

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

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
<p>PO1 The location of the development does not create a safety hazard for users of the state-controlled road.</p>	<p>AO1.1 Development is not located in a state-controlled road.</p> <p>AND</p> <p>AO1.2 Development can be maintained without requiring access to a state-controlled road.</p>	<p>Complies with PO1.</p> <p>The location of the development is the northern part of the existing Lake MacDonald dam wall and is located on Lake MacDonald Drive which is a Noosa Shire Council local road.</p> <p>Access to the development site will be via sections of the following SCR's: Elm Street, Cooroy Connection Road, Diamond Street, Tewantin Road and Noosa Cooroy Road.</p> <p>A Road Safety Audit (RSA) was undertaken prior to the commencement of the development. The RSA identified existing issues with the SCR road network (Section 2). The RSA also recommends suggested actions and has assisted in the development of traffic management for the life of the project to ensure no additional road safety issues occur as part of the development.</p>

Performance outcomes	Acceptable outcomes	Response
<p>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.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO2.</p> <p>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 Assessment and Traffic Management Plan. The plan has been designed to reduce impacts on the structural integrity of the existing road network. The TMP outlines that a pre and post construction assessment will be undertaken and form the basis of negotiations on responsibilities for ongoing maintenance and rehabilitation of the road network.</p>
<p>PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO3.</p> <p>The development will result in temporary impacts to the SCR network associated with construction traffic. The development – replacement of an existing dam with no direct interface with a SCR – will not obstruct road transport infrastructure or impact the performance of a SCR.</p> <p>During peak periods in the demolition and construction stages of the development there will be minor lane closure along Lake MacDonald Drive. This will be managed by way of traffic controllers during peak periods and signage.</p>
<p>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.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable.</p> <p>No advertising devices will be placed near SCR's.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road.</p>	<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>	<p>Not applicable.</p> <p>No buildings are proposed as part of the dam upgrade.</p> <p>The dam upgrade site is not near any SCR's.</p>
<p>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.</p>	<p>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.</p>	<p>Not applicable.</p> <p>No bridges over a SCR are proposed.</p>
Landscaping		
<p>PO7 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>Not applicable.</p> <p>No landscaping is proposed near SCR's.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>	
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.	<p>Complies with PO8.</p> <p>The development site will not direct runoff or overland flow toward a SCR and will not create or exacerbate a safety issue for users of SCR's.</p>
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.	<p>Complies with PO9.</p> <p>All stormwater or overland 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. 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.</p>
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.	<p>Complies with PO10.</p> <p>The development site is not within the vicinity of a SCR.</p>
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>Complies with PO11.</p> <p>The development site is not within the vicinity of a SCR.</p> <p>The development will not discharge stormwater to a SCR.</p> <p>The development will not concentrate flows to a SCR.</p>

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	<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>Stormwater will be completely retained and managed within the development by way of an approved Stormwater Management Plan and Erosion Sediment Control Plan.</p> <p>No worsening to the existing environment will occur or any discharges to SCR's.</p>
Flooding		
<p>PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road.</p>	<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 existing time of submergence of a state-controlled road.</p>	<p>Complies with PO12.</p> <p>The development will not change flood levels within a SCR.</p>
Drainage Infrastructure		
<p>PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road.</p>	<p>AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge.</p>	<p>Complies with PO13.</p>

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	<p>AND</p> <p>AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.</p>	The development will not require drainage infrastructure in a SCR.
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.	<p>Complies with PO14.</p> <p>The development will not require drainage infrastructure in a SCR.</p>

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
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.	<p>Complies with PO15.</p> <p>No new or changed access to SCR's is proposed.</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>Complies with PO16.</p> <p>No new or changed access to SCR's is proposed.</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>Complies with PO17.</p> <p>No new or changed access is to SCR's is proposed.</p>
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.	<p>Complies with PO18.</p> <p>No new or changed access is to SCR's is proposed.</p>

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Performance outcomes	Acceptable outcomes	Response
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.	Complies with PO19. No new or changed access is to SCR's is proposed.
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.	Complies with PO20. No new or changed access is to SCR's is proposed.
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.	Not applicable. The development will not impact public passenger transport infrastructure or public passenger services.
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.	Not applicable. The development will not impact public passenger transport infrastructure or public passenger services.
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.	Not applicable. The development will not impact public passenger transport infrastructure or public passenger services.
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.	Not applicable. The development will not impact public passenger transport infrastructure or public passenger services.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network .	No acceptable outcome is prescribed.	Complies with PO25.

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Performance outcomes	Acceptable outcomes	Response
		A Road Safety Assessment has been prepared to inform the Traffic Management Plan for the Project. The RSA confirms that safety of road users will not be compromised by the development.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Complies with PO26. A traffic impact assessment and traffic management plan have been prepared for the development which confirm that there will be minimal impacts on the operating performance of the SCR network.
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.	Complies with PO27.
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.	Complies with PO28. 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.

