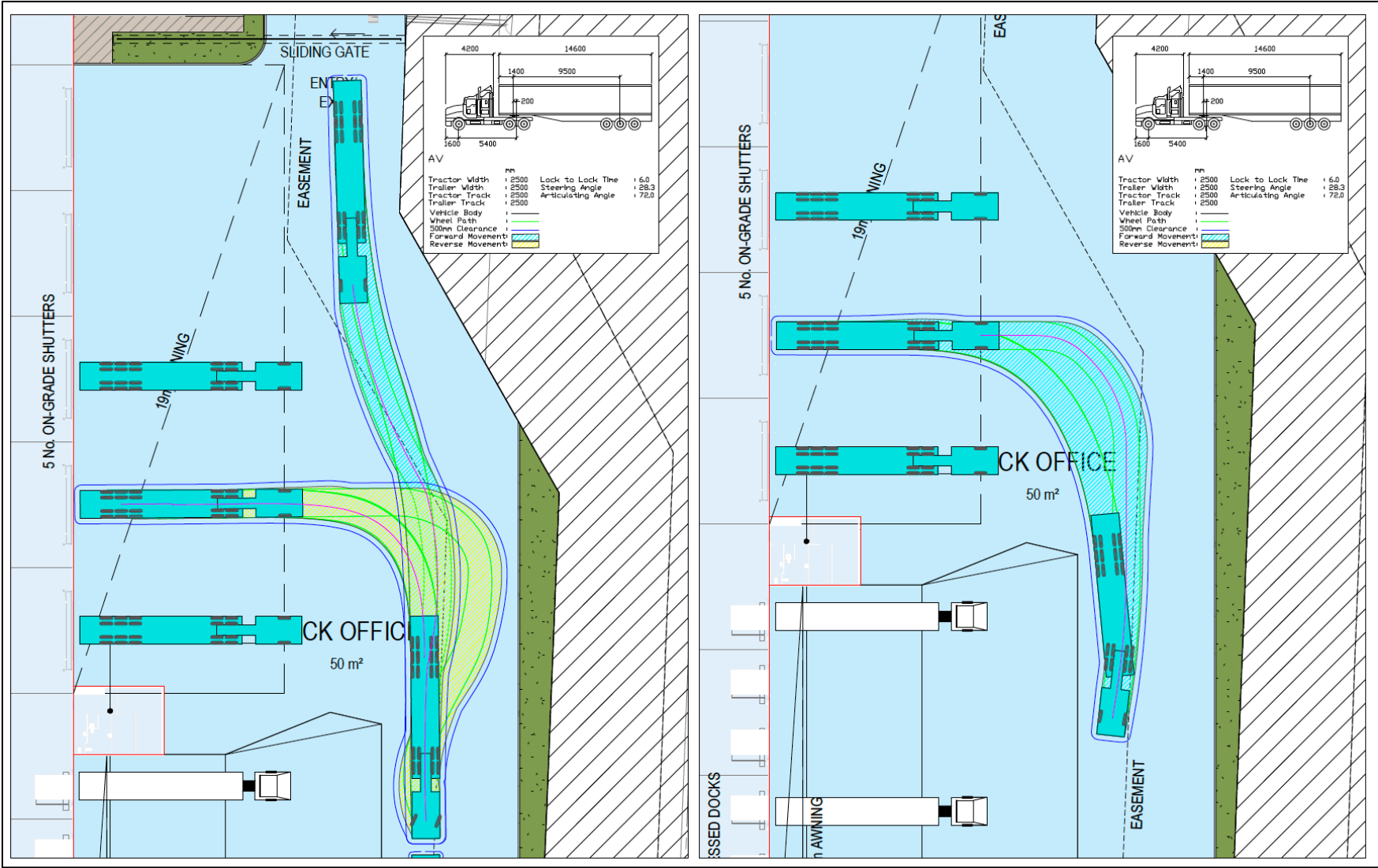


FIGURE 6.7 – VEHICLE SWEEP PATHS (20M ARTICULATED VEHICLE)

