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

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	**AO1.1** Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	The proposed development is compliant The proposed development, comprising of a renewable energy facility (wind farm), is not located within a state-controlled road**.**
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	The proposed development is compliant There are accesses required off state-controlled roads. These accesses have been detailed in the Traffic Impact Assessment prepared by icubed consulting, which looks to not creating a safety hazard on a state-controlled road, or cause damage to, or obstruct road transport infrastructure. Apart from the required accesses, all buildings, structures, infrastructure, services and utilities for the wind farm are sited so that they can be maintained without interfering with a state-controlled road.
PO2 The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	**AO2.1** Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	The proposed development is compliant All associated buildings and structures (including the WTG) to the proposed wind farm are facing away from state-controlled roads and will be made of non-reflective materials.

Performance outcomes	Acceptable outcomes	Response
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	Not applicable to this development Refer to response AO2.1.
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	Not applicable to this development Refer to response AO2.1.
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.	Not applicable to this development Refer to response AO2.1.
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	**AO3.1** Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.	Not applicable to this development No road, pedestrian or bikeway bridges are required as part of this application.
Filling, excavation and retaining structures		
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road. Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service. Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design	No acceptable outcome is prescribed.	The proposed development is compliant Filling and excavation will not interfere with, or result in damage to infrastructure or services in a state-controlled road. The proposed power lines for the development will generally be installed underground (with exceptions), which will be completed under permits. These works will be designed such that they do not interfere or damage services or infrastructure.

Performance outcomes	Acceptable outcomes	Response
specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.		
PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road. Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	**AO8.1** Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	The proposed development is compliant It has been determined via the pavement impact assessment (refer Traffic Impact Assessment prepared by *icubed consulting*) that greater than 10000T of material can be transported to site with no impact on the state-controlled road network. It is therefore considered that the proposed import of material will not impact on the operational capacity of the state-controlled road network.
PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	No acceptable outcome is prescribed.	The proposed development is compliant Filling and excavation associated with the construction of vehicular access to the proposed project area will be designed to ensure that it does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.
PO10 Fill material used on a development site does not result in contamination of a state-controlled road.	**AO10.1** Fill material is free of contaminants including acid sulfate content. Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes. AND	The proposed development is compliant No fill will be imported to the site as part of the development works.
	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	The proposed development is compliant Any compaction of fill over the site will be carried out in accordance with the requirements of the

Performance outcomes	Acceptable outcomes	Response
		applicable Australian Standard - AS 1289.0 2000 – Methods of testing soils for engineering purposes.
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	**AO11.1** Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	The proposed development is compliant Any compaction of fill over the site will be carried out in accordance with the requirements of the applicable Australian Standard - AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND
	AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	The proposed development is compliant Site appropriate dust suppression measures will be used during filling and excavation activities.
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	**AO15.1** Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the *Transport Infrastructure Act 1994* and are identified in the DA mapping system. OR	Not applicable to this development The development does require access, but it is being addressed by AO15.2.
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the *Transport Infrastructure Act 1994* can be obtained by contacting the relevant Department of Transport and Main Roads regional office.	The proposed development is compliant The proposed development requires temporary modifications to the existing access from the Neerdie Road / Bruce Highway intersection. These modifications have been detailed in the Transport Route Study Report (Appendix C of the Traffic Management Plan).

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	Not applicable to this development Refer to response AO15.2
PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road. Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of *Transport Infrastructure Act 1994* issued.	**AO16.1** Vehicular access is provided from a local road. OR all of the following acceptable outcomes apply: **AO16.2** Vehicular access for the development is consistent with the function and design of the state-controlled road. AND **AO16.3** Development does not require new or changed access between the premises and the state-controlled road. Note: A decision under section 62 of the *Transport Infrastructure Act 1994* outlines the approved conditions for use of an existing vehicular access to a	The proposed development is compliant It is proposed to access the site is primarily from Neerdie Road, a local road managed by Gympie Regional Council. Secondary accesses to the site will be obtained from: • Maryborough Tuan Forest Road (Boonooroo Road) / Maryborough Tuan Forest Road • Maryborough-Cooloola Road / site access point • Tin Can Bay Road / site access point Access from these roads has been covered in the Traffic Impact Assessment, prepared by

