



APPENDIX I

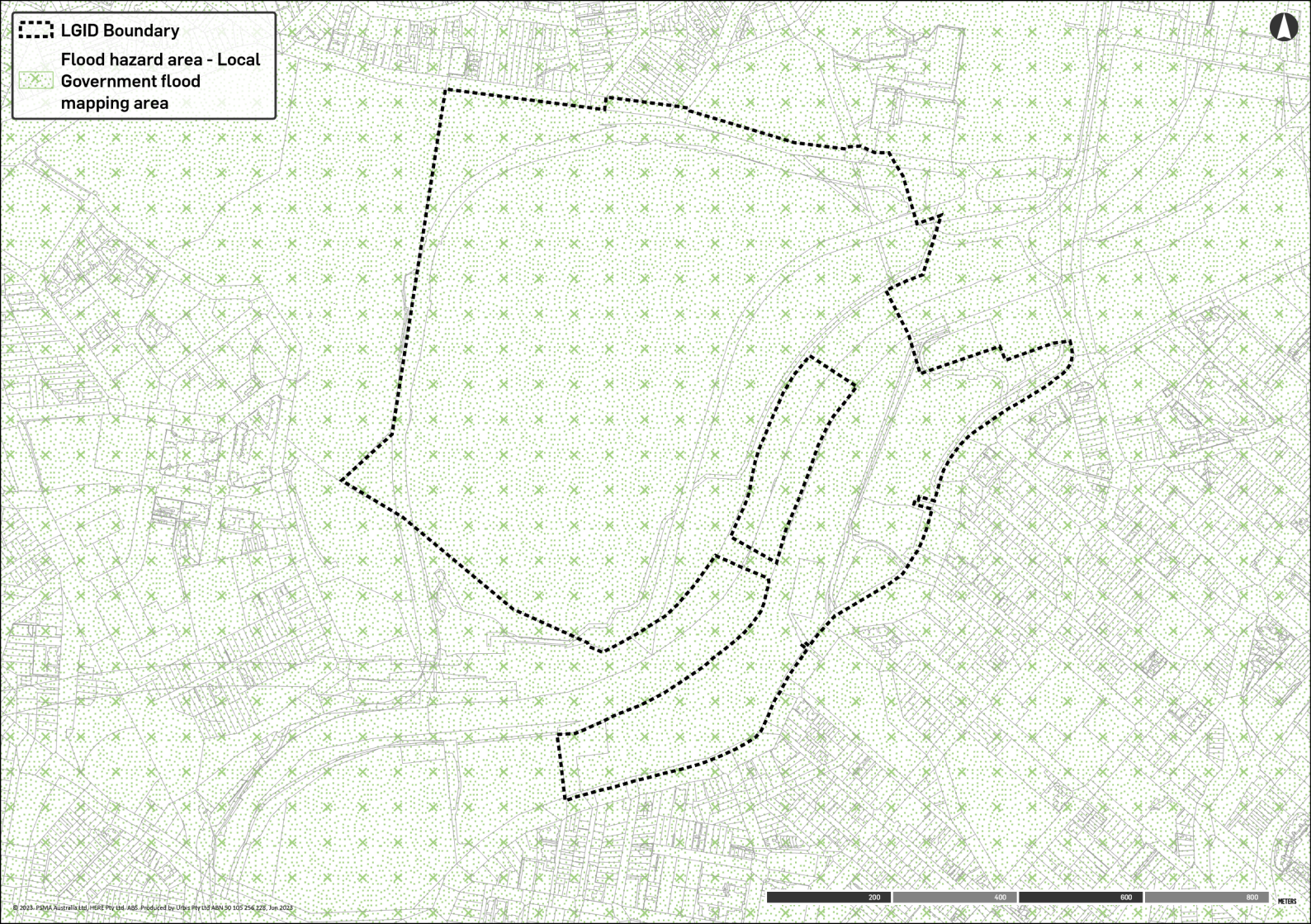
STATE DEVELOPMENT ASSESSMENT PROVISIONS MAPPING AND ASSESSMENT

- I.1 SDAP Mapping
- I.2 SDAP Assessment – State Code 2



I.1 SDAP MAPPING