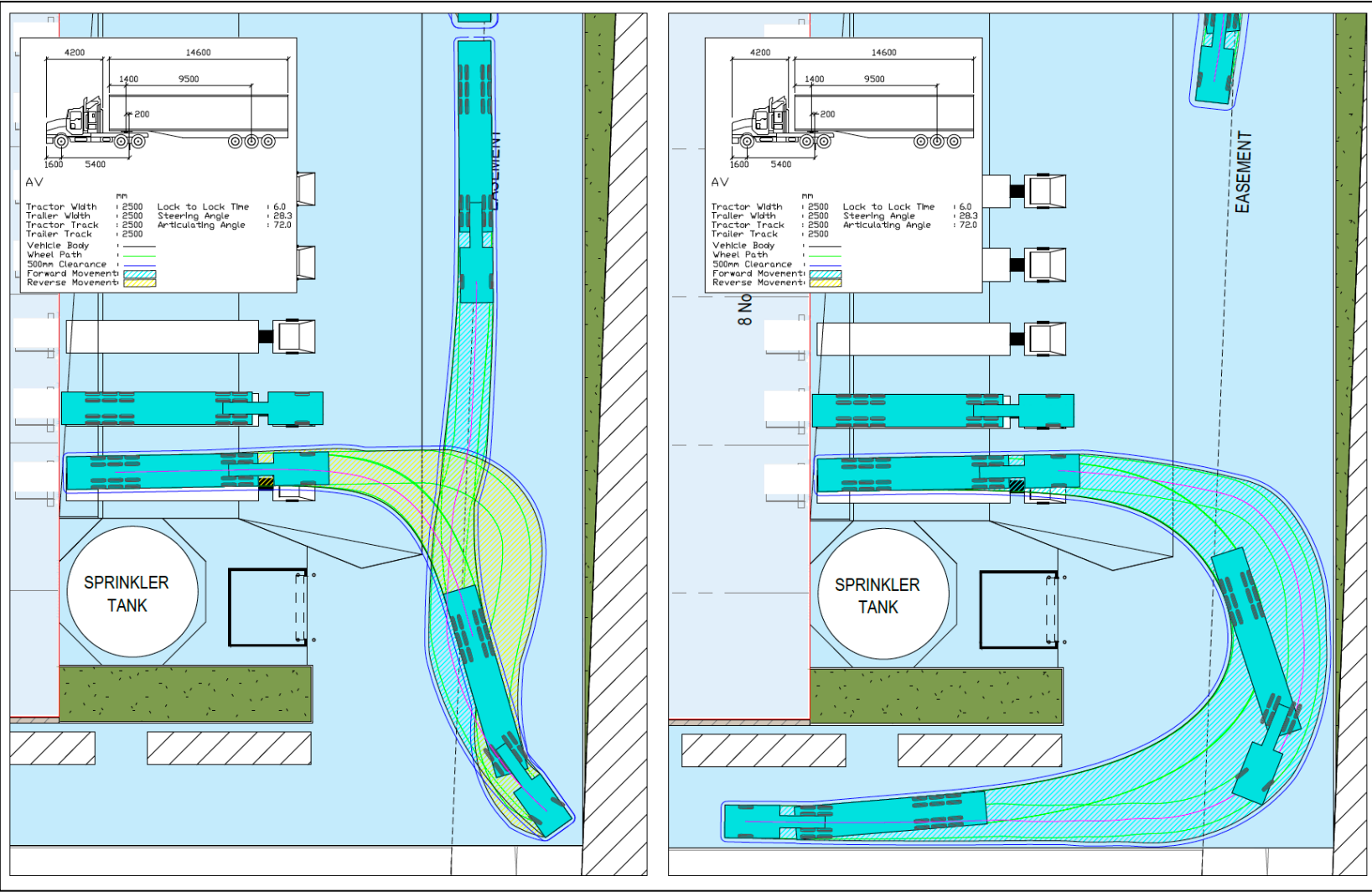


FIGURE 6.8 – VEHICLE SWEEP PATH (20M ARTICULATED VEHICLE)

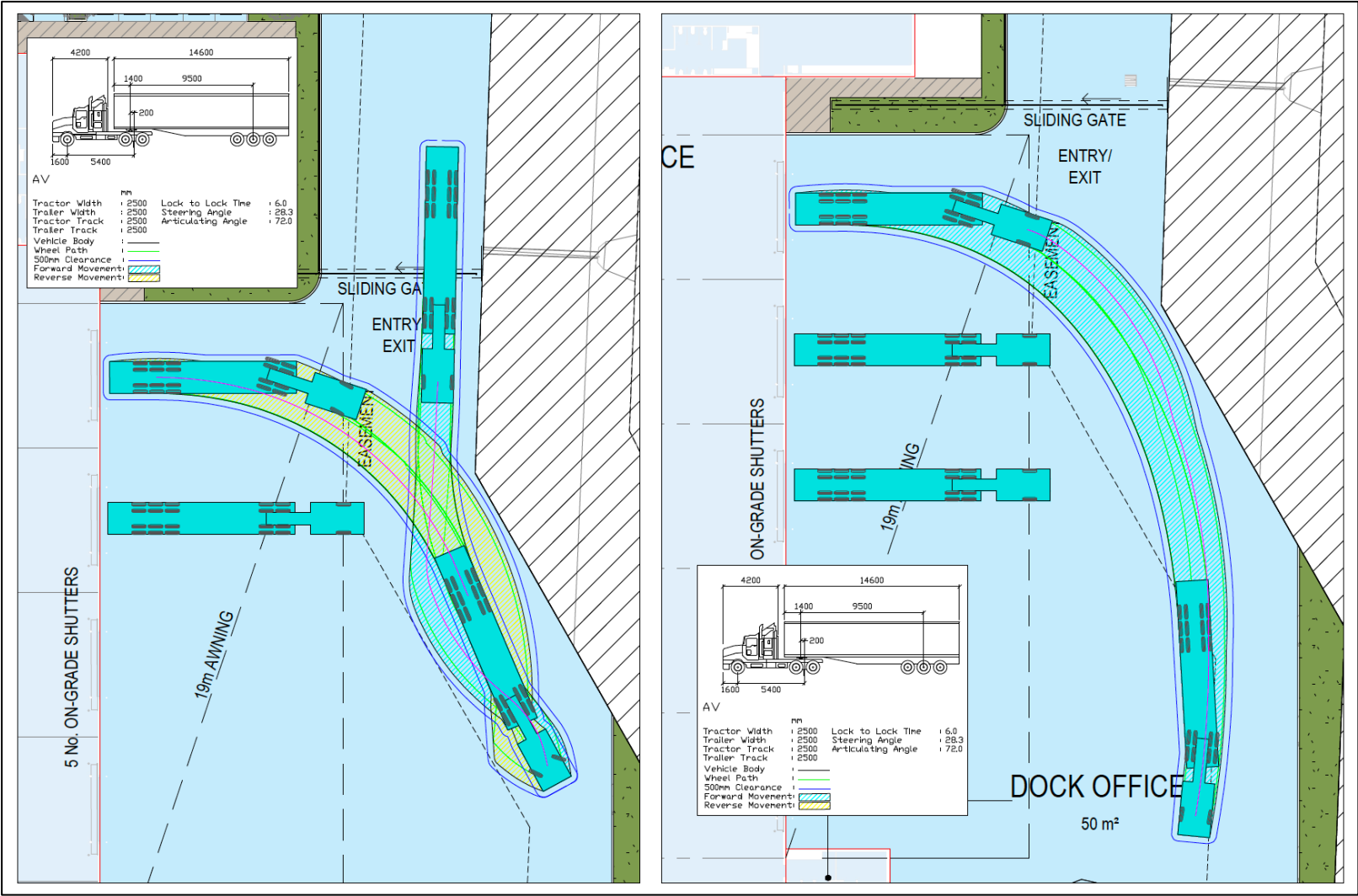


FIGURE 6.9 – VEHICLE SWEEP PATH (20M ARTICULATED VEHICLE)

