

APPENDIX I SDAP CODE ASSESSMENT

STATE CODE 1: DEVELOPMENT IN A STATE CONTROLLED ROAD ENVIRONMENT

TABLE 1 DEVELOPMENT IN GENERAL

Performance Outcomes	Acceptable Outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road.	AO1.1 Development is not located in a state-controlled road. AND AO1.2 Development can be maintained without requiring access to a state-controlled road.	PO1 Complies A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D , which demonstrates that the location of the proposed access will not create a safety hazard for users of the state-controlled road.
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.	PO2 Complies A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Assessment has concluded that the construction and operational traffic from the Proposed Development will not impact the structural integrity of the state-controlled road.
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.	PO3 Complies A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Assessment has concluded that the construction and operational traffic from the Proposed Development will not impact the operating performance of the state-controlled road.

Performance Outcomes	Acceptable Outcomes	Response
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.	PO4 Not Applicable The Proposed Development does not involve advertising devices.
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road.	<p>AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.</p> <p>AND</p> <p>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.</p> <p>AND</p> <p>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.</p>	PO5 Complies Given the nature of the development being a Battery Energy Storage System, it is not considered that the BESS will create a safety hazard by distracting users of the state-controlled road.
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.	PO6 Not Applicable No bridges are proposed as part of this development.

Performance Outcomes	Acceptable Outcomes	Response
Landscaping		
<p>P07 The location of landscaping does not create a safety hazard for users of the state-controlled road.</p>	<p>AO7.1 Landscaping is not located in a state-controlled road.</p> <p>AND</p> <p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p> <p>AND</p> <p>AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>	<p>P07 Complies</p> <p>A Landscape Concept Plan (Appendix K) has been prepared for the development. The Landscape Concept Plan details a proposed 3-metre wide vegetation buffer on a 500mm high mound along the Burnett Highway. The location of the proposed landscaping will not create a safety hazard for users of the state-controlled road.</p>
Stormwater and overland flow		
<p>P08 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.</p>	<p>No acceptable outcome is prescribed.</p>	<p>P08 Complies</p> <p>A Stormwater Assessment (refer to Appendix C) has been prepared as part of the Development Application. The assessment concluded that the Proposed Development will not increase stormwater run-off or impact on overland flow.</p>
<p>P09 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.</p>	<p>No acceptable outcome is prescribed.</p>	<p>P09 Complies</p> <p>A Stormwater Assessment (refer to Appendix C) has been prepared as part of the Development Application. It was concluded that the Proposed Development will not increase stormwater run-off or impact on overland flow.</p>
<p>P010 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.</p>	<p>No acceptable outcome is prescribed.</p>	<p>P010 Complies</p> <p>A Stormwater Assessment (refer to Appendix C) has been prepared as part of the Development Application. It was concluded that the Proposed Development will not increase stormwater run-off or impact on overland flow.</p>

Performance Outcomes	Acceptable Outcomes	Response
PO11 Development ensures that stormwater is lawfully discharged.	<p>AO11.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p> <p>AO11.2 Development does not concentrate flows to a state-controlled road.</p> <p>AND</p> <p>AO11.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	<p>PO11 Complies</p> <p>The Proposed Development will have a lawful point of discharge and will not have points of discharge to a state-controlled road.</p>
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road.	<p>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.</p> <p>AND</p> <p>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.</p> <p>AND</p> <p>AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to</p>	<p>PO12 Complies</p> <p>Given the nature of the Proposed Development, it will not impact on the state-controlled environment. Furthermore, a Site-based Stormwater Management Plan (Appendix J) has been prepared to accompany the Development Application. It was concluded that post-development, the Burnett Highway will maintain flood immunity, therefore the Proposed Development will not result in the material worsening of flooding impacts within the state-controlled road.</p>

Performance Outcomes	Acceptable Outcomes	Response
	existing time of submergence of a state-controlled road.	
Drainage Infrastructure		
P013 Drainage infrastructure does not create a safety hazard for users in the state-controlled road.	<p>AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.</p>	<p>P013 Not applicable</p> <p>No drainage infrastructure is proposed on a state-controlled road.</p>
P014 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.	<p>P014 Not applicable</p> <p>No drainage infrastructure is proposed on a state-controlled road.</p>