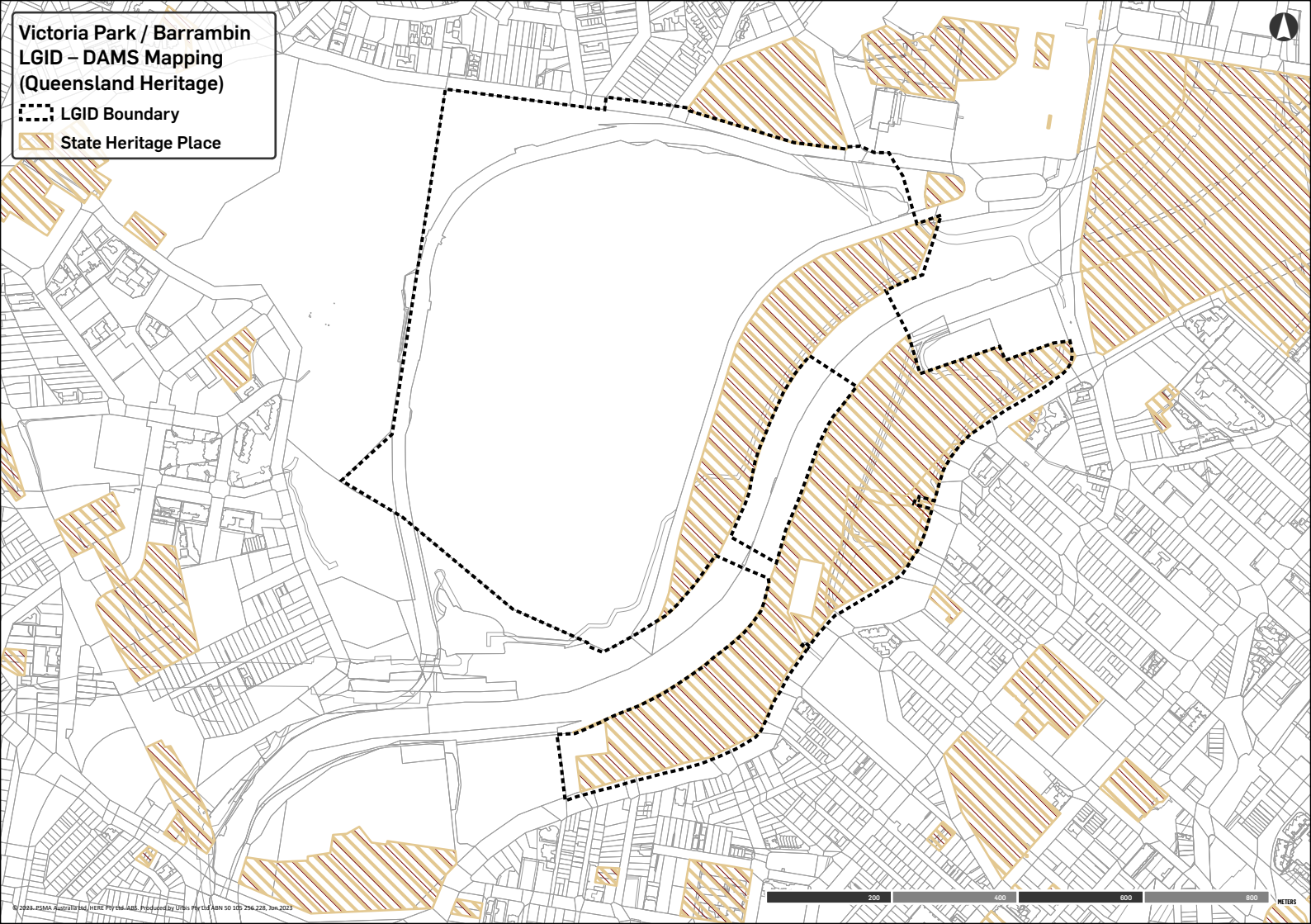
 LGID Boundary

 Flood hazard area - Local Government flood mapping area





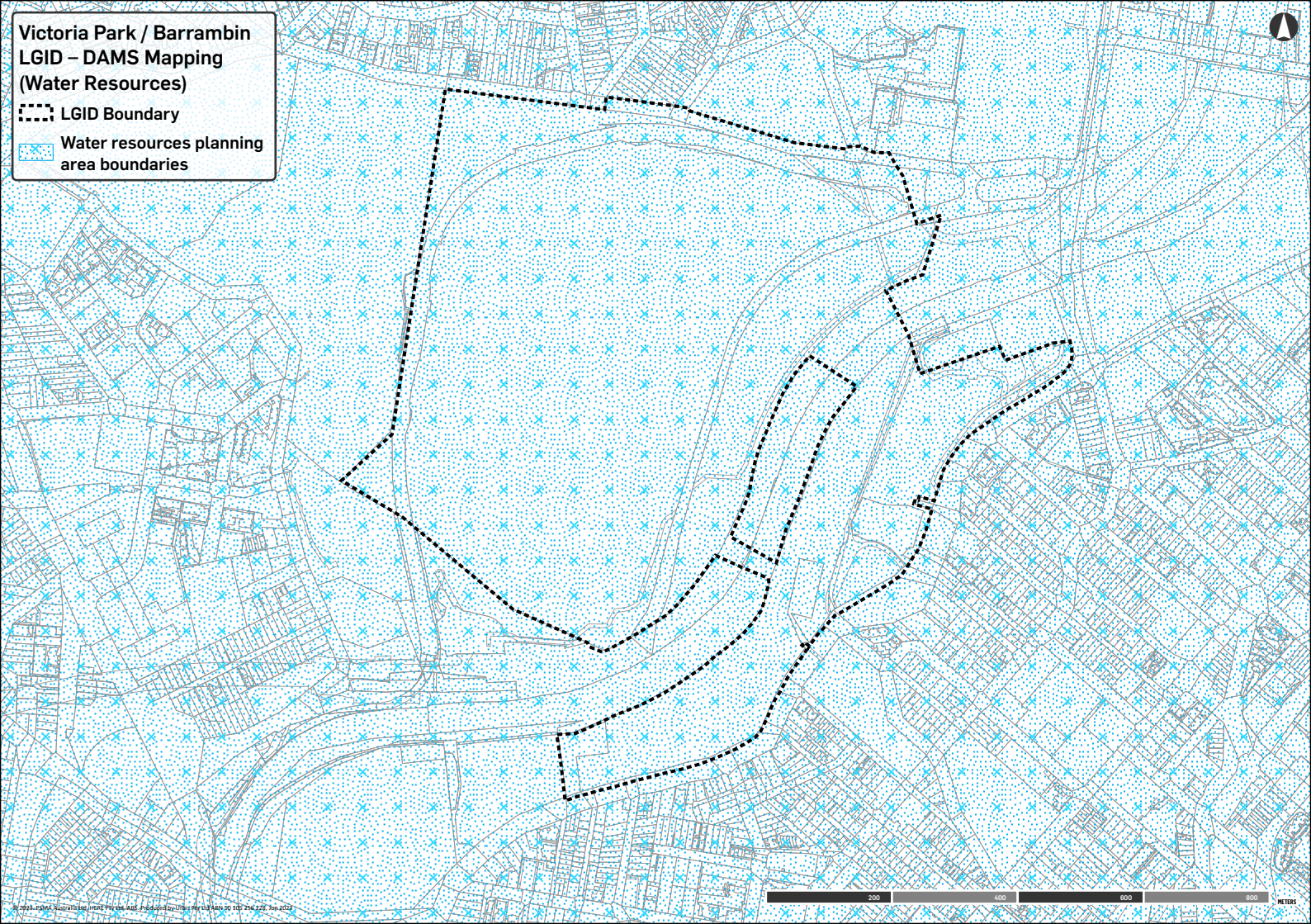
Victoria Park / Barrambin LGID – DAMS Mapping (Queensland Heritage)

