

Attachment 10

State Development Assessment Provisions Assessment

4.1 Concurrence environmentally relevant activities state code

Response column key:

- Achieved
- P/S** Performance solution
- N/A** Not applicable

Table 4.1.2: All environmentally relevant activities

Performance outcomes	Acceptable outcomes	Response	Comment
Site suitability			
<p>PO1 The choice of the site at which the activity is to be carried out minimises serious environmental harm on areas of high conservation value and special significance, and sensitive land uses at adjacent places.</p>	<p>AO1.1 Areas of high conservation value and special significance likely to be affected by the activity are identified and evaluated, and any adverse effects on these areas are minimised, including edge effects. AND</p>	<p>N/A</p>	<p>The EP Act and associated regulation does not define ‘Areas of high conservation value and special significance’.</p> <p>Officers from EHP have advised the following:</p> <p><i>“As you have discovered, there is no specific definition in relation to what an area of high conservation value or special significance is. In practice though professional judgement would need to be used to determine what these areas are defined as. Typically however they include but not be limited to conservation areas such as national parks, marine parks, world heritage areas or areas subject to international conventions. Special significance areas could again be but not limited to places of cultural heritage and the like administered through the Queensland Heritage Act 1992.”</i></p> <p>The Site is not a conservation area such as a national park, marine park, world heritage area or an area subject to international convention or an area of cultural heritage significance. Furthermore, correspondence from Vegetation Management Officers from the Department of Natural Resources and Mines (DNRM) dated 13 August 2012 confirmed that the proposed clearing for the application is exempt under Schedule 24, Part 2 of Sustainable Planning Regulation 2009 (SPR) (refer Attachment 10 – DNRM Vegetation Clearing Exemption Correspondence of the Planning Assessment Report).</p> <p>For these reasons, it is our opinion the Site and land surrounding</p>

Performance outcomes	Acceptable outcomes	Response	Comment
			the Site does not constitute an 'Area of high conservation value and special significance'.
	AO1.2 The activity does not have an adverse effect beyond the site. OR		
	AO1.3 Critical design requirements will prevent emissions having an irreversible or widespread impact on adjacent areas.	P/S	<p>A Noise and Dust Assessment has been prepared by Max Winders and Associates (MWA) to demonstrate that the proposed development can occur without causing unreasonable impacts on surrounding sensitive land uses (refer Attachment 6 – Noise and Dust Impact Assessment of the Planning Assessment Report).</p> <p>A Site Based Management Plan (SBMP) has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out the proposed development (refer Attachment 4 – Site Based Management Plan of the Planning Assessment Report).</p>
Location of activity on the site			
PO2 The location for the activity on the site protects all environmental values relevant to adjacent sensitive land uses.	AO2.1 The location of the activity means there will be no adverse effect on any <u>environmental values</u> . OR		
	AO2.2 Both of the following apply: (1) The activity and components of the activity are located on the site in a way that prevents or minimises adverse effects on the use of adjacent land and allows for effective management of the environmental impacts of the activity. (2) Areas used for storing environmentally	✓	The proposed development includes the establishment of buffers surrounding the extractive industry operation to effectively mitigate impacts on sensitive land uses at adjacent places (refer Figure 3 – Proposed Quarry Extension of the Planning Assessment Report).

Performance outcomes	Acceptable outcomes	Response	Comment
	hazardous materials in bulk are located to take into consideration the likelihood of flooding.		<p>No additional areas used for storing environmentally hazardous materials in bulk are proposed as part of the development.</p> <p>A Site Based Management Plan (SBMP) has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out the proposed development (refer Attachment 4 – Site Based Management Plan of the Planning Assessment Report).</p>
Critical design requirements			
<p>PO3 The design of the facility at which the activity is to be carried out permits the activity to be carried out in accordance with best practice environmental management.</p>	<p>AO3.1 The activity does not involve the storage, production, treatment or release of hazardous contaminants, or involve a regulated structure. OR</p>		
	<p>AO3.2 Development ensures that–</p> <ol style="list-style-type: none"> (1) All storage provided for hazardous contaminants includes secondary containment to prevent or minimise releases to the environment from spillage or leaks. (2) Regulated structures must comply with the <i>Manual for assessing hazard categories and hydraulic performance of dams</i>, Department of Environment and Heritage Protection, 2012. (3) Containers are provided for the storage of hazardous contaminants and are secured to prevent the removal of the containers from the site by a flood event. (4) The design of the facility– <ol style="list-style-type: none"> (a) prevents or minimises the production of hazardous contaminants and waste, or 	✓	<p>No additional areas used for storing environmentally hazardous materials in bulk are proposed as part of the development.</p> <p>Existing fuel storage facilities on-site as part of the existing approved quarry have been designed in accordance with relevant standards.</p> <p>A Site Based Management Plan (SBMP) has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out the proposed development (refer Attachment 4 – Site Based Management Plan of the Planning Assessment Report).</p>

Performance outcomes	Acceptable outcomes	Response	Comment
	(b) contains and treats hazardous contaminants, rather than releasing them.		
Standard criteria			
<p>PO4 The design of the activity demonstrates consideration of the <u>standard criteria</u>.</p> <p>Editor's note: It is recommended that the development application should address how it has considered the standard criteria.</p>	No acceptable outcome is prescribed.	✓	<p>The standard criteria have been addressed as follows:</p> <ul style="list-style-type: none"> • Appropriate studies have been undertaken as part of the quarry design to ensure that the appropriate measures will be taken to manage the environment and community in accordance with the principles of the precautionary principle. • Although the proposed development involves extraction of a non renewable resource the development of the Site provides economic benefits to the wider community which provides opportunities for intergenerational equity on a wider scale. • Appropriate studies have been undertaken to ensure that the appropriate measures will be taken to manage the environment and biodiversity. • Commonwealth and Government Plans have been assessed in the Targeted Flora and Fauna Assessment by BAAM (refer to Attachment 3 – Targeted Flora and Fauna Assessment of the Planning Assessment Report). • The Site is not within a wild river declaration area. • Environmental Impact Studies have not been undertaken on the Site. • The character, resilience and values of the receiving environment have been assessed in the Targeted Flora and Fauna Assessment by BAAM (refer to Attachment 3 – Targeted Flora and Fauna Assessment of the Planning Assessment Report) . • A Site Based Management Plan (SBMP) has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which

Performance outcomes	Acceptable outcomes	Response	Comment
			<p>may be caused by carrying out the proposed development (refer to Attachment 4 – Site Based Management Plan of the Planning Assessment Report).</p> <ul style="list-style-type: none"> • The public interest has been considered and the economic benefits of the project provides substantial justification for development of this State significant resource. • The Site Based Management Plan for the Site has been developed in accordance with the Departments standard requirements.
<p>PO5 The activity avoids adverse impacts on matters of national environmental significance and matters of state environmental significance or, where this is not reasonably possible, impacts are minimised and residual impacts are offset.</p>	<p>AO5.1 Matters of national environmental significance and matters of state environmental significance likely to be affected by the activity are identified and evaluated, and any adverse effects on the matters of national environmental significance of matters of state environmental significance are avoided or, where this cannot be reasonably achieved, impacts are minimised and any residual impacts are offset.</p>	<p>P/S</p>	<p>Correspondence from Vegetation Management Officers from the Department of Natural Resources and Mines (DNRM) dated 13 August 2012 confirmed that the proposed clearing for the application is exempt under Schedule 24, Part 2 of Sustainable Planning Regulation 2009 (SPR) (refer Attachment 12 – DNRM Vegetation Clearing Exemption Correspondence of the Planning Assessment Report).</p> <p>Matters of national environmental significance and matters of state environmental significance have been evaluated in the Targeted Flora and Fauna Assessment by BAAM (refer to Attachment 3 – Targeted Flora and Fauna Assessment of the Planning Assessment Report). Appropriate measures have been adopted to minimise impacts such as the establishment of buffers surrounding the extractive industry operation which will offset impacts on these values.</p>

