

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

Purpose statement

The purpose of this code is to protect the safety, function and efficiency of **state-controlled roads**, **future state-controlled roads**, **road transport infrastructure**, **active transport infrastructure** and **public passenger services** on **state-controlled roads** from adverse impacts of development. The code is intended to protect the safety of people using, and living or working near, **state-controlled roads**.

Specifically, this code seeks to ensure development:

1. does not increase the likelihood or frequency of accidents, fatalities or serious injury for users of a **state-controlled road**;
2. does not adversely impact the **structural integrity** or physical condition of **state-controlled roads**, **road transport infrastructure**, **public passenger transport infrastructure** or **active transport infrastructure**;
3. does not adversely impact the function and efficiency of **state-controlled roads** or **future state-controlled roads**;
4. does not adversely impact the state's ability to plan, construct, maintain, upgrade or operate **state-controlled roads**, **future state-controlled roads** or **road transport infrastructure**;
5. does not significantly increase the cost to the state to plan, construct, upgrade or maintain **state-controlled roads**, **future state-controlled roads** or **road transport infrastructure**;
6. maintains or improves access to **public passenger transport infrastructure** or **active transport infrastructure**;
7. does not adversely impact the state's ability to operate **public passenger services** on **state-controlled roads**;
8. protects community amenity from significant adverse impacts of environmental emissions generated by **road transport infrastructure** or vehicles using **state-controlled roads**.

Using this code

The assessment benchmarks for this code comprise:

- a purpose statement which identifies the overall intent of the code;
- performance outcomes which set benchmarks to achieve the purpose statement of the code;
- acceptable outcomes which identify one way to achieve the relevant performance outcome.

Development complies with the code where:

- it complies with the acceptable outcomes for the performance outcome; or
- it complies with all the performance outcomes, where not complying with the acceptable outcomes; or
- development does not meet relevant performance outcome(s) and SARA determines, on balance, that the development complies with the purpose statement.

This code also includes the glossary of terms for definitions relevant to this code and reference documents, including the guideline **State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment** which provides direction on how to address this code. which provides direction on how to address this code.

Performance outcomes and acceptable outcomes

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes
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 .

Performance outcomes	Acceptable outcomes
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 of buildings and structures fronting the state-controlled road are made of non-reflective materials. AND AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road. AND AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road. AND AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.
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 vehicular access to a state-controlled road.
Stormwater and overland flow	
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.

Performance outcomes	Acceptable outcomes
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.

Performance outcomes	Acceptable outcomes
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
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.
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
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.
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
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.
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
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: - to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); - in accordance with: - Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;

	b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. OR AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.
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: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.
Material change of use (accommodation activity)	
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor	
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR

	AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed: - to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; - in accordance with: - Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; - Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; - 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: - a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); - highly acoustically absorbent material treatment for the total area of the soffit above balconies, 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: - provides a noise barrier or earth mound that is designed, sited and constructed: - to achieve the maximum free field acoustic level in reference table 2 (item	No acceptable outcome is provided.

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

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.	
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 $0.1\text{m/s}^{1.75}$. AND AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.
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
PO52 Development does not impede delivery of a future state-controlled road.	AO52.1 Development is not located in a future state-controlled road. OR ALL OF THE FOLLOWING APPLY:

Performance outcomes	Acceptable outcomes
	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.
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.

Reference tables

Table 1: Maximum building facade acoustic levels

Applicable use	Acoustic levels
1.1: Accommodation activity	a. ≤60 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am ≤40 dB(A)) OR

	b. ≤ 63 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am > 40 dB(A))
1.2: Childcare centre or educational establishment	≤ 58 dB(A) L_{10} (1 hour) façade corrected (maximum hour during normal opening hours)

Table 2: Maximum free field acoustic levels

Applicable use	Acoustic levels
2.1: Private open space for residential lots	a. ≤ 57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A))
2.2: Private open space for an accommodation activity (including lots created for a future accommodation activity)	OR b. ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight > 45 dB(A))
2.3: Outdoor education areas and outdoor play areas in a childcare centre or educational establishment	≤ 63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm)