-  LGID Boundary
-  State Heritage Place





Victoria Park / Barrambin LGID – DAMS Mapping (Water Resources)

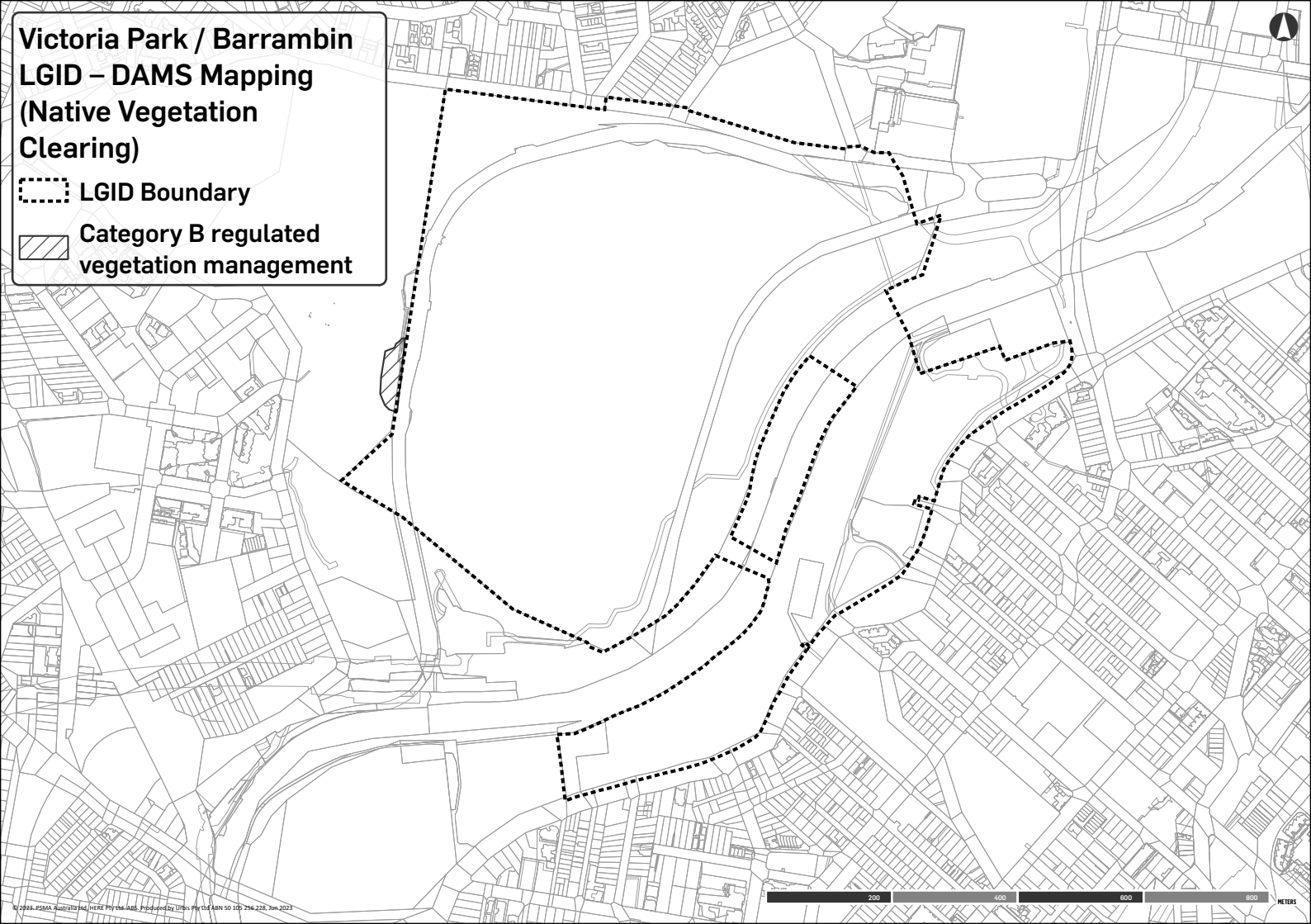
-  LGID Boundary
-  Water resources planning area boundaries