Table 4.1.3: Environmentally relevant activities in a wild river area

Performance outcomes	Acceptable outcomes	Response	Comment
Concurrence ERAs (other than ERA 16 (extractive and screening activities))			
Riparian and wildlife corridor functions and water quality			
<p>PO1 Riparian areas and wildlife corridors along streams in a wild river high-preservation area, or along nominated waterways in the wild river area, are preserved, and pollutants from the activity have a low probability of affecting water quality in adjacent waterways.</p>	<p>AO1.1 The activity is set back from a nominated waterway in the wild river area in accordance with the minimum distance prescribed in Schedule 3 of the relevant Department of Environment and Heritage <i>wild river declaration</i>, available from the Department of Environment and Heritage library catalogue. OR</p>	N/A	<p>The proposed development does not involve environmentally relevant activities in a wild river area.</p>
	<p>AO1.2 If the activity is in a high-preservation area, the activity is set back from the outer bank of a stream in accordance with the minimum distance prescribed in Schedule 3 of the relevant Department of Environment and Heritage <i>wild river declaration</i>, available from the Department of Environment and Heritage library catalogue.</p>	N/A	
<p>PO2 Contaminated wastewater and stormwater does not degrade the quality of any receiving waters (both watercourse and groundwater). Note: There will be no degradation of the quality of the receiving waters if water quality downstream of the activity is consistent with water quality upstream of the activity.</p>	<p>AO2.1 Contaminated wastewater or stormwater is treated to the quality of the receiving waters prior to discharge. OR</p>	N/A	
	<p>AO2.2 Contaminated wastewater or stormwater is retained or stored on site.</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
Concurrence ERAs (other than ERA 16 (extractive and screening activities))			
Geomorphic processes			
PO3 The activity will not result in the increased delivery of sediment to adjacent waterways.	AO3.1 Activities are not located on slopes of a greater value than prescribed in Schedule 3 of the relevant Department of Environment and Heritage <i>wild river declaration</i> , available from the Department of Environment and Heritage library catalogue.	N/A	
Concurrence ERA 63 (sewage treatment) and ERA 64 (water treatment) in a wild river high-preservation area			
Riparian and wildlife corridor functions and water quality			
PO4 Water quality in watercourses and lakes is not adversely affected. Note: Water quality will not be adversely affected if water quality immediately downstream of the activity is consistent with water quality immediately upstream of the activity.	AO4.1 Wastewater is treated to the quality of the receiving waters prior to discharge. OR	N/A	
	AO4.2 Water is reclaimed or re-used.	N/A	
Concurrence ERA 16 (extractive and screening activities)—other than riverine quarry extraction			
Riparian and wildlife corridor functions and water quality			
PO5 Riparian areas and wildlife corridors along streams in a wild river high-preservation area, or along nominated waterways in the wild river area, are preserved.	AO5.1 Provision must be made for fish passage during works during the carrying out of the activity. AND	N/A	
	AO5.2 Clearing of riparian vegetation is limited to the minimum area required for the activity to be carried out.	N/A	
Concurrence ERA 16 (extractive and screening activities)—other than riverine quarry extraction			
Geomorphic processes			
PO6 Bed and bank stability is preserved.	AO6.1 Excavation in the bed of a stream is limited to	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	scour depth. AND		
	AO6.2 Excavation in the bed of a stream is less than one-third of the bed width. AND	N/A	
	AO6.3 Clearing of in-stream vegetation is limited to the minimum area required for the activity to be carried out. AND	N/A	
	AO6.4 The final stream profile does not direct flow into a bank.	N/A	
Concurrence ERA 16 (extractive and screening activities)—riverine quarry material extraction Geomorphic and hydrological processes			
PO7 Extraction must occur from areas of active deposition including: (1) aggrading bars (2) sand slugs (3) benches and islands, or (4) sediment pockets in bedrock channels.	No acceptable outcome is prescribed.	N/A	
PO8 Bed and bank stability is preserved during the carrying out of the activity.	AO8.1 Vehicle access tracks and crossings associated with the activity have scour protection on the bed immediately downstream of the crossing. AND	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AO8.2 Access ramps and tracks are kept to a minimum and constructed to minimise erosion and turbulence problems at times of high flow. AND</p>	N/A	
	<p>AO8.3 Ramps cut into the bank for vehicle access are orientated downstream. AND</p>	N/A	
	<p>AO8.4 Vehicle crossings are orientated perpendicular to the stream channel $\pm 10^\circ$. AND</p>	N/A	
	<p>AO8.5 Where vehicle crossings are required, these will be at stream-bed level; OR if it can be demonstrated that stream-bed level crossings are inappropriate, any culverts for vehicle crossing are aligned with the direction of natural stream flow, when that flow is of a depth equal to the culvert height. AND</p>	N/A	
	<p>AO8.6 The activity includes measures to prevent stormwater erosion in drains and cuttings on the bank. AND</p>	N/A	
	<p>AO8.7 Stream-bed controls are located upstream and downstream of the site. AND</p>	N/A	
	<p>AO8.8 Excavation in the stream-bed is less than one-</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	third of the bed width. AND		
	AO8.9 Clearing of in-stream vegetation is limited to the minimum area required for the activity to occur.	N/A	
PO9 Bed and bank stability is preserved.	AO9.1 The stream is rehabilitated as near as possible to its natural state after the activity has been conducted. AND	N/A	
	AO9.2 Exposed bank areas are prepared to facilitate natural regeneration of native plant species. AND	N/A	
	AO9.3 Stream-bed and bank controls are retained upstream and downstream of the site of the activity.	N/A	
Concurrence ERA 16 (extractive and screening activities)—riverine quarry material extraction			
Riparian and wildlife corridor functions			
PO10 Riparian areas and wildlife corridors along watercourses are preserved.	AO10.1 Provision is made for fish passage during the carrying out of the activity. AND	N/A	
	AO10.2 The width of the vegetation clearing in the riparian zone is limited to that required for the activity plus two metres each side. AND	N/A	
	AO10.3 Areas of riparian zone cleared of vegetation	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	and not required for the final stage of the activity will be prepared to facilitate natural regeneration of native plant species.		