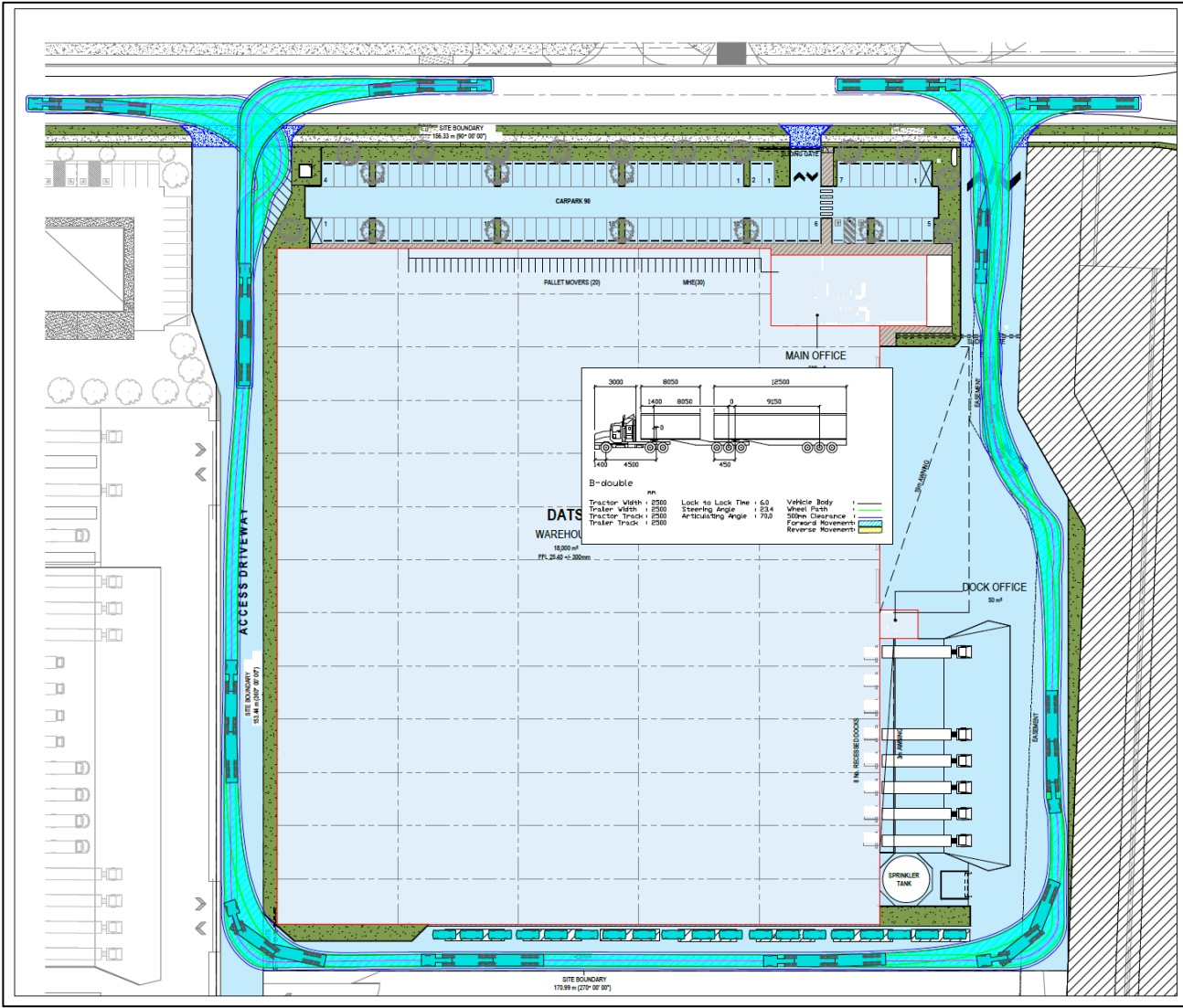


FIGURE 6.10 – VEHICLE SWEEP PATH (B-DOUBLE VEHICLE)