Table 3: Maximum internal acoustic levels

Applicable use	Acoustic levels
3.1: Habitable rooms in an accommodation activity (excluding uses addressed in QDC MP4.4)	≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours)
3.2: Indoor education areas and indoor play areas in a childcare centre or education establishment	
3.3: Sleeping rooms in a childcare centre	
3.4: Patient care areas in a hospital	

Reference documents

Department of Transport and Main Roads 2020, [Design criteria for bridges and other structures manual](#)

Department of Transport and Main Roads 2019, [Roadside Advertising Manual, 3rd Edition](#)

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

Department of Transport and Main Roads 2017, [SDAP Supporting Information: Environmental emissions in a state-controlled road environment](#)

Department of Transport and Main Roads 2017, [SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment](#)

Department of Transport and Main Roads 2017, [SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment](#)

Department of Transport and Main Roads 2019, [Vehicular access to State-controlled roads](#)

Department of Transport and Main Roads 2017, [SDAP Supporting Information: Vehicular Access to a State-controlled Road Policy](#)

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Department of Transport and Main Roads 2018, Guide to traffic impact assessment

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

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

Department of Transport and Main Roads 2019, Technical Specification MRTS15 Noise Fences

Department of Transport and Main Roads 2020, Technical Specification MRTS04 General Earthworks

International Erosion Control Association Australasia, Best Practice Erosion and Sediment Control document

Institute of Public Works Engineering Australasia (Queensland Division), Queensland Urban Drainage Manual, Fourth edition, 2016

Department of Transport and Main Roads 2023, State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment

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

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

Standards Australia 1997, AS1055.1-1997 Acoustics – Description and measurement of environmental noise

Queensland Government, Queensland Development Code 2015, MP4.4 Buildings in a transport noise corridor

Glossary of terms

Accommodation activity means any of the following:

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

Active transport means physical activity undertaken as a means of transport from one place to another, including but not limited to the following:

1. cycling;
2. walking;
3. cycling or walking to a place to access public passenger transport, or from a place after public passenger transport has been used.

Active transport infrastructure means infrastructure for use in connection with **active transport**, including:

1. a path or walkway for use by pedestrians;
2. a path, lane or other infrastructure for use by cyclists;
3. a device or facility designed and constructed for parking bicycles.

Alternative noise attenuation measures means a design outcome that:

1. meets the relevant acoustic requirements within reference tables 1, 2 and 3 as demonstrated by a Noise Assessment Report, prepared by an appropriately qualified acoustic consultant and certified by a Registered Professional Engineer of Queensland (RPEQ);
2. is in accordance with the applicable structural, engineering and design requirements.

Annual exceedance probability means the probability that a given condition, such as rainfall total accumulated over a given duration or flow rate, will be exceeded in any one year.

Childcare centre see schedule 24 of the Planning Regulation 2017.

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

Corridor improvements means improvement activities within the road corridor and carried out by the Department of Transport and Main Roads. Corridor improvements include design, network and safety improvements, including (but not limited to) road widening, intersection improvements, bus infrastructure (including bus stops), turning lanes, footpaths, cycle routes and other design features (including medians, guardrails, tree clearing, drainage works etc.) located entirely within the road corridor.

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

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

Educational establishment see schedule 24 of the Planning Regulation 2017.

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

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

Functional requirement means the **state-controlled road** serves as an effective and efficient route for through-traffic. This applies to all relevant road users including road freight vehicles, public passenger transport and **active transport**.

Note: **Functional requirements** is a term used in the Department of Transport and Main Roads Vehicular Access to State-controlled Roads Policy 2019. The Vehicular Access Policy sets out four strategies to ensure a vehicular access is consistent with the **functional requirements** of the **state-controlled road**.

Future intent relates to the state's investment in the transport network, including the road network and infrastructure, to ensure that a road operates as intended for all road users including public passenger transport or **active transport**. This includes infrastructure in the corridor:

1. footpaths and cycling infrastructure;
2. drainage (kerb and channel, stormwater infrastructure);
3. public utility plants (electricity, gas, telecommunications, water and sewerage infrastructure);
4. bus infrastructure (including bus stops).

