State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies with PO1.** The development being a dam safety upgrade located at Lake MacDonald will not compromise the safety of users of the State Controlled Road (SCR) network as the development is not within the vicinity of a SCR. A Road Safety Audit (RSA) was undertaken to ensure the safety of road users are not compromised. SCR's will however be utilised for the delivery of materials during the construction stage and the removal of waste during the demolition stage of the project. A Traffic Impact Assessment (TIA) and Transport Management Plan (TMP) have also been developed to appropriately stage these activities in order to manage heavy vehicle movements and the safety of the SCR road network.
PO2 Development does not adversely impact the structural integrity or physical condition of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO2.** The dam upgrade works is scheduled to take approx. 5 years. During this period there will be times of increased heavy vehicle movements to the existing traffic network and times where no additional heavy vehicle movements will occur. A staged approach has been applied and is detailed in the attached Traffic Impact

Performance outcomes	Acceptable outcomes	Response
		Assessment and Traffic Management Plan. The plan has been designed to reduce impacts on the structural integrity of the existing road network.
PO3 Development ensures **no net worsening** of the operating performance the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies with PO3.** The development will ensure by way of mitigation methods set out in the TMP that there will be no net worsening of the SCR network.
PO4 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	**Complies with PO4.** The local road network will be utilised as much as possible throughout the life of the project and in accordance with the conditions in the existing Coordinator General Evaluation Report (CGER) approval.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	**Complies with PO5.** Haulage quantities for the entire project have been calculated based on the construction methodology, schedule, location and availability of materials. Haulage of materials into and out of the site over the 5-year period will exceed 10,000 tonne per annum. The haulage routes identified in the TMP utilise a mix of SCR and Local roads. A Pavement Impact Assessment (PIA)/ Pre-Construction Dilapidation Survey was undertaken in May 2024 on the proposed routes. The general conditions assessment within the Dilapidation Survey identifies the existing pavement condition is poor. The survey recommends further investigation and discussion with key stakeholders (TMR and NSC) to negotiate ongoing maintenance strategies and possible future monetary contributions at the completion of the project.
PO6 Development does not require a new **railway** level crossing.	No acceptable outcome is prescribed.	**Complies with PO6.** A new railway level crossing is not required.

Performance outcomes	Acceptable outcomes	Response
PO7 Development does not adversely impact the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	**Complies with PO7.** No impacts will occur to existing railway crossings.
PO8 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	**Complies with PO8.** No impacts will occur to existing railway crossings.
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a **railway crossing**.	No acceptable outcome is prescribed.	**Complies with PO9.** No impacts will occur to existing railway crossings.
PO10 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	**Complies with PO10.** No impacts will occur to existing railway corridor.
PO11 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	**Complies with PO11.** The development does not interfere with existing railway corridor.
PO12 Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO12.** The development does not interfere with rail transport infrastructure.
PO13 Development does not adversely impact the structural integrity or physical condition of a **railway corridor** or **rail transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO13.** The development does not interfere with rail transport infrastructure.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO14.** All stormwater or overland flow from the development site will be contained and managed on site. A comprehensive Stormwater Management Plan and Erosion and Sediment Control Plan has been developed for the development and site and devices will be put in place before the commencement of works and maintained throughout the life of the project. In addition, the development site is not within the vicinity of a SCR.

Performance outcomes	Acceptable outcomes	Response
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO15.** All stormwater run-off or overland flow from the development site will be contained and managed on site. A comprehensive Stormwater Management Plan and Erosion and Sediment Control Plan has been developed for the development and site and devices will be put in place before the commencement of works and maintained throughout the life of the project. In addition, the development site is not within the vicinity of a SCR.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO16.** All stormwater run-off or overland flow from the development site will be contained and managed on site. A comprehensive Stormwater Management Plan and Erosion and Sediment Control Plan has been developed for the development and site and devices will be put in place before the commencement of works and maintained throughout the life of the project. In addition, the development site is not within the vicinity of a SCR.
PO17 Development associated with a **state-controlled road** or **road transport infrastructure** ensures that stormwater is lawfully discharged.	**AO17.1** Development does not create any new points of discharge to a **state transport corridor** or **state transport infrastructure**. AND **AO17.2** Development does not concentrate flows to a **state transport corridor**. AND **AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND	**Complies with PO17.** The development site is not within the vicinity of a SCR. The development will not discharge stormwater to a SCR. The development will not concentrate flows to a SCR. Stormwater will be completely retained and managed within the development by way of an approved Stormwater Management Plan and Erosion Sediment Control Plan.