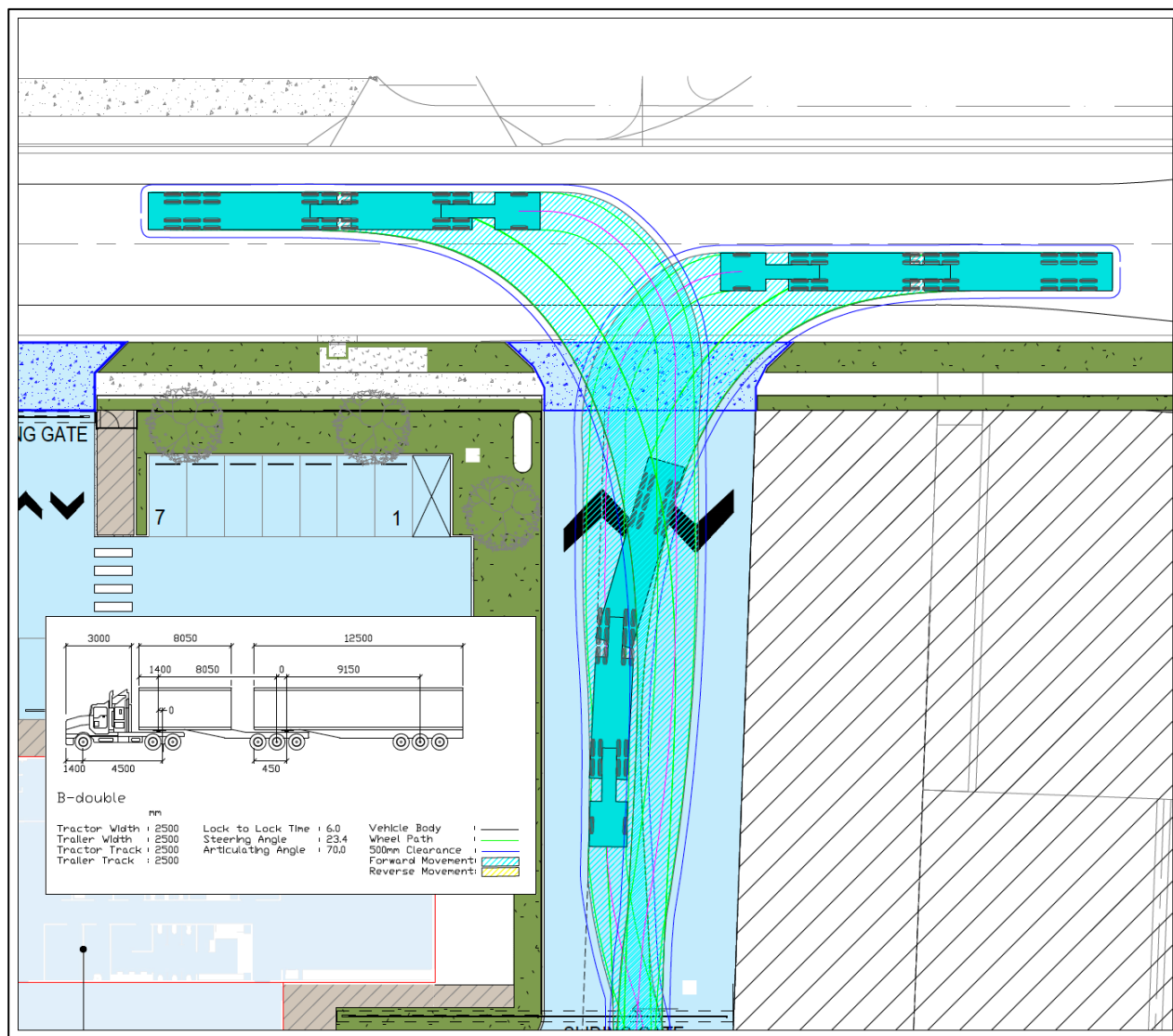


FIGURE 6.11 – VEHICLE SWEEP PATH (B-DOUBLE VEHICLE)

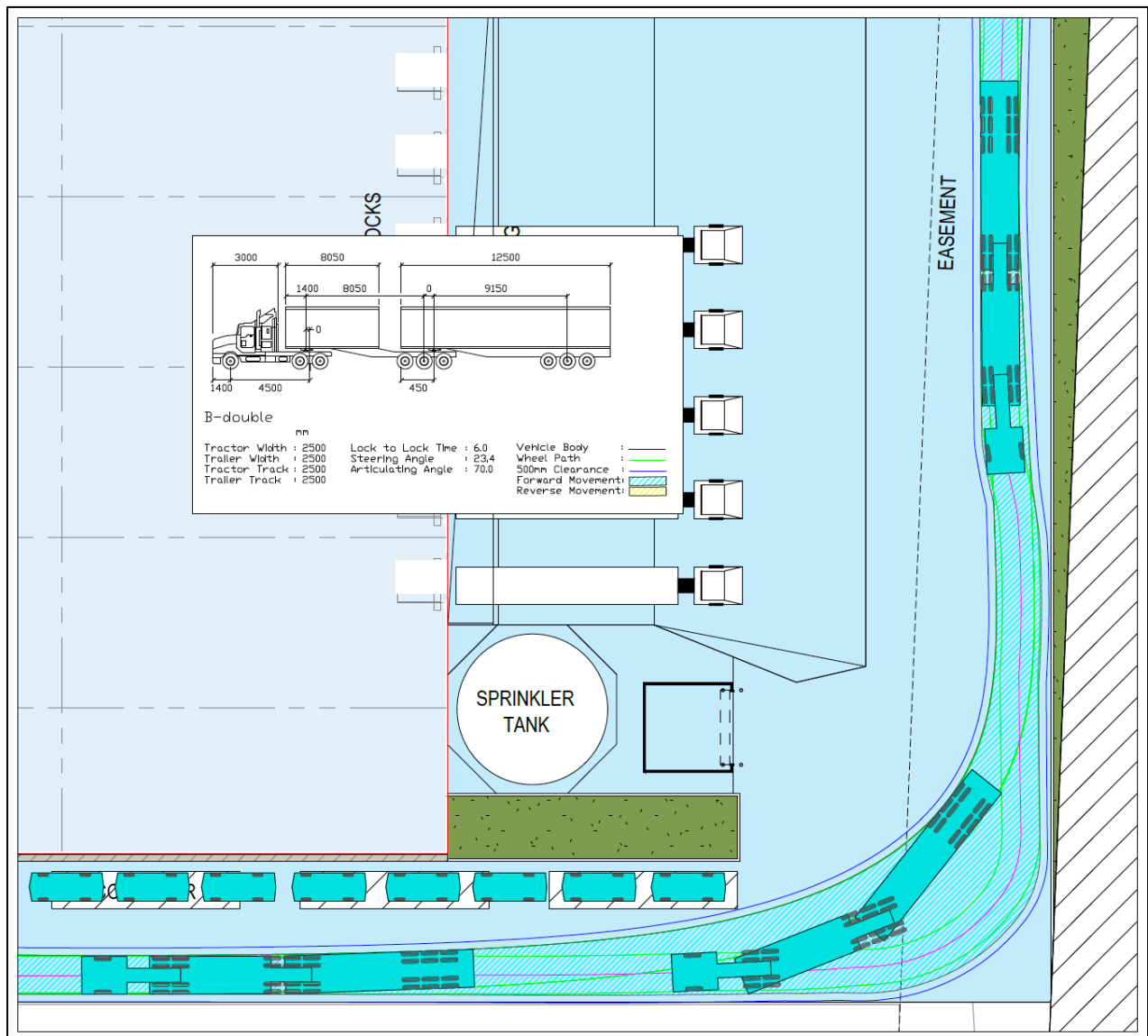


FIGURE 6.12 – VEHICLE SWEEP PATH (B-DOUBLE VEHICLE)