Performance outcomes	Acceptable outcomes	Response
	state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office. AND	icubed consulting, as they are from a state-controlled road.
	AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the *Transport Infrastructure Act 1994*. Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application. AND	
	AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	
PO17 Vehicular access to a state-controlled road or local road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	**AO17.1** Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	The proposed development is compliant Vehicular access and associated road access works to the subject site is not located within 5 metres of existing public passenger transport infrastructure.
	AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure. AND	The proposed development is compliant The location and design of vehicular access for the proposed development does not necessitate the relocation of existing public passenger transport infrastructure.
	AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct	The proposed development is compliant

Performance outcomes	Acceptable outcomes	Response
	public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND	No public passenger transport infrastructure, or public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services, exist near the subject site.
	AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	The proposed development is compliant No public passenger transport infrastructure or public passenger services exist near the subject site.
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.	**AO18.1** Vehicular access is located as far as possible from the state-controlled road intersection. AND	Not applicable to this development The proposed vehicular access to the subject site is not located within 100m of an intersection between a local road and a state-controlled road.
	AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016. AND	Not applicable to this development The proposed vehicular access to the subject site is not located within 100m of an intersection between a local road and a state-controlled road.
	AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	Not applicable to this development The proposed vehicular access to the subject site is not located within 100m of an intersection between a local road and a state-controlled road.
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	**AO19.1** Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	The proposed development is compliant The proposed development is not located on land identified by the Department of Transport

Performance outcomes	Acceptable outcomes	Response
	Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system. OR	and Main Roads as land required for the planned upgrade of a state-controlled road, as per the pre-lodgement meeting discussion with DTMR (7th August, 2017).
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	Not applicable to this development Refer to Response AO19.1.
	OR all of the following acceptable outcomes apply: **AO19.3** Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	Not applicable to this development Refer to Response AO19.1.
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	Not applicable to this development Refer to Response AO19.1.
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	Not applicable to this development Refer to Response AO19.1.

Performance outcomes	Acceptable outcomes	Response
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not applicable to this development Refer to Response AO19.1.
Network impacts		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road network. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	The proposed development is compliant The proposed development does not result in a worsening of operating conditions on the state-controlled road network. This is confirmed within the Traffic Impact Assessment prepared by icubed consulting (refer to Appendix A of this assessment).
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	**AO21.1** The layout and design of the development directs traffic generated by the development to the local road network.	Not applicable to this development No local road network is available as an alternative for oversize access to the wind farm site (ie route from the Port of Brisbane to Neerdie Road).
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	**AO22.1** Upgrade works required as a result of the development are designed and constructed in accordance with the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016. Note: Road works in a state-controlled road require approval under section 33 of the *Transport Infrastructure Act 1994* before the works commence.	The proposed development is compliant Road upgrade works will be built in accordance with Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016.

Table 1.2.2: Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Noise		
Accommodation activities		
PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	**AO23.1** A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria at all facades of the building envelope: a. ≤60 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am ≤40 dB(A)) b. ≤63 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am >40 dB(A)) 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. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no accommodation activities are proposed as part of this application.

Performance outcomes	Acceptable outcomes	Response
	In some instances the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.	
	OR all of the following acceptable outcomes apply: **AO23.2** Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no accommodation activities are proposed as part of this application.
	AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor. AND	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no accommodation activities are proposed as part of this application.
	AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria: 1. ≤35 dB(A) Leq (1 hour) (maximum hour over 24 hours). Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no habitable rooms are proposed as part of this application.

Performance outcomes	Acceptable outcomes	Response
	Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the DA mapping system.	
PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	**AO24.1** A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria in outdoor spaces for passive recreation: a. ≤57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤45 dB(A)) b. ≤60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight >45 dB(A)) 2. 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.	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no accommodation activities are proposed as part of this application.

Performance outcomes	Acceptable outcomes	Response
	Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. OR	
	AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure. AND	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no accommodation activities are proposed as part of this application.
	AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no accommodation activities are proposed as part of this application.
Child care centres		
PO25 Development involving a: 1. child care centre; or 2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.	**AO25.1** A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria at all facades of the building envelope: a. ≤58 dB(A) L_{10} (1 hour) façade corrected (maximum hour during normal opening hours) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no child care centres or educational establishments are proposed as part of this application.