Table 4.1.4: Intensive animal industries

Performance outcomes	Acceptable outcomes	Response	Comment
Best practice environmental management			
<p>PO1 The activity is undertaken in accordance with best practice environmental management.</p> <p>Editor's note: Development should have regard to the following industry guidelines for the applicable ERA. Cattle: <i>National guidelines for beef cattle feedlots in Australia, 3rd Edition</i>, Meat & Livestock Australia, 2012 Cattle and sheep: <i>National beef cattle feedlot environmental code of practice, 2nd Edition</i>, Meat & Livestock Australia, 1997 Pig keeping: <i>National environmental guidelines for piggeries, 2nd Edition (Revised)</i>, Tucker, RW, McGahan, EJ, Galloway, JL and O'Keefe for Australian Pork Limited, 2010 Poultry farming: <i>Queensland guidelines for meat chicken farms</i>, Department of Agriculture, Fisheries and Forestry, 2012</p>	No acceptable outcome is prescribed.	N/A	The proposed development does not involve intensive animal industries.
Surface water			
<p>PO2 The design and management of the activity, and the onsite utilisation of waste products generated by the activity, prevents or minimises adverse effects to the quality of surface waters external to the activity.</p> <p>Editor's note: Development should have regard to the following industry guideline for surface water for the</p>	No acceptable outcome is prescribed.	N/A	

State development assessment provisions

Performance outcomes	Acceptable outcomes	Response	Comment
<p>applicable ERA.</p> <p>Cattle: <i>National guidelines for beef cattle feedlots in Australia, 3rd Edition</i>, Meat & Livestock Australia, 2012</p> <p>Cattle and sheep: <i>National beef cattle feedlot environmental code of practice, 2nd Edition</i>, Meat & Livestock Australia, 1997</p> <p>Pig keeping: <i>National environmental guidelines for piggeries, 2nd Edition (Revised)</i>, Tucker, RW, McGahan, E.J, Galloway, JL and O'Keefe for Australian Pork Limited, 2010</p> <p>Poultry farming: <i>Queensland guidelines for meat chicken farms</i>, Department of Agriculture, Fisheries and Forestry, 2012</p>			
<p>PO3 The structures containing and controlling run-off from the activity and waste re-use areas minimise adverse effects on surface waters external to the activity.</p> <p>Editor's note: To meet the requirements of this performance outcome, it is recommended that the applicant develop a management system for the activity, detailing:</p> <ol style="list-style-type: none"> (1) environmental hazards (2) risk assessment processes (3) an auditable, risk-based management system for the operation of the activity (4) procedures for annual review (5) proposed maintenance operations (6) stock numbers (7) monitoring of pens, sheds, ponds, drainage and any obvious dust, noise and odour impacts.. <p>Note: Development should have regard to the following industry guideline for surface water for the applicable ERA.</p> <p>Cattle: <i>National guidelines for beef cattle feedlots in Australia, 3rd Edition</i>, Meat & Livestock Australia, 2012</p> <p>Cattle and sheep: <i>National beef cattle feedlot environmental code of practice, 2nd Edition</i>, Meat &</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A</p>	

Performance outcomes	Acceptable outcomes	Response	Comment
<p>Livestock Australia, 1997</p> <p>Pig keeping: <i>National environmental guidelines for piggeries, 2nd Edition (Revised)</i>, Tucker, RW, McGahan, EJ, Galloway, JL and O'Keefe for Australian Pork Limited, 2010</p> <p>Poultry farming: <i>Queensland guidelines for meat chicken farms</i>, Department of Agriculture, Fisheries and Forestry, 2012</p>			
Groundwater			
<p>PO4 The activity is designed and managed to prevent or minimise adverse effects on groundwater or any associated surface ecological systems.</p> <p>Editor's note: Development should have regard to the following industry guideline for groundwater for the applicable ERA.</p> <p>Cattle: <i>National guidelines for beef cattle feedlots in Australia, 3rd Edition</i>, Meat & Livestock Australia, 2012</p> <p>Cattle and sheep: <i>National beef cattle feedlot environmental code of practice, 2nd Edition</i>, Meat & Livestock Australia, 1997</p> <p>Pig keeping: <i>National environmental guidelines for piggeries, 2nd Edition (Revised)</i>, Tucker, RW, McGahan, EJ, Galloway, JL and O'Keefe for Australian Pork Limited, 2010</p> <p>Poultry farming: <i>Queensland guidelines for meat chicken farms</i>, Department of Agriculture, Fisheries and Forestry, 2012</p>	No acceptable outcome is prescribed.	N/A	
Amenity			
<p>PO5 The activity is designed and managed to minimise adverse effects on the amenity of the surrounding community.</p>	No acceptable outcome is prescribed.	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
Native flora and fauna			
<p>PO6 The activity is designed and managed to minimise adverse effects on ecological communities.</p> <p>Editor's note: Development should have regard to the following industry guideline for native flora and fauna for the applicable ERA.</p> <p>Cattle: <i>National guidelines for beef cattle feedlots in Australia, 3rd Edition</i>, Meat & Livestock Australia, 2012</p> <p>Cattle and sheep: <i>National beef cattle feedlot environmental code of practice, 2nd Edition</i>, Meat & Livestock Australia, 1997</p> <p>Pig keeping: <i>National environmental guidelines for piggeries, 2nd Edition (Revised)</i>, Tucker, RW, McGahan, EJ, Galloway, JL and O'Keefe for Australian Pork Limited, 2010</p> <p>Poultry farming: <i>Queensland guidelines for meat chicken farms</i>, Department of Agriculture, Fisheries and Forestry, 2012</p>	No acceptable outcome is prescribed.	N/A	

17.1 Public passenger transport state code

Response column key:

- Achieved
- P/S** Performance solution
- N/A** Not applicable

17.1.1 Purpose

The purpose of the code is to ensure that development:

- (1) supports the integration of land use with public passenger services and public passenger transport infrastructure
- (2) does not have a significant adverse impact on existing or future public passenger transport and public passenger transport infrastructure
- (3) promotes and maximises the use of public passenger transport as an attractive, efficient and accessible travel alternative to private transport in a way that reduces the overall economic, environmental and social costs of transport
- (4) increases opportunities for people to access public passenger transport, including access by active transport
- (5) provides, as far as practicable, public passenger transport infrastructure to support public passenger services.

Note: This code applies to all purposes listed under column 1 of Schedule 9 to the Sustainable Planning Regulation 2009 except the following items: 9, 18, 19, 20, 21, 22, 23, 24, 29 and 30.

Extractive Industry is listed as Item 18 under column 1 of Schedule 9 to the Sustainable Planning Regulation 2009 therefore this Code is not applicable.