TABLE 2 VEHICULAR ACCESS, ROAD LAYOUT AND LOCAL ROADS

Performance Outcomes	Acceptable Outcomes	Response
Vehicular access to a state-controlled road or within 100 m 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.	<p>PO15 Complies The Proposed Development is to be accessed from the state-controlled road network via Burnett Highway.</p> <p>A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Statement has concluded that the construction and operational traffic from the proposed development will not impact on the operating performance of the state—controlled road.</p>
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.	<p>PO16 Complies The proposed development is to be accessed from the state-controlled road network via Burnett Highway.</p> <p>A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Statement has concluded that the construction and operational traffic from the Proposed Development will not impact on the operating performance of the state—controlled road.</p>
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.	<p>PO17 Complies The Proposed Development is to be accessed from the state-controlled road network via Burnett Highway.</p> <p>A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Statement has concluded that the construction and operational traffic from the Proposed Development will not impact on the operating performance of the state—controlled road.</p>

Performance Outcomes	Acceptable Outcomes	Response
<p>PO18 New or changed access is consistent with the access for the relevant limited access road policy: LAR 1 where direct access is prohibited; or LAR 2 where access may be permitted, subject to assessment.</p>	No acceptable outcome is prescribed.	<p>PO18 Complies The Proposed Development is to be accessed from the state-controlled road network via Burnett Highway.</p> <p>A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Statement has concluded that the construction and operational traffic from the Proposed Development will not impact on the operating performance of the state—controlled road.</p>
<p>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.</p>	No acceptable outcome is prescribed.	<p>PO19 Complies The Proposed Development is to be accessed from the state-controlled road network via Burnett Highway.</p> <p>A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Statement has concluded that the construction and operational traffic from the Proposed Development will not impact on the operating performance of the state—controlled road.</p>
<p>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.</p>	No acceptable outcome is prescribed.	<p>PO20 Complies The Proposed Development is to be accessed from the state-controlled road network via Burnett Highway.</p> <p>A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Statement has concluded that the construction and operational traffic from the Proposed Development will not impact on the operating performance of the state—controlled road.</p>

Performance Outcomes	Acceptable Outcomes	Response
Public passenger transport and active transport		
P021 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.	P021 Complies Given the rural nature of the location of the Proposed Development, it is considered that the development will not compromise the safety of users of public passenger transport (refer to Appendix D).
P022 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	P022 Complies Given the rural nature of the location of the Proposed Development, it is considered that the development will not compromise the access of public passenger transport (refer to Appendix D).
P023 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.	P023 Complies Given the rural nature of the location of the Proposed Development, it is considered that the development will not compromise the operating performance of public passenger transport (refer to Appendix D).
P024 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.	P024 Complies Given the rural nature of the location of the Proposed Development, it is considered that the development will not compromise the structural integrity of public passenger transport (refer to Appendix D).

TABLE 3 NETWORK IMPACTS

Performance Outcomes	Acceptable Outcomes	Response
P025 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	P025 Complies A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Statement has concluded that the construction and operational traffic from the Proposed Development will not impact on the operating performance of the state—controlled road.
P026 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	P026 Complies A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Statement has concluded that the construction and operational traffic from the Proposed Development will not impact on the operating performance of the state—controlled road.
P027 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.	P027 Complies A Traffic Impact Statement has been prepared as part of this Development Application (refer to Appendix D). The Traffic Impact Statement has concluded that the construction and operational traffic from the Proposed Development will not impact on the operating performance of the state—controlled road.
P028 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.	P028 Not Applicable The Proposed Development does not involve haulage exceeding 10,000 tonnes per year.
P029 Development does not impede delivery of planned upgrades of state-controlled roads.	No acceptable outcome is prescribed.	P029 Complies The Proposed Development does not impede on delivery of planned upgrades of state-controlled roads.

Performance Outcomes	Acceptable Outcomes	Response
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor.	No acceptable outcome is prescribed.	PO30 Complies The Proposed Development does not impede delivery of corridor improvements for the state-controlled road.

TABLE 4 FILLING, EXCAVATION, BUILDING FOUNDATIONS AND RETAINING STRUCTURES

Performance Outcomes	Acceptable Outcomes	Response
P031 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	P031 Not Applicable There is no filling, excavation, building foundations and retaining structures proposed for this development.
P032 Development does not adversely impact the operating performance of the state-controlled road.	No acceptable outcome is prescribed.	P032 Not Applicable There is no filling, excavation, building foundations and retaining structures proposed for this development.
P033 Development does not undermine, damage or cause subsidence of a state-controlled road.	No acceptable outcome is prescribed.	P033 Not Applicable There is no filling, excavation, building foundations and retaining structures proposed for this development.
P034 Development does not cause ground water disturbance in a state-controlled road.	No acceptable outcome is prescribed.	P034 Not Applicable There is no filling, excavation, building foundations and retaining structures proposed for this development.
P035 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.	P035 Not Applicable There is no filling, excavation, building foundations and retaining structures proposed for this development.
P036 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.	P036 Not Applicable There is no filling, excavation, building foundations and retaining structures proposed for this development.