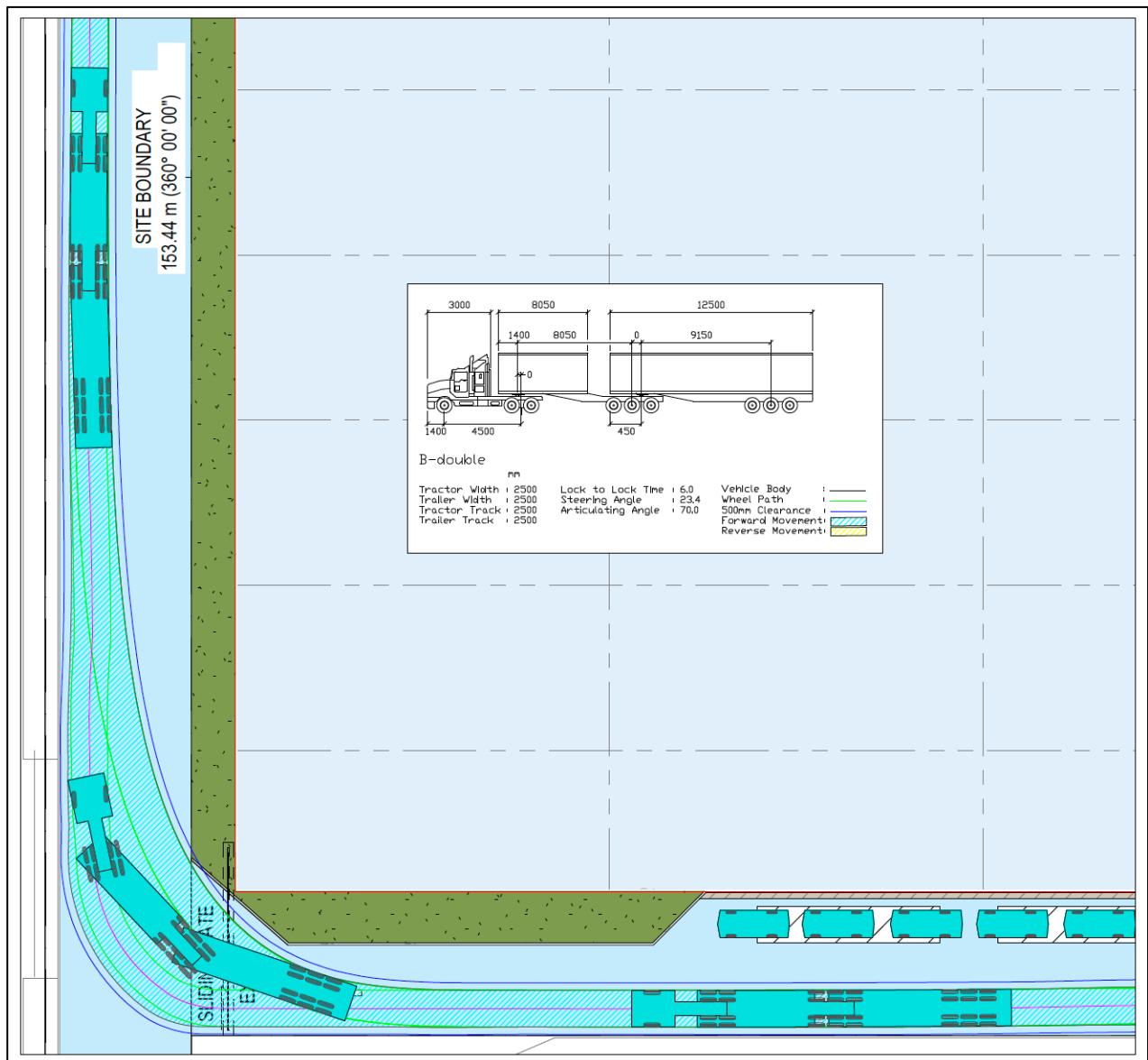


FIGURE 6.13 – VEHICLE SWEEP PATH (B-DOUBLE VEHICLE)

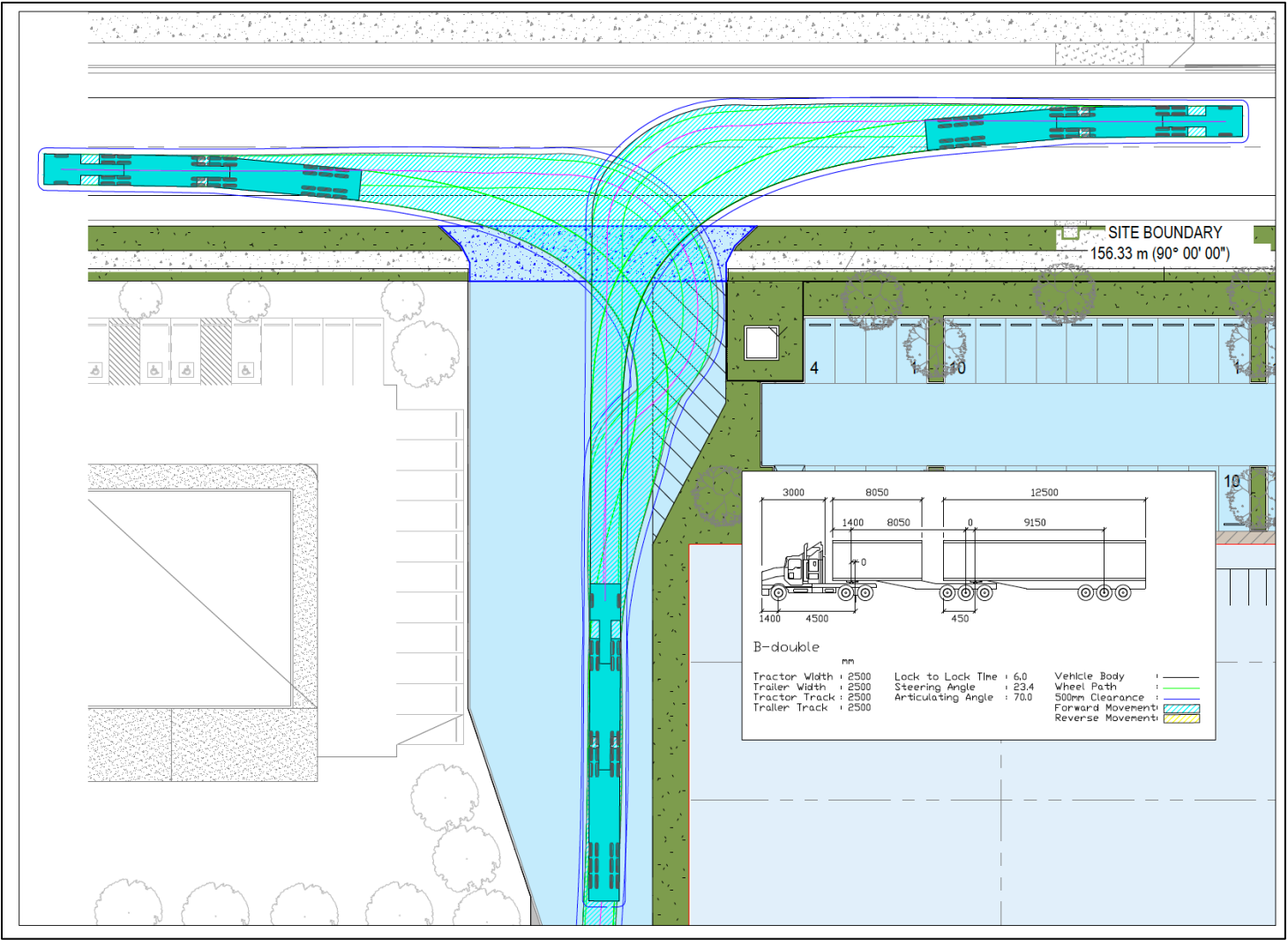


FIGURE 6.14 – VEHICLE SWEEP PATH (B-DOUBLE VEHICLE)

7.0 PROVISION FOR PEDESTRIANS AND CYCLISTS

Bicycle parking is not required under the Servicing, Access, and Parking Code of the Logan Planning Scheme for the proposed uses; however, workers will be able to park their bicycle within the premises if required. Safe access is provided between the car parking area and the building entrance.