Performance outcomes	Acceptable outcomes	Response
	AO17.4 Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**.	No worsening to the existing environment will occur or discharges to SCR's.
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a **state transport corridor** or **state transport infrastructure**	*For a **state-controlled road** or **road transport infrastructure**, all of the following apply:* **AO18.1** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a **state transport corridor**. AND **AO18.2** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a **state transport corridor**. AND **AO18.3** For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a **state transport corridor**. *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.*	**Complies with PO 18.** The development will not change flood levels within a SCR.
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a **state transport corridor**.	*For a **state-controlled road** environment, both of the following apply:* **AO19.1** Drainage infrastructure associated with, or in a **state-controlled road** is wholly contained	**Complies with PO19.** The development will not require drainage infrastructure in a SCR.

Performance outcomes	Acceptable outcomes	Response
	within the development site, except at the **lawful point of discharge**. AND **AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**. *For a **railway** environment both of the following apply:* **AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site. AND **AO19.4** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.	
PO20 Drainage infrastructure associated with, or in a **state-controlled road** or **road transport infrastructure** is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	**Complies with PO20.** The development will not require drainage infrastructure in a SCR.
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO21.** No planned upgrades for the Cooroy area currently proposed.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with **public passenger transport infrastructure**, **active transport infrastructure** or **public passenger services**.	No acceptable outcome is prescribed.	**Complies with PO22.** The development does not damage or interfere with public passenger transport infrastructure.
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO23.** The development does not damage or interfere with public passenger transport infrastructure.
PO24 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO24.** The development does not damage or interfere with public passenger transport infrastructure.
PO25 Development does not adversely impact the structural integrity or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO25.** The development does not damage or interfere with public passenger transport infrastructure.
PO26 Upgraded or new **public passenger transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development.	No acceptable outcome is prescribed.	**Not applicable.** The development is a dam safety upgrade project.
PO27 Development is designed to ensure the location of **public passenger transport infrastructure** prioritises and enables efficient **public passenger services**.	No acceptable outcome is prescribed.	**Not applicable.** The development is a dam safety upgrade project.
PO28 Development enables the provision or extension of **public passenger services**, **public passenger transport infrastructure** and **active transport infrastructure** to the development and avoids creating indirect or inefficient routes for **public passenger services**.	No acceptable outcome is prescribed.	**Not applicable.** The development is a dam safety upgrade project.
PO29 New or modified road networks are designed to enable development to be serviced by **public passenger services**.	**AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent. AND **AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with:	**Not applicable.** The development is a dam safety upgrade project. No new or modified roads are proposed as part of the development.

Performance outcomes	Acceptable outcomes	Response
	1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND **AO29.3** Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO30 Development provides safe, direct and convenient access to existing and future **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Not applicable.** The development is a dam safety upgrade project. No new or modified roads are proposed as part of the development.
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	**Not applicable.** The development is a dam safety upgrade project. No new or modified roads are proposed as part of the development.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	**Not applicable.**

Performance outcomes	Acceptable outcomes	Response
		The development is a dam safety upgrade project.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and **booked hire services** other than taxis.	No acceptable outcome is prescribed.	
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	**AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance. AND **AO34.2 Taxi facilities** are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	**Not applicable.** The development is a dam safety upgrade project.
PO35 Educational establishments are designed to ensure the safe and efficient operation of **public passenger services**, pedestrian and cyclist access and **active transport infrastructure**.	**AO35.1** Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	**Not applicable.** The development is a dam safety upgrade project.