Table 17.1.1: Material change of use and reconfiguration of a lot

Performance outcomes	Acceptable outcomes	Response	Comment
Efficiency and connectivity			
PO1 Development is designed and constructed to accommodate safe, convenient and efficient access for buses, bus stops and <u>public passenger transport facilities</u> .	AO1.1 Roads are designed to accommodate buses. Note: Road design is in accordance with Part 2 (Development standards) of the Schedule to the Transport Planning and Coordination Regulation 2005 and subsection Disability standards for accessible public transport 2002 – section 31(1) of the <i>Disability Discrimination Act 1992 (Cth)</i> . AND	N/A	
	AO1.2 Any new roads support bus routes that balance accessibility with the efficient running of bus services and minimise service diversions. AND	N/A	
	AO1.3 Bus stops are provided in accordance with the <i>TransLink public transport infrastructure manual</i> , Translink Transit Authority, 2012. AND	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	AO1.4 For educational establishments, bus facilities accommodating private coaches or buses are designed in accordance with the technical guideline <i>Planning for safe transport infrastructure at schools</i> , Department of Transport and Main Roads, 2011.	N/A	
PO2 Development does not adversely impact on the operation of existing or proposed public passenger services setdown, layover and boarding arrangements.	AO2.1 New roads, including verges and kerb alignments, are designed and managed to perform the designated traffic and parking functions without compromising or creating conflicts with setdown, layover or boarding arrangements for buses. AND		
	AO2.2 Provision is made for any bus stops to continue to function (including maintenance of associated pedestrian access) and for efficient travel times to be maintained during the construction phase of development.	N/A	
PO3 Development does not adversely impact on the efficiency of bus routes.	AO3.1 Any proposed new road layouts, including new intersections or vehicular accesses including driveways, are designed to avoid operational conflicts with existing bus routes. AND	N/A	
	AO3.2 Any impact from the development on the efficiency of a bus route is identified, and the application demonstrates how this impact will be minimised and mitigated against. Editor's note: A <u>traffic impact assessment</u> report will assist in addressing this acceptable outcome. AND	N/A	
	A3.3 Any upgrading or provision of new <u>public passenger transport facilities</u> for <u>public passenger services</u> is in accordance with the <i>TransLink public transport infrastructure manual</i> , Translink Transit	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	Authority, 2012.		
Integration			
PO4 Development supports <u>public passenger service</u> integration and intermodal transfer.	AO4.1 Any proposed new road network supports modal interchange by integrating with existing and future <u>public passenger transport</u> . AND	N/A	
	AO4.2 Development provides direct linkages and ease of interchange for passengers between existing and future <u>public passenger transport</u> , including other transport modes.	N/A	
PO5 Development ensures buses can efficiently navigate through the proposed site.	AO5.1 Development minimises conflict between buses, pedestrians, cars and other <u>public passenger transport</u> to minimise travel time and delay for public transport vehicles. AND	N/A	
	AO5.2 The design of pedestrian access ensures ease of movement and circulation patterns for <u>public passenger transport</u> . AND	N/A	
	AO5.3 Car parks for educational establishments are designed in accordance with the technical guideline <i>Planning for safe transport infrastructure at schools</i> , Department of Transport and Main Roads, 2011.	N/A	
PO6 The development design allows for the progressive staging or extension of <u>public passenger transport</u> to the development.	AO6.1 The proposed development layout and any new road network have the capability to be serviced by <u>public passenger transport</u> across all stages. Editor's note: A <u>traffic impact assessment</u> report will assist in addressing this acceptable outcome.	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
Public transport accessibility for users			
<p>PO7 Development provides safe and convenient access to existing and future <u>public passenger transport</u> and <u>public passenger transport facilities</u>.</p>	<p>AO7.1 Development locates <u>public passenger transport</u> to provide safe and convenient access for pedestrians, while avoiding conflicts with traffic.</p> <p>AND</p>	N/A	
	<p>AO7.2 The development demonstrates that safe and convenient access to existing and future <u>public passenger transport facilities</u> is accommodated.</p> <p>Editor's note: An access and mobility plan can demonstrate how this acceptable outcome is addressed.</p> <p>AND</p>	N/A	
	<p>AO7.3 Educational establishments provide for safe and convenient pedestrian access to <u>public passenger services</u> in accordance with the technical guideline <i>Planning for safe transport infrastructure at schools</i>, Department of Transport and Main Roads, 2011.</p>	N/A	
<p>PO8 Development provides for the on-site setdown of private coaches, buses and minibuses to meet the anticipated capacity of the proposed development.</p>	<p>AO8.1 Any requirement for on-site setdown areas for private buses, coaches and minibuses is identified, and the development has the capacity to accommodate manoeuvring and setdown facilities for the largest design vehicle to be accommodated on site.</p> <p>Editor's note: A traffic impact assessment can demonstrate how this acceptable outcome will be achieved.</p>	N/A	
Taxi facilities			
<p>PO9 A dedicated taxi facility is provided to meet the anticipated need of the proposed development, and is located to provide convenient, safe and equitable</p>	<p>AO9.1 Any requirement for a dedicated taxi facility is identified, and it is demonstrated how this requirement is addressed.</p> <p>Editor's note: A traffic impact assessment report will assist in addressing this acceptable outcome.</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
access for all patrons seeking to use this transport service.	<p>AO9.2 Taxi facilities are designed in accordance with:</p> <ul style="list-style-type: none"> (1) <i>AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work</i> (2) <i>AS1742.11–1999 Parking controls – manual of uniform traffic control devices</i> (3) <i>AS/NZS 2890.6–2009 Parking facilities – off-street parking for people with disabilities</i> (4) subsection 31(1) Disability standards for accessible public transport 2002 of the <i>Disability Discrimination Act 1992</i> (5) <i>Guide to traffic management – Part 11: Parking.</i> <p>AND</p>	N/A	
	<p>AO9.3 A dedicated taxi facility is located within 100 metres of a main entrance to a building.</p>		

17.2 Active transport state code

Table 17.2.1: Material change of use and reconfiguration of a lot

Response column key:
 Achieved
P/S Performance solution
N/A Not applicable

Performance outcomes	Acceptable outcomes	Response	Comment
Pedestrian and cycle access			
PO1 Development supports <u>active transport</u> by providing a safe, convenient and legible pedestrian and cycle network.	AO1.1 The development demonstrates support of <u>active transport</u> by providing a safe, convenient and legible pedestrian and cycle network. Editor's note: An access and mobility plan can demonstrate how this acceptable outcome is addressed. AND	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the need for any works associated with the State controlled road network and Council's pedestrian and cycle network.
	AO1.2 Pathways are planned and designed to be fit-for-purpose, including provision for shared cycle and pedestrian pathways, in accordance with the <i>Guide to road design – Part 6A: Pedestrian and cyclist paths</i> and <i>AS1742.9–2000 Bicycle facilities – manual of uniform traffic control devices</i> .	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the need for any works associated with the State controlled road network and Council's pedestrian and cycle network.
Existing and future active transport infrastructure and corridors			
PO2 Development does not impact on the safe and efficient operation of existing <u>active transport infrastructure</u> where co-located with an existing <u>state transport corridor</u> .	AO2.1 Development minimises driveway crossovers. AND	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development will not impact on the safe and efficient operation of existing active transport infrastructure or an existing state transport corridor.

Performance outcomes	Acceptable outcomes	Response	Comment
	AO2.2 Development does not impede sightlines for road users, including pedestrians and cyclists. AND	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development will not impact on the safe and efficient operation of existing active transport infrastructure or an existing state transport corridor.
	AO2.3 Development does not reduce levels of passive surveillance or reduce ambient light levels in public places used for <u>active transport</u> .	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development will not impact on the safe and efficient operation of existing active transport infrastructure or an existing state transport corridor.
PO3 Development makes provision for future <u>active transport infrastructure</u> where it is a <u>planned upgrade</u> and co-located with an existing <u>state transport corridor</u> .	AO3.1 Land required for future <u>active transport infrastructure</u> is kept clear of any permanent buildings, structures and improvements above or below ground.	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development will not impact on future active transport infrastructure or an existing state transport corridor.
Critical cycle corridors on the principal cycle network			
PO4 Development protects or makes provision for <u>critical cycle corridors</u> and provides the part of a <u>planned upgrade critical cycle corridor</u> that adjoins or is contained within the development.	AO4.1 Land required for a <u>critical cycle corridor</u> is kept clear of any permanent buildings, structures and improvements above or below ground. Editor's note: The detailed site layout plan prepared in support of the development application should identify the provision of the <u>critical cycle corridors</u> , including any required land dedications. AND	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development will not impact on the provision for critical cycle corridors.