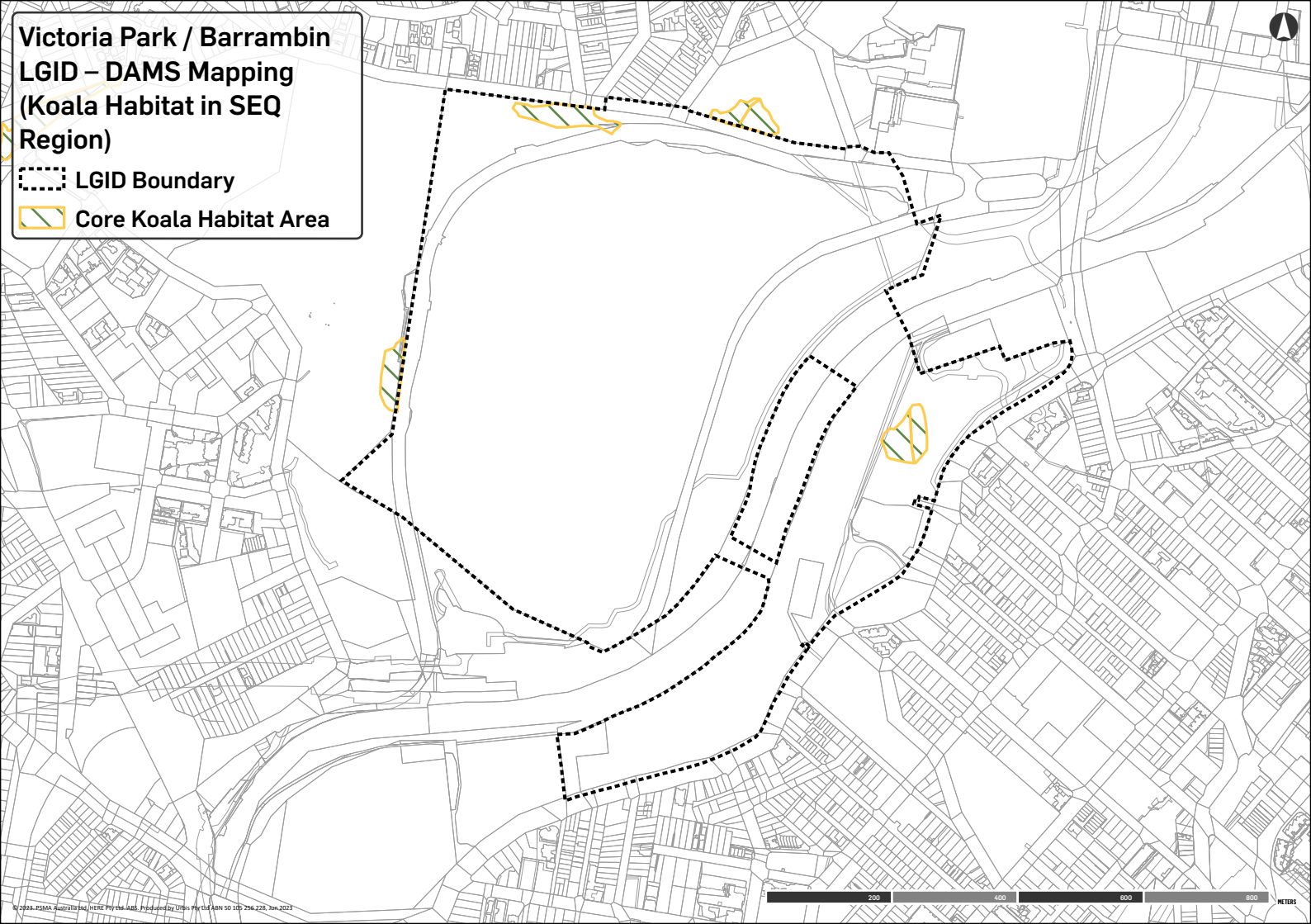
Victoria Park / Barrambin LGID – DAMS Mapping (Native Vegetation Clearing)

-  LGID Boundary
-  Category B regulated
vegetation management



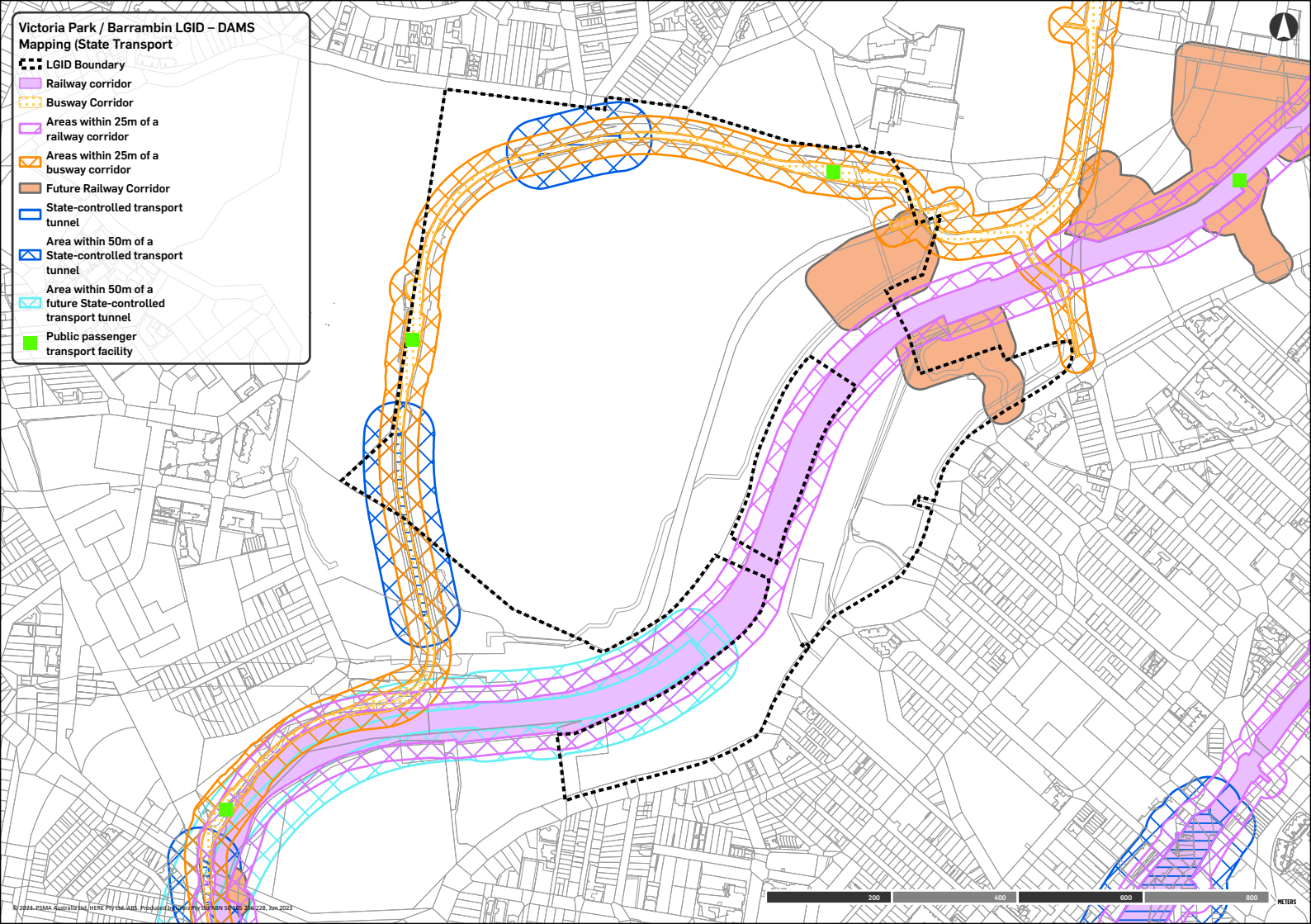
Victoria Park / Barrambin LGID – DAMS Mapping (Koala Habitat in SEQ Region)

