**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](https://www.tmr.qld.gov.au/community-and-environment/planning-and-development/planning-and-development-assessment-under-the-planning-act/assessable-development). 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 PO# / AO#  Use this column to indicate whether compliance is achieved with the relevant PO or AO (or if they do not apply), and explain why |
| **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. |  |
| **PO3** The location of the development does not obstruct **road transport infrastructure** or adversely impact the operating performance of the **state-controlled road**. | No acceptable outcome is prescribed. |  |
| **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. |  |
| **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 ofbuildings 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. |  |
| **PO6** Road, pedestrian and bikeway bridges over a **state-controlled road** are designed and constructed to prevent projectiles from being thrown onto the **state-controlled road**. | **AO6.1** Road, pedestrian and bikeway bridges over the **state-controlled road** include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020. |  |
| **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 vehicularaccess 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. |  |
| **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. |  |
| **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. |  |
| **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**. |  |
| **Flooding** | | |
| **PO12** Development does not result in a material worsening of flooding impacts within a **state-controlled road**. | **AO12.1** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (within +/- 10mm) to existing flood levels within a **state-controlled road**.  AND  **AO12.2** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a **state-controlled road**.  AND    **AO12.3** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**. |  |
| **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**. |  |
| **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. |  |

**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 PO# / AO#  Use this column to indicate whether compliance is achieved with the relevant PO or AO (or if they do not apply), and explain why |
| **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. |  |
| **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. |  |
| **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. |  |
| **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. |  |
| **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** | | |
| **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. |  |
| **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. |  |
| **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. |  |
| **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. |  |

**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 PO# / AO#  Use this column to indicate whether compliance is achieved with the relevant PO or AO (or if they do not apply), and explain why |
| **PO26** Development ensures **no net worsening** of the operating performance of the **state-controlled road** network. | No acceptable outcome is prescribed. |  |
| **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. |  |
| **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. |  |
| **PO29** Development does not impede delivery of **planned upgrades** of **state-controlled roads**. | No acceptable outcome is prescribed. |  |
| **PO30** Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**. | No acceptable outcome is prescribed. |  |

**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 PO# / AO#  Use this column to indicate whether compliance is achieved with the relevant PO or AO (or if they do not apply), and explain why |
| **PO32** Development does not adversely impact the operating performance of the **state-controlled road**. | No acceptable outcome is prescribed. |  |
| **PO33** Development does not undermine, damage or cause subsidence of a **state-controlled road**. | No acceptable outcome is prescribed. |  |
| **PO34** Development does not cause ground water disturbance in a **state-controlled road**. | No acceptable outcome is prescribed. |  |
| **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. |  |
| **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. |  |

**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:    1. 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;    2. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;    3. 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**. | Complies with PO# / AO#  Use this column to indicate whether compliance is achieved with the relevant PO or AO (or if they do not apply), and explain why |
| **Involving the creation of 6 or more new residential lots** **adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO38**Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road.** | **AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed:   1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with:    1. 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;    2. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;    3. 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. |  |
| **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:    1. 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;    2. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;    3. 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:    1. 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;    2. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;    3. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.     OR    **AO40.2**Development (excluding a **relevant residential building** or **relocated building**)achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. |  |
| **PO41 Habitable rooms** (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1). | No acceptable outcome is provided. |  |
| **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. |  |
| **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. |  |
| **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: 2. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas**; 3. in accordance with: 4. 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; 5. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; 6. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 7. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | No acceptable outcome is provided. |  |
| **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:    1. 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;    2. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;    3. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | No acceptable outcome is provided. |  |
| **PO46**Development involving:   1. **indoor education areas** and **indoor play areas**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4). | No acceptable outcome is provided. |  |
| **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:   1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated **outdoor play areas**. | No acceptable outcome is provided. |  |
| **PO48** Development including:   1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4). | No acceptable outcome is provided. |  |
| **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**. |  |
| **PO50 Patient care areas** within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**. | **AO50.1** **Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s1.75.  AND  **AO50.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care area** does not exceed a vibration dose value of 0.4m/s1.75. |  |
| **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. |  |

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

| Performance outcomes | Acceptable outcomes | Response |
| --- | --- | --- |
| **PO52** Development does not impede delivery ofa **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. | Complies with PO# / AO#  Use this column to indicate whether compliance is achieved with the relevant PO or AO (or if they do not apply), and explain why |
| **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**. |  |
| **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. |  |
| **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. |  |
| **PO56** Development ensures that stormwater is lawfully discharged. | **AO56.1** Development does not create any new points of discharge to a **future state-controlled road**.  AND  **AO56.2** Development does not concentrate flows to a **future state-controlled road**.  AND  **AO56.3** Stormwater run-off is discharged to a **lawful point of discharge**.  AND  **AO56.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **future state-controlled road**. |  |