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AO4.2 The portion of a <u>critical cycle corridor</u> that runs along the frontage of the development or through the development site, as identified in the detailed design drawings for the <u>critical cycle corridor</u>, is constructed as part of the development.</p>	<p>N/A</p>	<p>The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development will not impact on the provision for critical cycle corridors.</p>

18.1 Buildings and structures state code

Response column key:

Achieved

P/S Performance solution

N/A Not applicable

Table 18.1.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
All development			
PO1 Buildings, services, structures and utilities do not adversely impact on the safety or operation of existing and future state transport infrastructure and state transport corridors.	No acceptable outcome is prescribed.	N/A	The buildings, services, structures and utilities associated with the proposed development and the existing approved quarry on-site will not impact on the safety or operation of existing and future state transport infrastructure and state transport corridors.
PO2 Buildings and structures in or over an existing or future state transport corridor (including a buffer associated with a state-controlled transport): (1) are able to sustain impacts to their structural integrity in the event of an impact from state transport infrastructure (2) have no adverse impact on the structural integrity of the state transport infrastructure, including tunnels, retaining walls and viaducts or bridges during construction or thereafter (3) minimise the impacts of: (a) fire (b) explosion (c) chemical spill (d) liquid fuel spill (e) gas leak (f) any other emission or hazard generated from a dangerous	No acceptable outcome is prescribed.	N/A	The buildings and structures associated with the proposed development and the existing approved quarry on-site will not impact on the safety or operation of existing and future state transport infrastructure and state transport corridors.

Performance outcomes	Acceptable outcomes	Response	Comment
goods incident.			
<p>PO3 Parts of the development visible from state transport infrastructure on existing and future state transport corridors minimise potential to distract drivers and cause a safety hazard.</p>	<p>AO3.1 Advertising devices proposed on a state-controlled road are designed to meet the standards outlined in the <i>Roadside advertising guide</i>, Department of Transport and Main Roads, 2009.</p>	N/A	The proposed development will not impact on the safety or operation of existing and future state transport infrastructure and state transport corridors and does not involve advertising devices proposed on a state-controlled road.
	<p>AO3.2 Landscaping on a state-controlled road is undertaken in accordance with the <i>Road landscape manual</i>, Department of Transport and Main roads, 2013. Editor's note: Works on a <u>state-controlled road</u> reserve require the applicant to obtain an ancillary works and encroachments permit under section 50 of the <i>Transport Infrastructure Act 1994</i>.</p>	N/A	The proposed development does not involve landscaping on a state-controlled road.
	<p>OR</p> <p>AO3.3 Development adjacent to a railway is in accordance with the <i>Guide for development in a railway environment</i>, Department of Infrastructure and Planning, 2009. Note: The <i>Guide for development in a railway environment</i> is part of the <i>Transit oriented development: Guide for practitioners</i>, Department of Infrastructure and Planning, 2009.</p>	N/A	The Site is not located adjacent to a railway.

18.2 Filling and excavation state code

Response column key:

Achieved

P/S Performance solution

N/A Not applicable

Table 18.2.1: Material change of use, reconfiguration of a lot and operational work

Performance outcomes	Acceptable outcomes	Response	Comment
Filling and excavation			
PO1 Filling and excavation does not adversely impact on or compromise the safety or operation of an existing or future state-controlled road.	AO1.1 Filling and excavation is undertaken to ensure no undermining, subsidence, groundwater seepage, drainage or stormwater impacts occur within an existing or future state-controlled road. Editor's note: To meet the above acceptable outcome, a filling and excavation report assessing the proposed filling and excavation should be prepared to demonstrate compliance with this code and the requirements of the <i>Road planning and design manual</i> , Department of Transport and Main Roads, 2010.	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
PO2 Filling and excavation on an existing or future state-controlled road is minimised through alternative design solutions, where practical and is cost-effective. Editor's note: Where this applies to a future <u>state-controlled road</u> corridor, planning for the corridor must be sufficiently progressed for impacts from filling and excavation to be considered as part of the development application.	No acceptable outcome is prescribed. Editor's note: If a development involves filling and excavation within a <u>state-controlled road</u> , an approval issued by the Department of Transport and Main Roads under section 33 of the <i>Transport Infrastructure Act 1994</i> may be required.	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
Services and public utilities			
PO3 Filling and excavation does not interfere with or impact on existing or future planned services or public utilities on a state-controlled road.	AO3.1 Any alternative service and public utility alignments must satisfy the standards and design specifications of the service or public utility provider, and with any costs of relocation being borne by the developer. Editor's note: An approval issued by the Department of Transport and Main Roads under section 33 of the <i>Transport Infrastructure</i>	N/A	No filling or excavation is proposed in or near existing or future planned services or public utilities on a state-controlled road.

Performance outcomes	Acceptable outcomes	Response	Comment
	Act 1994 may be required.		
Retaining or reinforced soil structures			
PO4 Retaining or reinforced soil structures required to contain fill and excavation: (1) do not encroach on a state-controlled road; (2) are capable of being constructed and maintained without adversely impacting a state-controlled road; (3) are constructed of durable materials which maximise the life of the structure.	AO4.1 Retaining or reinforced soil structures (including footings, rock anchors and soil nails) are sited outside an existing or future state-controlled road.	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
	AO4.2 Retaining or reinforced soil structures in excess of an overall height of 1 metre are to be designed and certified by a structural Registered Professional Engineer of Queensland (RPEQ).	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
	AO4.3 Retaining or reinforced soil structures that are set back less than 750 millimetres from a common boundary alignment with a state-controlled road are designed to achieve a low maintenance external finish, and are certified by a structural RPEQ.	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
	AO4.4 Retaining or reinforced soil structures in excess of an overall height of 2 metres incorporate design treatments (such as terracing or planting) to reduce the overall height impact.	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
	AO4.5 Construction materials of all retaining or reinforced soil structures have a design life exceeding 40 years, and comply with the specifications approved by a RPEQ.	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
Stormwater flows and infrastructure on state-controlled roads			
PO5 Upstream or downstream fill and excavation does not alter or create a worsening effect on the operation and capacity of existing drainage infrastructure, including culverts,	AO5.1 Filling and excavation is undertaken with provision of suitable surface and sub-surface drainage to avoid adverse impacts from overland flow and stormwater events that exist prior to development up to a 1 per cent	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.