End of trip facilities (showers / change room) will be provided within the premises for workers who choose to cycle to work.

8.0 ROAD NETWORK IMPACT

The proposed use and its potential traffic generation is consistent with that adopted in the Traffic Impact Assessment for the overall estate, prepared by Bitzios Consulting for the overall estate. As such, there is no need to consider the potential impact of development traffic upon the surrounding road network.

9.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- This report has been updated to address the proposed changes to the PDA Development Application to meet the requirements of an identified tenant and respond to traffic matters raised in the MEDQ's Further Issues letter dated 10 November 2023.
 - Adjustments to the design and layout of the proposed car parking arrangements.
 - Relocation of the western exit from the north-west corner (onto public road) to the south-west corner (onto the private access driveway on adjoining Lot 102).
 - A tenant has been confirmed, which has informed staffing needs and other operational factors.
- The proposal is for a warehouse development with a floor area of 18,550m² GFA. The proposal provides a total of 90 car parking spaces located at the front of the development and 19 overflow car parking spaces at the rear of the development should tenant requirements change.
- Application of the car parking rate prescribed in the Logan Planning Scheme to the proposal results in a requirement of 186 spaces. The proposal provides a total of 90 car parking spaces at the front of the development and an additional 19 overflow car parking spaces at the rear of the development, and is therefore short of the Acceptable Outcome.
- A review of car parking utilisation has been carried out using Nearmap aerial imagery. The results of the surveyed sites indicate low car parking utilisation, with car parking rates as low as 0.17 spaces per 100m² GFA. The provided car parking rate of 0.59 spaces per 100m² is considered to be satisfactory and should adequately meet future car parking demands.
- The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements specified in the Planning Scheme and AS2890.1: 2004.
- The proposed access crossovers have been designed in accordance with IPWEA Standard Drawing RS-051.
- The proposal has been designed to allow up to a 26 metre B-double vehicle to circulate throughout the site in a forward gear.
- The proposed use and its potential traffic generation is consistent with that adopted in the Traffic Impact Assessment for the overall estate, prepared by Bitzios Consulting for the overall estate. As such, there is no need to consider the potential impact of development traffic upon the surrounding road network.

APPENDIX

APPENDIX A – RESPONSE TO SERVICING, ACCESS, AND PARKING CODE
APPENDIX B – RESPONSE TO STATE CODE 1

APPENDIX A – RESPONSE TO SERVICING, ACCESS AND PARKING CODE

Part 9 - Development codes

9.4 – Other development codes

9.4.7 – Servicing, access and parking code

9.4.7.1 Application

1. This code applies to:

(a) material change of use:

- (i) that is self-assessable or code assessable and for which the Servicing, access and parking code is identified in the assessment criteria column in a table of assessment in section 5.5–Levels of assessment-Material change of use in Part 5–Tables of assessment;
- (ii) that is made impact assessable in a table of assessment in section 5.5–Levels of assessment-Material change of use or Section 5.9–Levels of assessment–Local plans in Part 5–Tables of assessment;

(b) reconfiguring a lot:

- (i) that is code assessable and for which the Servicing, access and parking code is identified in the assessment criteria column in Table 5.6.1–Reconfiguring a lot in Part 5–Tables of assessment;
- (ii) made impact assessable in Table 5.6.1–Reconfiguring a lot in Part 5–Tables of assessment;

(c) operational work being a driveway crossover or infrastructure work that is constructing a car park area that is self-assessable or code assessable and for which the Servicing, access and parking code is identified in the assessment criteria column Table 5.8.1–Operational work in Part 5–Tables of assessment.

2. When using this code, reference should be made to section 5.3.2–Determining the level of assessment and, where applicable, section 5.3.3–Determining the assessment criteria located in Part 5–Tables of assessment.

9.4.7.2 Purpose

1. The purpose of the code is to ensure that development satisfies the demand for parking and provides safe, functional and legible parking, access and servicing.

2. The purpose of the code will be achieved through the following overall outcomes:

(a) parking, access and servicing areas:

- (i) satisfy the expected demand for the number and type of vehicles, motorcycles and bicycles;
- (ii) are safe and functional and have easy way finding;
- (iii) protect the movement network

9.4.7.3 Criteria for assessment

Part A—Criteria for self-assessable and assessable development

Table Error! No text of specified style in document.1—Service, access and parking code: self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Comments
For self-assessable and assessable development		
Provision of parking spaces for vehicles		
PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to: (a) the particular circumstances of the premises including the: (i) nature, intensity and hours of operation of the use; (ii) desirability of providing a car park and attracting vehicles to the premises; (iii) maximum number of employees and customers to be on the premises at any one time; (iv) size, levels and dimensions of the premises; (b) the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.	AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: (a) for a use listed in to comply with columns 2 to 5 of (b) for a use not listed in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of planning scheme policy 5—Infrastructure. Editor's note—For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5—Carparking spaces for people with a disability in the Building Code of Australia.	PERFORMANCE OUTCOME – THE PROPOSAL COMFORTABLY MEETS THE OPERATIONAL REQUIREMENTS OF THE INTENDED USER.
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate.	AO2 Development with a security gate provides visitor vehicle parking that complies	N/A – ONLY AFTER HOURS GATES PROPOSED.