Note: **Future intent** is a term used in the Department of Transport and Main Roads Vehicular Access to State-controlled Roads Policy 2019. The Vehicular Access Policy sets out three strategies to ensure vehicular access is consistent with the current or planned intent for the road corridor and the state-controlled road network.

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

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

See the **DA mapping system**.

Habitable room see the *Building Code of Australia*.

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

Hospital see schedule 24 of the Planning Regulation 2017.

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

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

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

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

LAR 1 means a **limited access road** mapped in the **DA mapping system** as a **LAR 1** and supported by a **limited access policy**. The **limited access policy** for **LAR1** (or section(s) of road identified as **LAR 1**) do not allow for any new or changed direct access to the **limited access road**.

LAR 2 means a **limited access road** mapped in the **DA mapping system** as **LAR 2** and supported by a **limited access policy**. The **limited access policy** for **LAR 2** (or sections of a road identified as **LAR 2**) may permit **new or changed access** to the **limited access road**.

Lawful point of discharge see the Queensland Urban Drainage Manual 2016.

Note: **Lawful point of discharge** means a point of discharge of stormwater from premises that is considered to satisfy the requirements specifically outlined within the Queensland Urban Drainage Manual, 2016. See section 3.9 of the Queensland Urban Drainage Manual, 2016, for further information.

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

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

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

Note: **Limited access policy** means a policy for a **limited access road** prepared under section 54(4) of the *Transport Infrastructure Act 1994*.

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

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

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

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

No net worsening means the current and forecast characteristics of the transport network are not significantly worse with the development than the current and forecast characteristics existing without the development in the impact assessment area. **No net worsening** takes proposed mitigation measures into consideration.

Note: See Principle 2 of Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2018

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

Outdoor play area see the Queensland Development Code.

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

Patient care area see the Building Code of Australia.

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

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

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

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

See the **DA mapping system**.

Private open space means an on site outdoor space for the exclusive use of occupants of a dwelling.

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

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

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

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

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

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

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

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

1. a building development application for the construction of the building is made after 31 August 2010;
2. the building:
 - a. is a class 1, 2, 3 or building;
 - b. is located in a **transport noise corridor**;
 - c. is not a **relocated building**;
3. the building development approval for the construction of the building was not given under the building assessment provisions in force immediately before 1 September 2010, under section 37 of the *Building Act 1975*.

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

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

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

Residential lots means lots created with the intention of being used for one or more of the following uses:

1. caretaker's accommodation;
2. a community residence;
3. a dual occupancy;
4. a dwelling house;
5. a dwelling unit;
6. a home-based business;
7. a multiple dwelling;
8. non-resident workforce accommodation;
9. a relocatable home park;
10. a residential care facility;
11. a resort complex;
12. a retirement facility;
13. rooming accommodation;
14. rural workers' accommodation;
15. short-term accommodation;
16. a tourist park.

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

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

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

Solid gap-free fence means a noise reducing fence that:

1. is a structurally fit for purpose fence;
2. a minimum of 1.8m in height;
3. built along the boundary with a state transport corridor;
4. made from materials with sound attenuating properties, limited to concrete blocks or bricks or fibre cement sheeting;
5. has no clearance gap at panel junctions, connections and under the fence (excluding gaps required for drainage purposes to comply with the Building Code of Australia);
6. has a return where the fence is not adjoining a **solid gap-free fence** or **solid gap-free structure**.

Solid gap-free structure means a noise reducing **structure** that:

1. is structurally fit for purpose **structure**;
2. a minimum of 1.8 metres in height for a **structure** at ground level;
3. built along the boundary with a state transport corridor for a **structure** at ground level;
4. is made from materials with sound attenuating properties, limited to glass, or concrete blocks, or bricks or fibre cement sheeting;
5. has no clearance gap at panel junctions, connections and under the **structure** (excluding gaps required for drainage purposes to comply with the Building Code of Australia);
6. has a return where the fence is not adjoining a **solid gap-free fence** or **solid gap free structure**.

State-controlled road means:

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

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

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

Structural integrity means the retention of the infrastructure's physical condition over time. This avoids an element of the **structure** breaking or malfunctioning causing the **structure** itself to fail, sooner than expected.

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

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

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

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