Performance outcomes	Acceptable outcomes	Response	Comment
floodway systems or overland flow paths within the state-controlled road network.	annual exceedance probability on a state-controlled road.		
	AO5.2 Surface and sub-surface drainage carried out as part of the filling and excavation works prevents water seepage; creating barriers to overland flow and ponding; or a concentration of run-off on state-controlled roads.	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
Compaction, stabilisation and erosion management			
PO6 Filling and excavation does not cause siltation and erosion run-off from the property, or wind blown dust nuisance onto a state-controlled road.	AO6.1 Compaction of fill is carried out in accordance with the requirements of <i>AS 1289.0 2000 – Methods of testing soils for engineering purposes</i> .	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
	AO6.2 Erosion and siltation control measures are managed and completed in accordance with <i>Guide to assess development applications for stormwater drainage</i> .	N/A	No filling or excavation is proposed in or near an existing or future state-controlled road.
Transporting spoil on state controlled roads			
PO7 Where the quantity of fill or excavated spoil material being imported or exported for a development exceeds 10 000 tonnes, and haulage will be on a state-controlled road, any impact on the infrastructure is identified and mitigation measures implemented.	AO7.1 The impacts on the state-controlled road network are identified, and measures are implemented to avoid, reduce or compensate the effects on the asset life of the state-controlled road. Editor's note: It is recommended that a pavement impact assessment report be prepared to address this acceptable outcome. Guidance for preparing a pavement impact assessment is set out in <i>Guidelines for assessment of road impacts of development (GARID)</i> , Department of Transport and Main Roads, 2006.	✓	Spoil material will not be exported off-site. Spoil material will not be transported on state-controlled roads. Any fill material will be sourced on-site.
Driveway crossover to a state-controlled road			
PO8 Filling and excavation associated with providing a driveway crossover to a	AO8.1 Filling and excavation associated with the design of driveway crossovers complies with the relevant Institute	N/A	No driveway crossover to a state-controlled road is proposed.

Performance outcomes	Acceptable outcomes	Response	Comment
state-controlled road does not compromise the operation or capacity of existing drainage infrastructure.	of Public Works Engineering Australia Queensland (IPWEAQ) standards. Editor's note: The construction of any crossover requires the applicant to obtain a permit to work in the <u>state-controlled road</u> corridor under section 33 of the <i>Transport Infrastructure Act 1994</i> and a section 62 approval under the <i>Transport Infrastructure Act 1994</i> for the siting of the access and associated works.		
Contamination			
PO9 Fill material does not cause contamination from the development site onto a state-controlled road.	AO9.1 Fill material is free of contaminants including acid sulphate content, and achieves compliance with <i>AS 1289.0 – Methods of testing soils for engineering purposes</i> and <i>AS 4133.0-2005 – Methods of testing rocks for engineering purposes</i> .	N/A	No fill material will be transported onto a state-controlled road.
Vibration through compaction			
PO10 Vibration generated through fill compaction does not result in damage or nuisance to a state-controlled road.	AO10.1 Fill compaction does not result in any vibrations beyond the site boundary, and is in accordance with <i>AS 2436–2010 – Guide to noise and vibration control on construction, demolition and maintenance sites</i> .	N/A	No construction will be undertaken on or near a state-controlled road.
Vibration through compaction			
PO11 Excavation, retaining works and other ground disturbance works associated with a development, including retaining walls and reinforced soil structures, must not impact on the safety of state transport infrastructure on existing and future state transport corridors.	No acceptable outcome is prescribed.	N/A	No construction will be undertaken on or near a state-controlled road.

18.3 Stormwater and drainage impacts on state transport infrastructure state code

Response column key:
 Achieved
P/S Performance solution
N/A Not applicable

Table 18.3.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
Stormwater and drainage management			
PO1 Stormwater management for the development must ensure there is no worsening of, and no actionable nuisance in relation to peak discharges, flood levels, frequency or duration of flooding, flow velocities, water quality, sedimentation and scour effects on an existing or future state transport corridor for all flood and stormwater events that exist prior to development, and up to a 1 per cent annual exceedance probability.	AO1.1 The development does not result in stormwater or drainage impacts or actionable nuisance within an existing or future state transport corridor. Editor's note: It is recommended that basic stormwater information is to be prepared to demonstrate compliance with AO1.1. OR	N/A	The proposed development does not involve works within or near an existing or future state transport corridor.
	AO1.2 A stormwater management statement certified by an RPEQ demonstrates that the development will achieve a no worsening impact or actionable nuisance on an existing or future state transport corridor. OR	N/A	The proposed development does not involve works within or near an existing or future state transport corridor.
	AO1.3 A stormwater management plan certified by an RPEQ demonstrates that the development will achieve a no worsening impact or actionable nuisance on a state-controlled road. OR	N/A	The proposed development does not involve works within or near an existing or future state transport corridor.
	AO1.4 For development on premises within 25 metres of a railway, a stormwater management plan certified by an RPEQ demonstrates that: (1) the development will achieve a no worsening impact or actionable nuisance on the railway (2) the development does not cause stormwater, roofwater,	N/A	The proposed development does not involve works within 25 metres of a railway.

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>ponding, floodwater or any other drainage to be directed to, increased or concentrated on the railway;</p> <p>(3) the development does not impede any drainage, stormwater or floodwater flows from the railway</p> <p>(4) stormwater or floodwater flows have been designed to:</p> <p>(a) maintain the structural integrity of the rail transport infrastructure</p> <p>(b) avoid scour or deposition</p> <p>(5) additional railway formation drainage necessitated by the development is located within the premises where the development is carried out</p> <p>(6) retaining structures for excavations abutting the railway corridor provide for drainage.</p>		
Lawful point of discharge			
<p>PO2 Stormwater run-off and drainage are directed to a lawful point of discharge to avoid adverse impacts on a future or existing state transport corridor.</p>	<p>AO2.1 Where stormwater run-off is discharged to a state transport corridor, the discharge is to a lawful point of discharge in accordance with section 1.4.3 of the <i>Road drainage manual</i>, Department of Transport and Main Roads, 2013 and section 3.02 of <i>Queensland urban drainage manual</i>, Department of Natural Resources and Mines, 2013.</p> <p>AND</p>	<p>N/A</p>	<p>The proposed development does not involve stormwater run-off to discharge onto a state transport corridor.</p>
	<p>AO2.2 Development does not cause a net increase in or concentration of stormwater or floodwater flows discharging onto the state transport corridor during construction or thereafter.</p> <p>AND</p>	<p>N/A</p>	<p>The proposed development does not involve stormwater run-off to discharge onto a state transport corridor.</p>

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AO2.3 Development does not create any additional points of discharge or changes to the condition of an existing lawful point of discharge to the state transport corridor.</p> <p>AND</p>	N/A	The proposed development does not involve stormwater run-off to discharge onto a state transport corridor.
	<p>AO2.4 For development on premises within 25 metres of a railway, approval from the relevant railway manager for the railway, as defined in the <i>Transport Infrastructure Act 1994</i>, schedule 6 has been gained to verify the lawful point of discharge for stormwater onto the railway.</p>	N/A	The proposed development does not involve stormwater run-off to discharge onto a railway.
Sediment and erosion management			
<p>PO3 Run-off from upstream development is managed to ensure that sedimentation and erosion do not cause siltation of stormwater infrastructure in the state transport corridor.</p>	<p>AO3.1 Development with a moderate to high risk of erosion incorporates erosion and sediment control measures.</p> <p>Editor's note: Where a development has a moderate to high risk of erosion as per section 13.5 of the <i>Road drainage manual</i>, Department of Transport and Main Roads, 2013, an erosion and sedimentation control plan should be provided to support either a <u>stormwater management statement</u> or <u>stormwater management plan</u>.</p>	N/A	The proposed development does not involve works within or near an existing or future state transport corridor.