Performance outcomes	Acceptable outcomes	Response
	Road Traffic Noise, Department of Transport and Main Roads, 2013. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.	
	OR all of the following acceptable outcomes apply: **AO25.2** Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no child care centres or educational establishments uses are proposed as part of this application.
	AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor. AND	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no child care centres or educational establishments use are proposed as part of this application.
	AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no child

Performance outcomes	Acceptable outcomes	Response
	1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours). Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.	care centres or educational establishments are proposed as part of this application.
PO26 Development involving a: 1. child care centre; or 2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	**AO26.1** A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria in each outdoor education area or outdoor play area: a. ≤63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm) 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. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no child care centres or educational establishments are proposed as part of this application.

Performance outcomes	Acceptable outcomes	Response
	Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. OR	
	AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no child care centres or educational establishments are proposed as part of this application.
Hospitals		
PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	**AO27.1** Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria: 1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours). Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no hospital use is proposed as part of this application.
Vibration		
Hospitals		
PO28 Development involving a hospital minimises vibration impacts from vehicles using	**AO28.**1 Hospitals are designed and constructed to ensure vibration in the treatment area of a	Not applicable to this development

Performance outcomes	Acceptable outcomes	Response
a state-controlled road or type 1 multi-modal corridor in patient care areas.	patient care area does not exceed a vibration dose value of 0.1m/s$^{1.75}$. AND	This application seeks approval for a renewable energy facility (wind farm). Accordingly, no hospital use is proposed as part of this application.
	AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of 0.4m/s$^{1.75}$. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no hospital use is proposed as part of this application.
Air and light		
PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	**AO29.1** Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no accommodation activities are proposed as part of this application.
PO30 Development involving a: 1. child care centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	**AO30.1** Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no child care centres or educational establishments are proposed as part of this application.
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	**AO31.1** Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	Not applicable to this development This application seeks approval for a renewable energy facility (wind farm). Accordingly, no hospital use is proposed as part of this application.
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments	Not applicable to this development

Performance outcomes	Acceptable outcomes	Response
	to block light from a state-controlled road or type 1 multi-modal corridor.	This application seeks approval for a renewable energy facility (wind farm). Accordingly, no hospital use is proposed as part of this application.

Table 1.2.3: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO32 Development does not impede delivery of a future state-controlled road.	**AO32.1** Development is not located in a future state-controlled road. OR	The proposed development is compliant The proposed development is not located in a future state-controlled road. There are proposed upgrades to state-controlled roads along the expected Transport Route, outlined in the Traffic Impact Assessment prepared by icubed consulting. These can be further assessed once timing for the upgrade works and Wind Farm works has been confirmed.
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	Not applicable to this development Refer to response AO32.1.
	OR all of the following acceptable outcomes apply: **AO32.3** Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.	Not applicable to this development Refer to response AO32.1.

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	Not applicable to this development Refer to response AO32.1.
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not applicable to this development Refer to response AO32.1.
PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road. Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of *Transport Infrastructure Act 1994* issued.	**AO33.1** Development does not require new or changed access between the premises and a future state-controlled road. AND	Not applicable to this development The proposed development is not located in a future state-controlled road.
	AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.	Not applicable to this development The proposed development is not located in a future state-controlled road.
PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.	**AO35.1** Fill material is free of contaminants including acid sulfate content. Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes. AND	Not applicable to this development The proposed development is not located in a future state- controlled road.
	AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0	Not applicable to this development

Performance outcomes	Acceptable outcomes	Response
	2000 – Methods of testing soils for engineering purposes.	The proposed development is not located in a future state- controlled road.
PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.	No acceptable outcome is prescribed.	Not applicable to this development The proposed development is not located in a future state- controlled road.
PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.	**AO37.1** Development does not create any new points of discharge to a future state-controlled road. AND	Not applicable to this development The proposed development is not located in a future state- controlled road.
	AO37.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	Not applicable to this development The proposed development is not located in a future state- controlled road.
	AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	Not applicable to this development The proposed development is not located in a future state- controlled road.