Performance outcomes	Acceptable outcomes	Comments
PO3 A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.	AO3 A use, other than a Residential activity or a Parking station, provides vehicle parking that: (a) is kept, used and maintained exclusively for car parking; (b) is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge; (c) does not have a gate, door or similar device that restricts vehicular access by employees or visitors.	THE PROPOSAL MEETS THE AO
Provision of motorcycle parking		
PO4 Motorcycle parking is provided that is safe and functional.	AO4 Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004–Parking facilities–Off street car parking.	N/A
Provision of bicycle parking		
PO5 Bicycle parking facilities are provided that: (a) satisfy the likely demand for bicycle parking; (b) are functional; (c) are located close to a pedestrian entry to a building.	AO5 Bicycle parking facilities comply with: (a) the rate specified in column 7 of AS2890.3–1993–Bicycle parking facilities.	N/A – NOT REQUIRED. HOWEVER STAFF BICYCLE PARKING WILL BE PROVIDED WITHIN THE BUILDING.
Provision of vehicle manoeuvring area		
PO6 Development provides a safe and functional vehicle manoeuvring area.	AO6 Development provides a vehicle manoeuvring area that: (a) accommodates the design vehicle specified in complies with section 3.4.4.10–Manoeuvring areas of planning scheme policy 5–Infrastructure.	THE PROPOSAL MEETS THE AO – THE PROPOSAL ALLOWS FOR AV ACCESS AND CIRCULATION. B-DOUBLE ACCESS IS ALSO FACILITATED.

Performance outcomes	Acceptable outcomes	Comments
Vehicle washing bay		
PO7 A vehicle washing bay does not cause environmental harm.	AO7 A vehicle washing bay provides that run off is discharged to: (a) a grassed area or permeable landscape area; or (b) the sewerage system.	N/A
Car park access		
PO8 Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.	AO8 Vehicular queuing space to a car parking area: (a) does not provide a turning movement, intersecting aisle or a speed hump in a queuing area; (b) complies with: (i) column 6 of (ii)	THE PROPOSAL MEETS THE AO – THE PROPOSAL PROVIDES QUEUING FOR AT LEAST THREE CARS WHICH IS IN ACCORDANCE WITH AS2890.
Driveway crossover		
PO9 A driveway crossover is safe, functional and does not adversely affect infrastructure.	AO9 A driveway crossover is designed and constructed to comply with section 3.4.5–Design standards for access and driveways of planning scheme policy 5–Infrastructure.	THE PROPOSAL MEETS THE AO
Design and construction of a car parking area		
PO10 A car parking area is designed to: (a) provide easy way finding for pedestrians, cyclists and motorists; (b) provide appropriately sized and line marked spaces in accordance with relevant Australian standards; (c) provide a convenient and safe pedestrian network;	AO10 A car parking area is designed and constructed in accordance with section 3.4.6–Design standards for car parking of planning scheme policy 5–Infrastructure.	THE PROPOSAL MEETS THE AO

Performance outcomes	Acceptable outcomes	Comments
(d) provide safe and efficient vehicle circulation; (e) provide a progressive reduction in the speed environment in moving between the road and a parking space; (f) provide a safe sight distance at a potential conflict point; (g) provide for efficient and simple parking space search patterns; (h) provide for uncongested public transport and service vehicle movements through the premises; (i) keeps a heavy vehicle out of a parking aisle; (j) ensure no heavy vehicle reverses across a pathway; (k) prevent parking off a circulation road; (l) prevent an adverse impact on the safety and efficiency of the existing or planned movement network; (m) prevent a motorist from reversing on a road; (n) prevent an unnecessary space that encourages illegal parking; (o) address safety of users through appropriate lighting; (p) be appropriately landscaped; (q) be surfaced so as to be useable in all weather conditions; (r) manage stormwater flows.		

APPENDIX B – RESPONSE TO STATE CODE 1

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

[State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment](#). This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	Complies with AO1.1 The proposed development is not located in a state-controlled road. Complies with AO1.2 On 9 August 2024, EDQ granted approval for an amended PDA application. The approved Plan of Reconfiguration provides site access via a service road from Crowson Lane (Ref: DEV2018/961/12). The proposed development includes an access easement that is accessible via the service road. As such, the proposed development can be maintained without requiring access to a state-controlled road.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO2 The proposed development does not adversely impact the structural integrity of physical condition of the state-controlled road or road transport infrastructure.
PO3 The location of the development does not obstruct road transport infrastructure or	No acceptable outcome is prescribed.	Complies with PO3

Performance outcomes	Acceptable outcomes	Response
adversely impact the operating performance of the state-controlled road .		The proposed development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road. On 9 August 2024, EDQ granted approval for an amended PDA application. The approved Plan of Reconfiguration provides site access via a service road from Crowson Lane (Ref: DEV2018/961/12). The proposed development includes an access easement that is accessible via the service road.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve advertising devices.
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials. AND AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road . AND AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road . AND AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.	Not Applicable The proposed development does not include buildings that front the state-controlled road. On 9 August 2024, EDQ granted approval for an amended PDA application (Ref: DEV2018/961/12). The approved Plan of Reconfiguration includes a new road that will ultimately form the northern boundary of the proposed Lot 101.
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw	Not Applicable

Performance outcomes	Acceptable outcomes	Response
constructed to prevent projectiles from being thrown onto the state-controlled road .	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.	The proposed development does not involve road, pedestrian and bikeway bridges over a state-controlled road.
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	AO7.1 Landscaping is not located in a state-controlled road . AND AO7.2 Landscaping can be maintained without requiring access to a state-controlled road . AND AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road .	Complies with AO7.1 The proposed development does not provide landscaping in a state-controlled road. Complies with AO7.2 The proposed landscaping will be contained within proposed Lot 101. It can be maintained without requiring access to a state-controlled road. Complies with AO7.3 The proposed landscaping will be contained within proposed Lot 101. It does not block or obscure sight lined for vehicular access to a state-controlled road.
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Complies with PO8 The proposed stormwater run-off will be discharged in accordance with the approved overarching Stormwater Management Plan (Ref: DEV2018/961/12) consistent with the Stormwater Management Plan accompanying this development application.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO9 The proposed stormwater run-off will be discharged in accordance with the approved overarching Stormwater Management Plan (Ref: DEV2018/961/12) consistent with the Stormwater Management Plan accompanying this development application.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO10 The proposed stormwater run-off will be discharged in accordance with the approved overarching Stormwater Management Plan (Ref: DEV2018/961/12) consistent with the Stormwater Management Plan accompanying this development application.

Performance outcomes	Acceptable outcomes	Response
PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road. AND AO11.2 Development does not concentrate flows to a state-controlled road. AND AO11.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	Complies with AO11.1 – AO11.4 The proposed stormwater run-off will be discharged in accordance with the approved overarching Stormwater Management Plan (Ref: DEV2018/961/12) consistent with the Stormwater Management Plan accompanying this development application.
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road. AND AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road. AND AO12.3 For all flood events up to 1% annual exceedance probability, development results	Complies with AO12.1 - AO12.3 The proposed development will not result in a material worsening of flooding impacts within a state-controlled road. Flood immunity will be achieved in accordance with the approved overarching Stormwater Management Plan (Ref: DEV2018/961/12).