- LGID Boundary
- ▨ Core Koala Habitat Area



Victoria Park / Barrambin LGID – DAMS Mapping (State Transport)

- LGID Boundary
- Railway corridor
- Busway Corridor
- Areas within 25m of a railway corridor
- Areas within 25m of a busway corridor
- Future Railway Corridor
- State-controlled transport tunnel
- Area within 50m of a State-controlled transport tunnel
- Area within 50m of a future State-controlled transport tunnel
- Public passenger transport facility



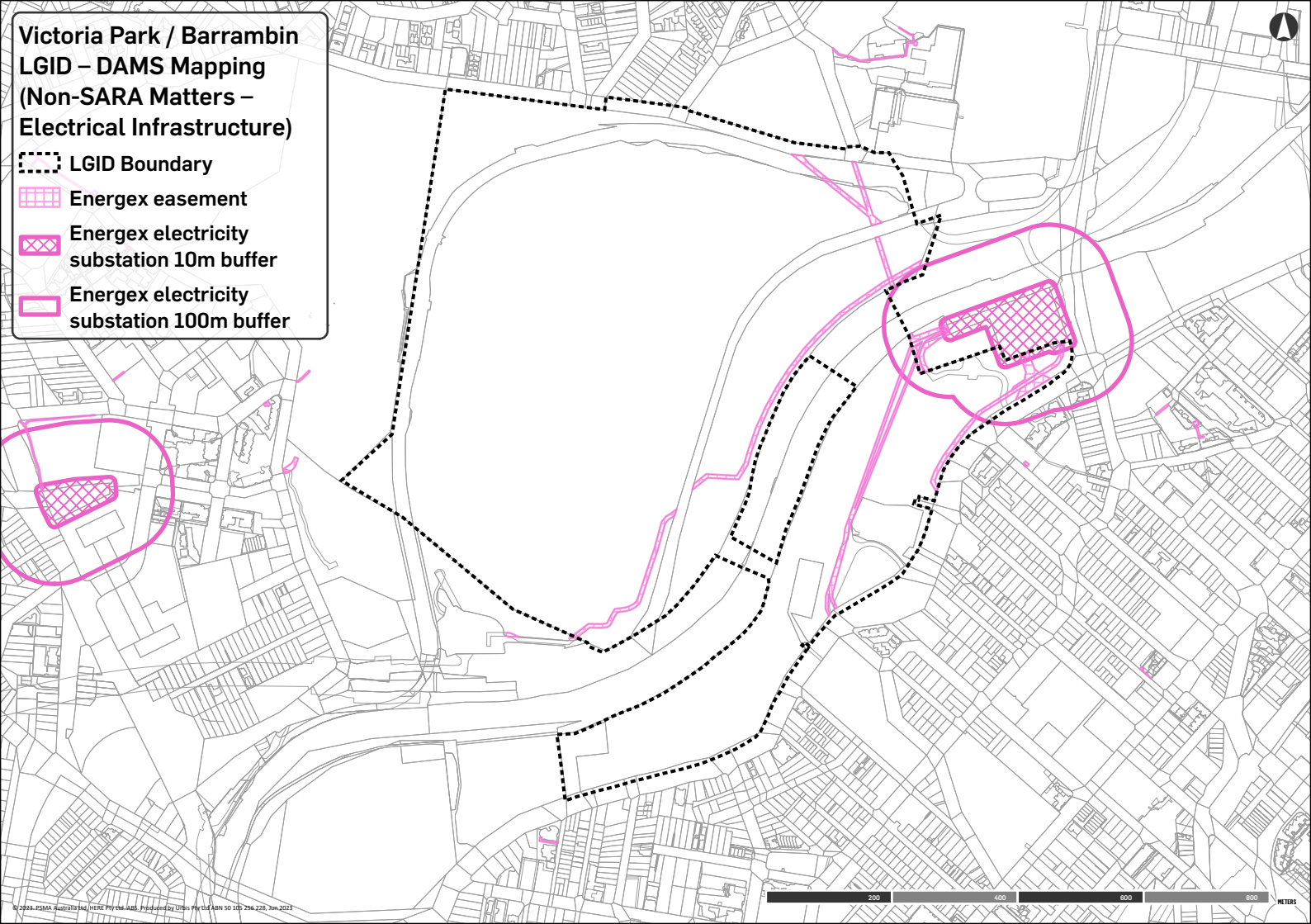
Victoria Park / Barrambin LGID – DAMS Mapping (Non-SARA Matters – Electrical Infrastructure)