19.1 Access to state-controlled roads state code

Response column key:

- Achieved
- P/S** Performance solution
- N/A** Not applicable

Table 19.1.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
Location of the direct vehicular access to the state-controlled road			
PO1 Any <u>road access location</u> to the <u>state-controlled road</u> from adjacent land does not compromise the safety and efficiency of the <u>state-controlled road</u> .	AO1.1 Any <u>road access location</u> to the <u>state-controlled road</u> from adjacent land complies with a decision under section 62 of the TIA. OR all of the following acceptable outcomes apply	N/A	The Site does not have direct vehicular access to a state-controlled road.
	AO1.2 Any <u>road access location</u> for the development is provided from a lower order road where an alternative to the <u>state-controlled road</u> exists. AND	N/A	The Site does not have direct vehicular access to a state-controlled road.
	AO1.3 A <u>traffic impact assessment</u> certified by a Registered Professional Engineer of Queensland (RPEQ) demonstrates that the development will maintain the safety and efficiency of the <u>state-controlled road</u> . AND	N/A	The Site does not have direct vehicular access to a state-controlled road.
	AO1.4 Any <u>road access location</u> meets the sight distance requirements outlined in Chapter 9 – Sight distance of the <i>Road planning and design manual – interim guide to road planning and design practice</i> , Department of Transport and Main Roads, 2010. AND	N/A	The Site does not have direct vehicular access to a state-controlled road.
	AO1.5 Any <u>road access location</u> is not located adjacent to an existing or planned functional area of an intersection in accordance with Chapter 13 –Intersections at grade of the <i>Road planning and design manual – interim guide to road</i>	N/A	The Site does not have direct vehicular access to a state-controlled road.

Performance outcomes	Acceptable outcomes	Response	Comment
	<i>planning and design practice</i> , Department of Transport and Main roads, 2010. AND		
	AO1.6 Any <u>road access location</u> does not conflict with any adjacent lands' access location and operation. AND	N/A	The Site does not have direct vehicular access to a state-controlled road.
	AO1.7 A new or upgraded <u>road access location</u> is designed to accommodate 10 year traffic growth past completion of the final stage of development. Editor's note: In order to demonstrate that the acceptable outcomes can be achieved, it is recommended that a traffic impact assessment certified by an RPEQ be provided. It should be prepared in accordance with the <i>Guidelines for assessment of road impacts of development (GARID)</i> , Department of Main Roads, 2006, and the requirements of part 13 of the <i>Road planning and design manual – interim guide to road planning and design practice</i> , Department of Transport and Main Roads, 2010, SIDRA analysis or traffic modelling.	N/A	The Site does not have direct vehicular access to a state-controlled road.
Direct access to a limited access road			
PO2 Access to a <u>limited access road</u> is in accordance with the approved <u>limited access policy</u> . Editor's note: Limited access roads are declared by the chief executive under section 54 of the TIA. Details can be accessed by contacting the appropriate DTMR regional office.	No acceptable outcome is prescribed.	N/A	The Site does not have direct access to a limited access road.

Performance outcomes	Acceptable outcomes	Response	Comment
Number of road accesses to the state-controlled road			
PO3 The number of <u>road access locations</u> to the <u>state-controlled road</u> maintains the safety and efficiency of the <u>state-controlled road</u> .	AO3.1 Development does not increase the number of <u>road access locations</u> to the <u>state-controlled road</u> .	N/A	The Site does not have direct vehicular access to a state-controlled road.
PO4 The number of road access locations to the <u>state-controlled road</u> is rationalised to maintain the safety and efficiency of the <u>state-controlled road</u> .	AO4.1 Where multiple <u>road access locations</u> to the premises exist, access is rationalised to reduce the overall number of <u>road access locations</u> to the <u>state-controlled road</u> . AND	N/A	The Site does not have direct vehicular access to a state-controlled road.
	AO4.2 Shared or combined <u>road access locations</u> are provided for adjoining land having similar uses to rationalise the overall number of direct accesses to the <u>state-controlled road</u> . Editor's note: Shared road access locations may require easements to provide a legal point of access for adjacent lots. If this is required, then the applicant must register reciprocal access easements on the titles of both of the lots for the shared access.	N/A	The Site does not have direct vehicular access to a state-controlled road.
Design vehicle and traffic volume			
PO5 Any road access location maintains the safety and efficiency of the <u>state-controlled road</u> .	AO5.1 Any <u>road access location</u> meets the minimum standards associated with the design vehicle. Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme. AND	N/A	The intersection between the Beaudesert-Beenleigh Road and Stanmore Road and the intersection between the Pacific Highway and Stanmore Road are constructed to appropriate standards to accommodate the proposed development.
	AO5.2 Any <u>road access location</u> is designed to accommodate the forecast volume of vehicle movements in the peak periods of operation or conducting the	N/A	The intersection between the Beaudesert-Beenleigh Road and Stanmore Road and the intersection between the Pacific Highway and Stanmore Road are constructed to

Performance outcomes	Acceptable outcomes	Response	Comment
	proposed use of the premises. AND		appropriate standards to accommodate the proposed development.
	AO5.3 Any <u>road access location</u> is designed to accommodate 10 year traffic growth past completion of the final stage of development. AND	N/A	The intersection between the Beaudesert-Beenleigh Road and Stanmore Road and the intersection between the Pacific Highway and Stanmore Road are constructed to appropriate standards to accommodate the proposed development.
	AO5.4 Any <u>road access location</u> , for an urban activity, is designed in accordance with the relevant local government standards or <i>IPWEAQ R-050, R-051 and R-053 drawings</i> . AND	N/A	The intersection between the Beaudesert-Beenleigh Road and Stanmore Road and the intersection between the Pacific Highway and Stanmore Road are constructed to appropriate standards to accommodate the proposed development.
	AO5.5 Any <u>road access location</u> for all other uses other than urban activities is designed in accordance with the <i>Road planning and design manual – interim guide to road planning design and practice</i> , Department of Transport and Main Roads, 2010, in particular Chapter 13.	N/A	The intersection between the Beaudesert-Beenleigh Road and Stanmore Road and the intersection between the Pacific Highway and Stanmore Road are constructed to appropriate standards to accommodate the proposed development.
Internal and external manoeuvring associated with direct vehicular access to the state-controlled road			
PO6 Turning movements for vehicles entering and exiting the premises via the <u>road access location</u> maintain the safety and efficiency of the <u>state-controlled road</u> .	AO6.1 The <u>road access location</u> provides for left in and left out turning movements only. AND	N/A	The Site does not have direct vehicular access to a state-controlled road.
	AO6.2 Internal manoeuvring areas on the premises are designed so the design vehicle can enter and leave the premises in a forward gear. Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme.	N/A	The Site does not have direct vehicular access to a state-controlled road.