Performance outcomes	Acceptable outcomes	Response
	in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road .	
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge . AND AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road .	Complies with AO13.1 – AO13.2 The proposed drainage infrastructure will be designed in accordance with the approved overarching Stormwater Management Plan (Ref: DEV2018/961/12).
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Complies with PO14 The proposed drainage infrastructure will be designed in accordance with the approved overarching Stormwater Management Plan (Ref: DEV2018/961/12).

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies with PO15 On 9 August 2024, EDQ granted approval for an amended PDA application. The approved Plan of Reconfiguration provides site access via a service road from Crowson Lane (Ref: DEV2018/961/12). The proposed development includes an access easement that is accessible via the approved service road. As such, the proposed development does not result in changed access to a state-controlled road.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	Complies with PO16 On 9 August 2024, EDQ granted approval for an amended PDA application. The approved Plan of Reconfiguration provides site access via a service

Performance outcomes	Acceptable outcomes	Response
		road from Crowson Lane (Ref: DEV2018/961/12). The proposed development includes an access easement that is accessible via the approved service road. As such, the proposed development does not result in changed access to a state-controlled road.
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	Complies with PO17 On 9 August 2024, EDQ granted approval for an amended PDA application. The approved Plan of Reconfiguration provides site access via a service road from Crowson Lane (Ref: DEV2018/961/12). The proposed development includes an access easement that is accessible via the approved service road. As such, the proposed development does not result in changed access to a state-controlled road.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	Complies with PO18 On 9 August 2024, EDQ granted approval for an amended PDA application. The approved Plan of Reconfiguration provides site access via a service road from Crowson Lane (Ref: DEV2018/961/12). The proposed development includes an access easement that is accessible via the approved service road.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies with PO19 On 9 August 2024 EDQ granted approval for an amended PDA application. The approved Plan of Reconfiguration provides site access via a service road from Crowson Lane (Ref: DEV2018/961/12). The proposed development includes an access easement that is accessible via the approved service road.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	
Public passenger transport and active transport		

Performance outcomes	Acceptable outcomes	Response
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO21 The proposed development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure. The proposed development is made in accordance with the overarching PDA approval (Ref: DEV2018/961/12).
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO22 The proposed development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure. The proposed development is made in accordance with the overarching PDA approval (Ref: DEV2018/961/12).
PO23 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO23 The proposed development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure. The proposed development is made in accordance with the overarching PDA approval (Ref: DEV2018/961/12).
PO24 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO24 The proposed development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network .	No acceptable outcome is prescribed.	Complies with PO25 The proposed development does not compromise the safety of users of the state-controlled road. On

Performance outcomes	Acceptable outcomes	Response
		9 August 2024 EDQ granted approval for an amended PDA application. The approved Plan of Reconfiguration provides site access via a service road from Crowson Lane (Ref: DEV2018/961/12). The proposed development includes an access easement that is accessible via the approved service road.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Complies with PO26 The proposed development ensures no net worsening of the operating performance of the state-controlled road network.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies with PO27 The proposed development is made in accordance with the Traffic Impact Assessment of the overarching PDA approval (Ref: DEV2018/961/12).
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Complies with PO28 The proposed development is made in accordance with the Traffic Impact Assessment of the overarching PDA approval (Ref: DEV2018/961/12).
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Complies with PO29 The proposed development does not impede delivery of planned upgrades of state-controlled roads.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Complies with PO30 The proposed development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO31 The proposed development does not create a safety hazard for users of the state-controlled road or road transport infrastructure.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies with PO32 The proposed development does not adversely impact the operating performance of the state-controlled road.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Complies with PO33 The proposed development does not undermine, damage or cause subsidence of a state-controlled road. The proposed development is made in accordance with the overarching PDA approval (Ref: DEV2018/961/12).
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Complies with PO34 The proposed development is made in accordance with the overarching PDA approval (Ref: DEV2018/961/12).
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO35 The proposed development is made in accordance with the overarching PDA approval (Ref: DEV2018/961/12).
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve new or changed access.

Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a state-controlled road .	AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. OR AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.	Not Applicable The proposed development does not involve the creation of residential lots.
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		

Performance outcomes	Acceptable outcomes	Response
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	Not Applicable The proposed development does not involve the creation of residential lots.
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic	Not Applicable The proposed development does not involve an accommodation activity.

Performance outcomes	Acceptable outcomes	Response
	Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR	Not Applicable The proposed development does not involve an accommodation activity.

Performance outcomes	Acceptable outcomes	Response
	AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Not Applicable The proposed development does not involve an accommodation activity.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	Not Applicable The proposed development does not involve an accommodation activity.
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Not Applicable The proposed development does not involve an accommodation activity.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas ; b. in accordance with:	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.		
PO45 Development involving a childcare centre or educational establishment: 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.		
PO46 Development involving: indoor education areas and indoor play areas; or - sleeping rooms in a childcare centre; or patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: - a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); - highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas.	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO48 Development including: indoor education areas and indoor play areas in a childcare centre or educational establishment; or - sleeping rooms in a childcare centre; or patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
Air, light and vibration		
PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road .	AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure. OR AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor .	AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor, does not: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	Not Applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

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

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a future state-controlled road .	AO52.1 Development is not located in a future state-controlled road . OR ALL OF THE FOLLOWING APPLY: AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road . AND AO52.3 The intensification of lots does not occur within a future state-controlled road . AND AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.	Not Applicable The proposed development is not located in a future state-controlled road environment.
PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road .	AO53.1 Development does not include new or changed access to a future state-controlled road .	Not Applicable The proposed development is not located in a future state-controlled road environment.
PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road .	No acceptable outcome is prescribed.	Not Applicable The proposed development is not located in a future state-controlled road environment.
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The proposed development is not located in a future state-controlled road environment.
PO56 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road . AND	Not Applicable The proposed development is not located in a future state-controlled road environment.

Performance outcomes	Acceptable outcomes	Response
	AO56.2 Development does not concentrate flows to a future state-controlled road. AND AO56.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	