⋯ LGID Boundary

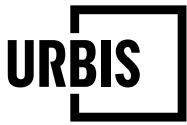
⊞ Energex easement

⊞ Energex electricity
substation 10m buffer

⊞ Energex electricity
substation 100m buffer



I.2 SDAP ASSESSMENT – STATE CODE 2



STATE CODE 2: DEVELOPMENT IN A RAILWAY ENVIRONMENT

Table 2.1 Development in general

| Performance Outcome | Acceptable Outcome | Response |
|---|---|---|
| Building, structures, infrastructure, services and utilities | | |
| <p>PO1</p> <p>Development does not create a safety hazard within the railway corridor.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with PO1</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur outside the railway corridor. The bridge designs are in the preliminary stages. Detailed design will ensure that the design of the bridges will not create a safety hazard within the corridor. Appropriate barriers/fencing will be installed on the bridges for pedestrian safety and to ensure no impacts to the railway corridor.</p> |
| <p>PO2</p> <p>Development does not cause damage to the railway corridor, rail transport infrastructure or other rail infrastructure.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with PO2</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur outside the railway corridor. The bridge designs are in the preliminary stages. Detailed design will ensure that the design of the bridges will not create a safety hazard within the corridor. Appropriate barriers/fencing will be installed on the bridges for pedestrian safety and to ensure no impacts to the railway corridor.</p> |
| <p>PO3</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with Po3</p> |

| Performance Outcome | Acceptable Outcome | Response |
|--|---|--|
| <p>Development does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure.</p> | | <p>With the exception of the proposed land bridge and upgraded pedestrian bridge, all development will occur outside the railway corridor. The bridge designs are in the preliminary stages. Detailed design will ensure that the design of the bridges do not cause interfere with or obstruct the railway corridor or associated infrastructure.</p> |
| <p>PO4</p> <p>Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with PO4</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur outside the railway corridor. The bridge designs are in the preliminary stages. Detailed design will ensure that the design of the bridges do not adversely impact the structural integrity or the physical condition of the railway or associated infrastructure.</p> |
| <p>PO5</p> <p>Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Complies of PO5</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur outside the railway corridor. The bridges will not be enclosed to allow for natural ventilation and smoke dispersion.</p> |
| <p>PO6</p> <p>Development does not adversely impact the operating performance of the railway corridor.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Complies with PO6</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur outside the railway corridor. The</p> |

| Performance Outcome | Acceptable Outcome | Response |
|---|--|---|
| | | bridges will be located over the corridor and will not impact the operating performance of the corridor. |
| <p>PO7</p> <p>Buildings and structures in a railway corridor are designed and constructed to protect persons in the event of a derailed train.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with PO7</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur outside the railway corridor. The bridge designs are in the preliminary stages. Detailed design will ensure that the design of the bridges will protect persons in the event of a derailed train.</p> |
| <p>PO8</p> <p>Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are design and constructed to protect persons in the event of a derailed train.</p> | <p>AO8.1</p> <p>Buildings and structures, in a railway corridor, including foundations, retaining and other support elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions.</p> | <p>Will Comply with PO8</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur outside the railway corridor. The bridge designs are in the preliminary stages.</p> <p>Detailed design will ensure that the bridges and associated structures are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions.</p> |
| <p>PO9</p> <p>Buildings and structures are designed and constructed to protect people from electrocution.</p> | <p>AO9.1</p> <p>The outermost projection of development is set back horizontally a minimum of 3 metres from the outermost</p> | <p>Will Comply with Po9</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur</p> |

| Performance Outcome | Acceptable Outcome | Response |
|--|---|--|
| | projection of overhead line equipment. | outside the railway corridor. The bridge designs are in the preliminary stages. Detailed design will ensure that the bridges and associated structures are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions. |
| <p>PO10</p> <p>Development in the railway corridor is designed and constructed to prevent projectiles being thrown onto the railway.</p> | No acceptable outcome is prescribed. | <p>Will Comply with PO10</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur outside the railway corridor. The bridge designs are in the preliminary stages. Detailed design will minimise the ability for projectiles to be thrown onto the railway.</p> |
| <p>PO11</p> <p>Buildings, and structures with publicly accessible or communal areas within 20 metres from the centreline of the nearest railway track are designed and constructed to prevent projectiles from being thrown onto a railway.</p> | <p>AO11.1</p> <p>Publicly accessible areas located within 20 metre from the centreline of the nearest railway do not overlook a railway.</p> <p>AO11.2</p> <p>Buildings and structures are designed to ensure publicly accessible areas located within 20 metres from the centreline of the nearest railway track and that overlook the railway may include throw protection screens in</p> | <p>Will Comply with PO11</p> <p>With the exception of the proposed Inner City Pedestrian Cycle Bridge and upgraded elevated connection to land bridge, all development will occur outside the railway corridor. The bridge designs are in the preliminary stages. Detailed design will minimise the ability for projectiles to be thrown onto the railway.</p> |

| Performance Outcome | Acceptable Outcome | Response |
|---|--|---|
| | <p>accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR008 Protection screens, Queensland Rail.</p> | |
| Stormwater and overland flow | | |
| <p>PO12</p> <p>Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard in a railway corridor.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with PO12</p> <p>Detailed design will ensure that stormwater run-off or overland flow from the development site does not create a safety hazard in the railway corridor.</p> <p>Flooding and Stormwater Technical Reports (Appendix O) have identified key risks associated with overland flow on the site and recommendations for detailed design. Flood modelling indicated that there would be only minor impacts on the corridor due to an increase in tailwater levels. Increasing flood storage will further lessen the impact to the railway.</p> |
| <p>PO13</p> <p>Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of the railway corridor, rail transport infrastructure or other rail infrastructure.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with PO13</p> <p>Detailed design will ensure that stormwater run-off or overland flow from the development will not worsen the operating performance of the railway corridor. Flooding and Stormwater Technical Reports (Appendix O) have identified key risks associated with overland flow on the site and recommendations for detailed design. Flood modelling indicated</p> |