TABLE 5 ENVIRONMENTAL EMISSIONS

Performance Outcomes	Acceptable Outcomes	Response
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
P037 Development minimises free field noise intrusion from a state-controlled road.	<p>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; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p>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.</p> <p>OR</p> <p>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.</p>	<p>P037 Not Applicable The Proposed Development is not for the creation of residential lots.</p>
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
P038 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:	<p>P038 Not Applicable The Proposed Development is not for the creation of residential lots.</p>

Performance Outcomes	Acceptable Outcomes	Response
	<p>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; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p>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.</p>	

Material Change of Use (accommodation activity)

Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor

<p>PO39 Development minimises noise intrusion from a state-controlled road in private open space.</p>	<p>AO39.1 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 2.2) for private open space at the ground floor level; 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.</p>	<p>PO39 Not Applicable The Proposed Development is not for an accommodation activity.</p>
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Performance Outcomes	Acceptable Outcomes	Response
	<p>OR</p> <p>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.</p>	
<p>PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.</p>	<p>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.</p> <p>OR</p> <p>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.</p>	<p>PO40 Not Applicable The Proposed Development is not for an accommodation activity.</p>
<p>PO41 Habitable rooms (excluding a relevant residential building or relocated building) are</p>	<p>No acceptable outcome is provided.</p>	<p>PO41 Not Applicable</p>

Performance Outcomes	Acceptable Outcomes	Response
designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).		The Proposed Development is not for an accommodation activity.
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.	PO42 Not Applicable The Proposed Development is not for an accommodation activity.
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.	PO43 Not Applicable The Proposed Development is not for an accommodation activity.
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 2.3) for all outdoor education areas and outdoor play areas; 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;	No acceptable outcome is provided.	PO44 Not Applicable The Proposed Development is not for a childcare centre, educational establishment or hospital.

Performance Outcomes	Acceptable Outcomes	Response
<p>Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 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.</p>		
<p>PO45 Development involving a childcare centre or educational establishment: provides a noise barrier or earth mound that is designed, sited and constructed: to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 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 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.</p>	No acceptable outcome is provided.	<p>PO45 Not Applicable The Proposed Development is not for a childcare centre, educational establishment or hospital.</p>
<p>PO46 Development involving: indoor education areas and indoor play areas; or sleeping rooms in a childcare centre; or</p>	No acceptable outcome is provided.	<p>PO46 Not Applicable The Proposed Development is not for a childcare centre, educational establishment or hospital.</p>

Performance Outcomes	Acceptable Outcomes	Response
patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).		
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: 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 or elevated outdoor play areas.	No acceptable outcome is provided.	PO47 Not Applicable The Proposed Development is not for a childcare centre, educational establishment or hospital.
PO48 Development including: indoor education areas and indoor play areas in a childcare centre or educational establishment; or sleeping rooms in a childcare centre; or 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.	PO48 Not Applicable The Proposed Development is not for a childcare centre, educational establishment or hospital.
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	PO49 Not Applicable The Proposed Development is not for a childcare centre, educational establishment or hospital.

Performance Outcomes	Acceptable Outcomes	Response
	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.	<p>AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s^{1.75}.</p> <p>AND</p> <p>AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of 0.4m/s^{1.75}.</p>	<p>PO50 Not Applicable</p> <p>The Proposed Development is not for a childcare centre, educational establishment or hospital.</p>
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: intrude into buildings during night hours (10pm to 6am); create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	<p>PO51 Not Applicable</p> <p>The Proposed Development is not for a childcare centre, educational establishment or hospital.</p>

TABLE 6 DEVELOPMENT IN A FUTURE STATE-CONTROLLED ROAD ENVIRONMENT

Performance Outcomes	Acceptable outcomes	Response
P052 Development does not impede delivery of a future state-controlled road.	<p>AO52.1 Development is not located in a future state-controlled road.</p> <p>OR ALL OF THE FOLLOWING APPLY:</p> <p>AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road.</p> <p>AND</p> <p>AO52.3 The intensification of lots does not occur within a future state-controlled road.</p> <p>AND</p> <p>AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.</p>	<p>P052 Not Applicable The Proposed Development is not in a future state-controlled road environment.</p>
P053 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.	<p>P053 Not Applicable The Proposed Development is not in a future state-controlled road environment.</p>
P054 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.	<p>P054 Not Applicable The Proposed Development is not in a future state-controlled road environment.</p>
P055 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.	<p>P055 Not Applicable The Proposed Development is not in a future state-controlled road environment.</p>
P056 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road.	<p>P056 Not Applicable The Proposed Development is not in a future state-controlled road environment.</p>

Performance Outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO56.2 Development does not concentrate flows to a future state-controlled road.</p> <p>AND</p> <p>AO56.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	