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APPLICATION REF
A007058743

10 November 2026

Brisbane City Council
Chief Executive Officer
GPO Box 1434
BRISBANE QLD 4001

Via Email: DSPlanningSupport@brisbane.qld.gov.au

Attention: Chris Dixon

Dear Chris,

RE: MULTIPLE DWELLING, SHOP, FOOD & DRINK OUTLET AND INDOOR SPORT & RECREATION UPON LAND AT 60 KINGSFORD SMITH DRIVE & 9-11 AMY STREET, ALBION (COUNCIL REFERENCE: A007058743)

We write in relation to the Development Application for Multiple Dwelling, Shop, Food and drink outlet and Indoor sport and recreation over the abovementioned land (A007058743).

Further to the recent Change to Application lodged pursuant to Section 52 of the *Planning Act 2016*, please find attached an addendum to the Change to Application, which includes a response to the State Development Assessment Provisions, State Code 6: Protection of State Transport Networks.

Should you wish to discuss the matter further, please do not hesitate to contact our office on 3361 9999.

Yours faithfully
TOWN PLANNING ALLIANCE PTY LTD

Jessica Robson
DIRECTOR

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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.	**PO1** Complies. The proposed development does not compromise the safety of users of the state-controlled road network. Notably, the site does not relate to a state-controlled road.
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.	**PO2** Complies. The proposed development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure. Notably, the site does not relate to a state-controlled road.
PO3 Development ensures **no net worsening** of the operating performance the **state-controlled road** network.	No acceptable outcome is prescribed.	**PO3** Complies. The proposed development results in no net worsening of the operating performance of the state-controlled road network. Notably, the site does not relate to a state-controlled road.
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.	**PO4** Complies. Traffic movements associated with the development are directed to the local road network.
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.	**PO5** Not applicable. The development does not involve haulage exceeding 10,0000 tonnes per year.
PO6 Development does not require a new **railway** level crossing.	No acceptable outcome is prescribed.	**PO6** Complies. The development does not require a new railway level crossing. Notably, the development does not relate to a railway.
PO7 Development does not adversely impact the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	**PO7** Complies. The proposed development will not adversely impact the operating performance of an existing railway crossing. Notably, the development does not relate to a railway.
PO8 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	**PO8** Complies. The proposed development will not adversely impact on the safety of an existing railway crossing. Notably, the development does not relate to a railway.

Performance outcomes	Acceptable outcomes	Response
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.	**PO9** Complies. The proposed development will not impact on queuing in a railway crossing. Notably, the development does not relate to a railway.
PO10 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	**PO10** Complies. The proposed development will not create a safety hazard within the railway corridor. Notably, the development does not relate to a railway.
PO11 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	**PO11** Complies. The proposed development will not adversely impact the operating performance of the railway corridor. Notably, the development does not relate to a railway.
PO12 Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**PO12** Complies. The proposed development will not interfere with or obstruct the railway transport infrastructure or other rail infrastructure. Notably, the development does not relate to a railway.
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.	**PO13** Complies. The proposed development will not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure. Notably, the development does not relate to a railway.
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.	**PO14** Complies. Stormwater run-off or overland flow from the development will not create or exacerbate a safety hazard for users of a state transport corridor or state transport. Notably, the development does not relate to a state transport corridor or state transport infrastructure.
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.	**PO15** Complies. Stormwater run-off or overland flow from the development will not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure. Notably, the development does not relate to a state transport corridor or state transport infrastructure.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the	No acceptable outcome is prescribed.	**PO16** Stormwater run-off or overland flow from the development will not interfere with the

Performance outcomes	Acceptable outcomes	Response
structural integrity or physical condition of the **state transport corridor** or **state transport infrastructure**.		structural integrity or physical condition of the state transport corridor or state transport infrastructure. Notably, the development does not relate to a state transport corridor or state transport infrastructure.
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 **AO17.4** Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**.	**AO17.1** Complies. The proposed development does not create any new points of discharge to a state transport corridor or state transport infrastructure. Notably, the development does not relate to a state transport corridor or state transport infrastructure. **AO17.2** Complies. The proposed development does not concentrate on flowing to a state transport corridor. Notably, the development does not relate to a state transport corridor. **AO17.3** Complies. Stormwater run-off from the proposed development is discharged to a lawful point of discharge. **AO17.4** Complies. The proposed development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure. Notably, the development does not relate to a state transport corridor or state transport infrastructure.
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**.	**AO18.1** Not applicable. The proposed development does not relate to a State-controlled road or railway corridor. **AO18.2** Not applicable. The proposed development does not relate to a State-controlled road or railway corridor.

Performance outcomes	Acceptable outcomes	Response
	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**.*	**AO18.3** Not applicable. The proposed development does not relate to a State-controlled road or railway corridor.
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 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:*	**AO19.1** Not applicable. The proposal does not relate to a state-controlled road. **AO19.2** Not applicable. The proposal does not relate to a state-controlled road. **AO19.3** Not applicable. The proposal does not relate to a railway corridor. **AO19.4** Not applicable. The proposal does not relate to a railway corridor.

Performance outcomes	Acceptable outcomes	Response
	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.	**PO20** Not applicable. The proposed development does not relate toa state-controlled road. .
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	**PO21** Complies. The proposed development does not impede the delivery of planned upgrades of state transport infrastructure.

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.	**PO22** Complies. The proposed development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services.
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**PO23** Complies. The proposed development does not compromise the safety of public passenger transport infrastructure, public passenger services and active 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.	**PO24** Complies. The proposed development does not adversely impact the operating performance of public passenger transport

Performance outcomes	Acceptable outcomes	Response
		infrastructure, public passenger services and active 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.	**PO25** Complies. The proposed development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active 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.	**PO26** Complies. The proposed development does not result in demand for upgraded or new public passenger transport infrastructure and active transport infrastructure.
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.	**PO27** Not applicable. The proposed development does not include public passenger transport infrastructure.
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.	**PO28** Not applicable. The proposed development does not require the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure.
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: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads;	**AO29.1** Not applicable. The proposed development does not involve New or modified road networks. **AO29.2** Not applicable. The proposed development does not involve New or modified road networks. **AO29.3** Not applicable. The proposed development does not involve New or modified road networks.

Performance outcomes	Acceptable outcomes	Response
	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.	**PO30** Not applicable. The development has safe, direct and convenient access to public passenger transport infrastructure and active transport infrastructure.
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	**PO31** Not applicable. No on-site vehicular circulation for public passenger transport services is required.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	**PO32** Not applicable. The development does not generate demand for taxi facilities.
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.	**PO33** Not appliable. The development does not generate demand for community transport services, courtesy transport services, and booked hire services other than taxis.

Performance outcomes	Acceptable outcomes	Response
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.	**AO34.1** Not applicable. The development does not involve taxi facilities. **AO34.2** Not applicable. The development does not involve taxi facilities.
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.	**AO35.1** Not applicable. The development dopes do not include Educational establishments.