Performance outcomes	Acceptable outcomes	Response
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Complies with PO29. The development does not impede on any planner upgrades to SCR's.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Complies with PO30. The development does not impede the delivery of corridor improvements located entirely within the SCR.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO31. Any filling, excavation, building foundations and retaining structures activities are wholly contained within the development which is not in the vicinity of any SCR's.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies with PO32. Any filling, excavation, building foundations and retaining structures activities are wholly contained within the development which is not in the vicinity of any SCR's.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Complies with PO33. Any filling, excavation, building foundations and retaining structures activities are wholly contained within the development which is not in the vicinity of any SCR's.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Complies with PO34. Any filling, excavation, building foundations and retaining structures activities are wholly contained

Performance outcomes	Acceptable outcomes	Response
		within the development which is not in the vicinity of any SCR's.
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.	Complies with PO35. Any filling, excavation, building foundations and retaining structures activities are wholly contained within the development which is not in the vicinity of any SCR's.
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.	Complies with PO36. Any filling, excavation, building foundations and retaining structures activities are wholly contained within the development which is not in the vicinity of any SCR's.

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	Response
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: 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;	Not applicable. The development is not a reconfiguration of a Lot.

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	<p>c. 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>	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
<p>PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road.</p>	<p>AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> 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. 	<p>Not applicable.</p> <p>The development is not a reconfiguration of a Lot.</p>

Performance outcomes	Acceptable outcomes	Response
	<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:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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. <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</p>	<p>Not applicable.</p> <p>The development is not a Material Change of Use.</p>

Performance outcomes	Acceptable outcomes	Response
<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>attenuation measures where it is not practical to provide a noise barrier or earth mound.</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:</p> <ol style="list-style-type: none"> 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: <ol style="list-style-type: none"> 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. <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>Not applicable.</p> <p>The development is not a Material Change of Use.</p>
<p>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).</p>	<p>No acceptable outcome is provided.</p>	<p>Not applicable.</p> <p>The development is not a Material Change of Use.</p>

Performance outcomes	Acceptable outcomes	Response
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: <ol style="list-style-type: none"> 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, podiums, and roof decks. 	No acceptable outcome is provided.	Not applicable. The development is not a Material Change of Use.
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.	Not applicable. The development is not a Material Change of Use.
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: <ol style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: <ol style="list-style-type: none"> a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; b. in accordance with: <ol style="list-style-type: none"> 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; 	No acceptable outcome is provided.	Not applicable. The development is not a Material Change of Use.

Performance outcomes	Acceptable outcomes	Response
<ul style="list-style-type: none"> 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. 		
<p>PO45 Development involving a childcare centre or educational establishment:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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.	<p>Not applicable.</p> <p>The development is not a Material Change of Use.</p>
<p>PO46 Development involving:</p>	No acceptable outcome is provided.	<p>Not applicable.</p>

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<ol style="list-style-type: none"> 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). 		The development is not a Material Change of Use.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
<p>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:</p> <ol style="list-style-type: none"> 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. 	No acceptable outcome is provided.	<p>Not applicable.</p> <p>The development is not a Material Change of Use.</p>
<p>PO48 Development including:</p> <ol style="list-style-type: none"> 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.	<p>Not applicable.</p> <p>The development is not a Material Change of Use.</p>
Air, light and vibration		

Performance outcomes	Acceptable outcomes	Response
<p>PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road.</p>	<p>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.</p> <p>OR</p> <p>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.</p>	<p>Not applicable.</p> <p>The development is not a Material Change of Use.</p>
<p>PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor.</p>	<p>AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</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 $0.4\text{m/s}^{1.75}$.</p>	<p>Not applicable.</p> <p>The development is not a Material Change of Use.</p>
<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:</p> <ol style="list-style-type: none"> intrude into buildings during night hours (10pm to 6am); create unreasonable disturbance during evening hours (6pm to 10pm). 	<p>No acceptable outcomes are prescribed.</p>	<p>Not applicable.</p> <p>The development is not a Material Change of Use.</p>

Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
<p>PO52 Development does not impede delivery of a future state-controlled road.</p>	<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>Not applicable.</p> <p>The development is not within the vicinity of future SCR.</p>
<p>PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road.</p>	<p>AO53.1 Development does not include new or changed access to a future state-controlled road.</p>	<p>Not applicable.</p> <p>The development is not within the vicinity of future SCR.</p>
<p>PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable.</p> <p>The development is not within the vicinity of future SCR.</p>
<p>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.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable.</p> <p>The development is not within the vicinity of future SCR.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO56 Development ensures that stormwater is lawfully discharged.</p>	<p>AO56.1 Development does not create any new points of discharge to a future state-controlled road.</p> <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>	<p>Not applicable.</p> <p>The development is not within the vicinity of future SCR.</p>