| Performance Outcome | Acceptable Outcome | Response |
|---|---|---|
| | | <p>that there would be only minor impacts on the corridor due to an increase in tailwater levels. Increasing flood storage will further lessen the impact to the railway.</p> |
| <p>PO14</p> <p>Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the railway corridor, rail transport infrastructure or other rail infrastructure.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with PO14</p> <p>Detailed design will ensure that stormwater run-off or overland flow from the development does not interfere with the structural integrity of the railway corridor. A Flooding and Water Quality Assessment Report (Appendix O) has been prepared, which have identified key risks associated with overland flow on the site and recommendations for detailed design.</p> <p>Flood modelling indicated that there would be only minor impacts on the corridor due to an increase in tailwater levels. Increasing flood storage will further lessen the impact to the railway.</p> |
| Flooding | | |
| <p>PO15</p> <p>Development does not result in a material worsening of flooding impacts within a railway corridor.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with PO14</p> <p>Detailed design will ensure that flooding impacts with not be worsened for the railway corridor. The Flooding and Water Quality Assessment (Appendix O) prepared for the LGID have identified key risks associated with flooding on the site and recommendations for detailed design.</p> <p>Flood modelling indicated that there would be only minor impacts on the corridor due to an increase in tailwater levels. Increasing flood storage will</p> |

| Performance Outcome | Acceptable Outcome | Response |
|---|---|--|
| | | further lessen the impact to the railway. |
| Drainage Infrastructure | | |
| PO16 Drainage infrastructure does not create a safety hazard in a railway corridor. | AO16.1 Drainage infrastructure is wholly contained within the development site. | Complies with AO16.1 Drainage infrastructure will be wholly contained inside the Designation Area and outside the rail corridor. |
| | AO16.2 Drainage infrastructure can be maintained without requiring access to a railway corridor. | Complies with AO16.2 Drainage infrastructure will be wholly contained inside the Designation Area and will not require access to the railway corridor to be maintained. |
| Construction Impacts | | |
| PO17 Construction activities do not cause ground movement or vibration impacts in a railway corridor. | No acceptable outcome is prescribed. | Will Comply with PO17 Construction will be undertaken in a manner that minimises ground movement or vibration impacts in the railway corridor. |
| Access | | |
| PO18 Development prevents unauthorised access to the railway corridor. | AO18.1 Development abutting the railway corridor incorporates fencing along the property boundary with the railway corridor in accordance with the railway manager's standards. | Will Comply with AO18.1 The design of the development is in the preliminary stages. Detailed design will provide adequate fencing adjacent to the railway corridor. |
| | AO18.2 A road barrier designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers. | Will Comply with AO18.2 The design of the development is in the preliminary stages. Detailed design will provide road barriers adjacent to the railway corridor that are compliant with the Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers. |

| Performance Outcome | Acceptable Outcome | Response |
|---|--|--|
| | <p>AO18.3</p> <p>Vehicle manoeuvring areas, driveways, loading areas and carparks abutting the railway corridor incorporate rail interface barriers along the boundary to the railway corridor.</p> | <p>Will Comply with AO18.3</p> <p>The design of the development is in the preliminary stages. Detailed design will provide vehicle manoeuvring areas, driveways, loading areas and carparks that abut the railway corridor with rail interface barriers along the boundary to the railway corridor.</p> |
| <p>PO19</p> <p>Development maintains existing maintenance and authorised access to the railway corridor.</p> | <p>AO19.1</p> <p>Development does not obstruct existing authorised access points and access routes for maintenance and emergency works to the railway corridor at all times.</p> | <p>Will Comply with AO19.1</p> <p>The design of the development is in the preliminary stages. Detailed design of the development will maintain authorised access points and access routes for maintenance and emergency works to the railway corridor.</p> |
| <p>PO20</p> <p>Development does not impede the maintenance of a railway bridge or authorised access to a railway bridge.</p> | <p>AO20.1</p> <p>Buildings and other structures are set back horizontally a minimum of 3 metres from a railway bridge.</p> <p>AO20.2</p> <p>Permanent structures are not located below or abutting a railway bridge.</p> <p>AO20.3</p> <p>Temporary activities below or abutting a railway bridge do not impede access to a railway corridor.</p> | <p>Not Applicable</p> <p>The development does not impact rail bridges.</p> |
| <p>Public passenger transport and active transport</p> | | |
| <p>PO21</p> <p>Development does not compromise the safety of public passenger transport</p> | <p>No acceptable outcome is prescribed.</p> | <p>Will Comply with PO21</p> <p>The design of the development is in the preliminary stages. Detailed design of the development will ensure that it does not compromise the safety</p> |

| Performance Outcome | Acceptable Outcome | Response |
|---|--|--|
| infrastructure and active transport infrastructure. | | of public passenger transport infrastructure and active transport infrastructure. |
| PO22 Development maintains pedestrian and cycle access to a railway station or other public passenger transport infrastructure and active transport infrastructure associated with the railway. | No acceptable outcome is prescribed. | Will Comply with PO22 The development includes the addition of new and upgraded pedestrian and cycle bridges, which will improve pedestrian and cycle access to Exhibition Station and facilitate transport over the railway corridor. |
| PO23 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. | Will Comply with PO23 The design of the development is in the preliminary stages. Detailed design of the development will ensure that it does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure. The development will improve broader connectivity with public transport networks and infrastructure. |
| PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure. | No acceptable outcome is prescribed. | Will Comply with PO24 The development will not adversely impact the operating performance of the infrastructure and will improve broader connectivity with public transport networks and infrastructure. |
| Planned Upgrades | | |
| PO25 Development does not impede delivery of planned upgrades of rail transport infrastructure. | No acceptable outcome is prescribed. | Complies with PO25 The development will not impact delivery of planned upgrades to the rail infrastructure. |
| Network Safety | | |
| PO26 Development involving dangerous goods does not | AO26.1 Development does not involve handling or storage of hazardous | Not Applicable |

| Performance Outcome | Acceptable Outcome | Response |
|--|--|---|
| adversely impact on the safety or operations of the railway and rail transport infrastructure. | chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016. | The development does not involve dangerous goods. |