Performance outcomes	Acceptable outcomes	Response	Comment
<p>PO7 On-site circulation is suitably designed to accommodate the design vehicle associated with the proposed land use, in order to ensure that there is no impact on the safety and efficiency of the <u>state-controlled road</u>.</p>	<p>AO7.1 Provision of on-site vehicular manoeuvring space is provided to ensure the flow of traffic on the <u>state-controlled road</u> is not compromised by an overflow of traffic queuing to access the site in accordance with <i>AS2890 – Parking facilities</i>.</p> <p>AND</p>	N/A	The Site does not have direct vehicular access to a state-controlled road.
	<p>AO7.2 Mitigation measures are provided to ensure that the flow of traffic on the <u>state-controlled road</u> is not disturbed by traffic queuing to access the site.</p>	N/A	The Site does not have direct vehicular access to a state-controlled road.
<p>Temporary vehicular road access location to the state-controlled road</p>			
<p>PO8 Any proposed temporary <u>road access locations</u> ensure that the safety and efficiency of the <u>state-controlled road</u> is maintained.</p> <p>Editor's note: Temporary road access locations may be conditioned to ensure the temporary nature of the access. Where appropriate, use of the temporary access may be restricted to the approved type and number of vehicles, and the times the temporary access is able to be used will also be limited.</p>	No acceptable outcome is prescribed.	N/A	No temporary vehicular access road location is proposed to the state-controlled road.
<p>Vehicular access to local roads within 100 metres of an intersection with a state-controlled road</p>			
<p>PO9 Development having road access to a local road within 100 metres of an intersection with a <u>state-controlled road</u> maintains the safety and efficiency of the <u>state-controlled road</u>.</p>	<p>AO9.1 The <u>road access location</u> to the <u>local road</u> is located as far as possible from where the road intersects with the <u>state-controlled road</u> and does not compromise the existing operation or any future upgrades to the intersection or <u>state-controlled road</u>.</p> <p>AND</p>	N/A	The proposed vehicular access to the Site is located further than 100 m from a state-controlled road.
	<p>AO9.2 The <u>road access location</u> to the local road network</p>	N/A	The proposed vehicular access to the Site is located further

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>is in accordance with chapter 13 – Intersections at grade of the <i>Road planning and design manual – interim guide to road planning design and practice</i>, Department of Transport and Main Roads, 2010, and is based on the volume of traffic and speed design of both the <u>local road</u> and intersecting <u>state-controlled road</u> for a period of 10 years past completion of the final stage of development. AND</p>		<p>than 100 m from a state-controlled road.</p>
	<p>AO9.3 Vehicular access to the <u>local road</u> and internal vehicle circulation is designed to remove or minimise the potential for vehicles entering the site to queue in the intersection with the state-controlled road or along the <u>state-controlled road</u> itself.</p>	<p>N/A</p>	<p>The proposed vehicular access to the Site is located further than 100 m from a state-controlled road.</p>

19.3 Transport infrastructure and network design state code

Response column key:
 Achieved
P/S Performance solution
N/A Not applicable

Table 19.3.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
All state transport infrastructure – except state-controlled roads			
PO1 Development does not compromise the safe and efficient management or operation of state transport infrastructure or <u>transport networks</u> .	AO1.1 Any impact from the development on the safe and efficient management and operation of the state transport corridor or transport network is identified and mitigated. Editor's note: A <u>traffic impact assessment</u> will assist in addressing this acceptable outcome. A traffic impact assessment should identify any <u>upgrade works</u> required to mitigate impacts on the safe and efficient management and operation of the state transport corridor.	N/A	The proposed development has no impacts on the state transport corridor or transport network.
PO2 Development does not compromise planned upgrades to state transport infrastructure or the development of future state transport infrastructure in <u>future state transport corridors</u> .	AO2.1 Written advice has been provided by DTMR that there are no planned upgrades of state transport infrastructure or future state transport corridors which will be compromised by the development. OR both of the following acceptable outcomes apply	N/A	The proposed development has no impacts on the state transport corridor or transport network.
	AO2.2 The layout and design of the proposed development accommodates <u>planned upgrades</u> to adjacent state transport infrastructure in the <u>state transport corridor</u> . AND	N/A	The proposed development has no impacts on the state transport corridor or transport network.
	AO2.3 The layout and design of the development does not compromise the delivery of state transport infrastructure in future state transport corridors. Editor's note: A <u>traffic impact assessment</u> will assist in addressing this acceptable outcome.	N/A	The proposed development has no impacts on the state transport corridor or transport network.

Performance outcomes	Acceptable outcomes	Response	Comment
State-controlled roads			
<p>PO3 Development does not compromise the safe and efficient management or operation of state-controlled roads.</p> <p>Editor's note: A traffic impact assessment will assist in addressing this performance outcome.</p>	<p>A03.1 Any impact from the development on the safe and efficient management and operation of the state-controlled road is identified and mitigated.</p> <p>Editor's note: A traffic impact assessment will assist in addressing this acceptable outcome.</p>	N/A	<p>The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the need for any works associated with the State controlled road network.</p>
<p>PO4 Development does not compromise planned upgrades of the state-controlled road network or delivery of future state-controlled roads.</p>	<p>A04.1 Written advice has been provided by DTMR that there are no planned upgrades of state-controlled roads or future state-controlled roads which will be compromised by the development.</p> <p>OR</p>	N/A	<p>The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the need for any works associated with the State controlled road network.</p>
	<p>A04.2 Any impact from the development does not compromise planned upgrades of the state-controlled road network or the delivery of future state-controlled roads.</p> <p>Editor's note: A traffic impact assessment will assist in addressing this acceptable outcome.</p>	N/A	<p>The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the need for any works associated with the State controlled road network.</p>
<p>PO5 Upgrade works on or associated with the state-controlled road network are undertaken in accordance with applicable standards.</p>	<p>A05.1 Upgrade works for the development are consistent with the requirements of the <i>Road planning and design manual – interim guide to road planning and design practice</i>, Department of Transport and Main Roads, 2010.</p> <p>AND</p>	N/A	<p>The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the need for any upgrade works on or associated with the State controlled road network.</p>

Performance outcomes	Acceptable outcomes	Response	Comment
	AO5.2 The design and staging of upgrade works on or associated with the state-controlled road network are consistent with planned upgrades.	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the need for any works associated with the State controlled road network.
PO6 Development does not impose traffic loadings on the state-controlled road network which could be accommodated on the local road network.	AO6.1 New roads proposed as part of the development are consistent with the road hierarchy adopted by the relevant local government, and new <u>lower order roads</u> do not connect directly to a state-controlled road. AND	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the need for any works associated with the State controlled road network. No local roads are proposed as part of the development.
	AO6.2 Where the opportunity is available, development provides for road access locations to lower order roads. AND	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the need for any works associated with the State controlled road network. No local roads are proposed as part of the development.
	AO6.3 Where possible, the layout and design of the development encourages traffic generated by the development to use <u>lower order roads</u> .	N/A	The proposed development does not involve an increase in the maximum production rate to the existing approved quarry on-site and hence there is no proposed increase in the volume of truck movement to and from the Site. Therefore, the proposed development does not trigger the

Performance outcomes	Acceptable outcomes	Response	Comment
			<p>need for any works associated with the State controlled road network.</p> <p>No local roads are proposed as part of the development.</p>