Table 2.2 Filling, excavation, building foundations and retaining structures

| Performance Outcome | Acceptable Outcome | Response |
|---|--------------------------------------|---|
| <p>PO27</p> <p>Development does not create a safety hazard for users of the railway or other rail infrastructure.</p> | No acceptable outcome is prescribed. | <p>Not Applicable</p> <p>The development does not involve filling and excavation works, building foundations or retaining structures within the rail corridor.</p> |
| <p>PO28</p> <p>Development does not adversely impact on the operating performance of the railway or other rail infrastructure within the railway corridor.</p> | No acceptable outcome is prescribed. | <p>Not Applicable</p> <p>The development does not involve filling and excavation works, building foundations or retaining structures within the rail corridor.</p> |
| <p>PO29</p> <p>Development does not undermine, damage, or cause subsidence of, the railway corridor.</p> | No acceptable outcome is prescribed. | <p>Not Applicable</p> <p>The development does not involve filling and excavation works, building foundations or retaining structures within the rail corridor.</p> |
| <p>PO30</p> <p>Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading.</p> | No acceptable outcome is prescribed. | <p>Not Applicable</p> <p>The development does not involve filling and excavation works, building foundations or retaining structures within the rail corridor.</p> |
| <p>PO31</p> <p>Development does not cause ground water disturbance in the railway corridor.</p> | No acceptable outcome is prescribed. | <p>Not Applicable</p> <p>The development does not involve filling and excavation works, building foundations or retaining structures within the rail corridor.</p> |
| <p>PO32</p> <p>Development does not adversely impact the railway or other rail infrastructure within the railway corridor.</p> | No acceptable outcome is prescribed. | <p>Not Applicable</p> <p>The development does not involve filling and excavation works, building foundations or retaining structures within the rail corridor.</p> |

| Performance Outcome | Acceptable Outcome | Response |
|--|---|---|
| <p>PO33</p> <p>Excavation, boring, piling, blasting, drilling, fill compaction or similar activities does not adversely impact the operating performance of the railway or other rail infrastructure within the railway corridor.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> <p>The development does not involve filling and excavation works, building foundations or retaining structures within the rail corridor.</p> |
| <p>PO34</p> <p>Filling and excavation material does not cause an obstruction or nuisance in the railway corridor.</p> | <p>AO34.1</p> <p>Fill, spoil or any other material is not stored in, or adjacent to, the railway corridor.</p> | <p>Not Applicable</p> <p>The development does not involve filling and excavation works, building foundations or retaining structures within the rail corridor.</p> |

Table 2.3 Railway crossings

| Performance Outcome | Acceptable Outcome | Response |
|--|--------------------------------------|---|
| PO35 Development does not require a new level railway crossing. | No acceptable outcome is prescribed. | Not Applicable The development does not include a railway crossing. |
| PO36 Development does not adversely impact on the operating performance of an existing railway crossing. | No acceptable outcome is prescribed. | Not Applicable The development does not include a railway crossing. |
| PO37 Development does not adversely impact on the safety of an existing railway crossing. | No acceptable outcome is prescribed. | Not Applicable The development does not include a railway crossing. |
| PO38 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing. | No acceptable outcome is prescribed. | Not Applicable The development does not include a railway crossing. |

Table 2.4 Environmental emissions

| Performance Outcome | Acceptable Outcome | Response |
|---|---|---|
| Reconfiguring a lot | | |
| Involving the creation of 5 or fewer new residential lots adjacent to a railway or type 2 multi-modal corridor | | |
| PO39 Development minimises free field noise intrusion from a railway. | AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: <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) Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; (b) Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; (c) Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. | Not Applicable The development is not for the reconfiguring of a lot. |
| | AO39.2 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. | Not Applicable The development is not for the reconfiguring of a lot. |
| | AO39.3 | Not Applicable |

| Performance Outcome | Acceptable Outcome | Response |
|--|---|--|
| | Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to a railway. | The development is not for the reconfiguring of a lot. |
| Involving the creation of 6 or more new residential lots adjacent to a railway or type 2 multi-modal corridor | | |
| <p>PO40</p> <p>Reconfiguring a lot minimises free field noise intrusion from a railway.</p> | <p>AO40.1</p> <p>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 2.1); 2. in accordance with: <ul style="list-style-type: none"> (a) Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers; (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 for the reconfiguring of a lot.</p> |
| | <p>AO40.2</p> <p>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>Not Applicable</p> <p>The development is not for the reconfiguring of a lot.</p> |

| Performance Outcome | Acceptable Outcome | Response |
|--|--|---|
| Material change of use (accommodation activity) | | |
| Ground floor level requirements adjacent to a railway or type 2 multi-modal corridor | | |
| PO41 Development minimises noise intrusion from a railway in private open space at the ground floor. | AO41.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: <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) Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; (b) Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; (c) Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. | Not Applicable The development is not for accommodation activity. |
| | AO41.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. | Not Applicable The development is not for accommodation activity. |
| PO42 Development (excluding a relevant residential building or | AO42.1 Development (excluding a relevant residential building or | Not Applicable |

| Performance Outcome | Acceptable Outcome | Response |
|---|---|---|
| relocated building) minimises noise intrusion from the railway in habitable rooms at the facade of the ground floor level. | relocated building) provides a noise barrier or earth mound which is designed, sited and constructed: <ol style="list-style-type: none"> 1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> (a) Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; (b) Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;. (c) Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. | The development is not for accommodation activity. |
| | AO42.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. | Not Applicable The development is not for accommodation activity. |
| PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using | No acceptable outcome is prescribed. | Not Applicable The development is not for accommodation activity. |

| Performance Outcome | Acceptable Outcome | Response |
|--|--------------------------------------|---|
| materials to achieve the maximum internal acoustic level in Table 3 (item 3.1). | | |
| Above ground floor level requirements (accommodation activity) adjacent to a railway or type 2 multi-modal corridor | | |
| <p>PO44</p> <p>Balconies, podiums and roof decks include:</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, podiums and roof decks | No acceptable outcome is prescribed. | <p>Not Applicable</p> <p>The development is not for accommodation activity.</p> |
| <p>PO45</p> <p>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> | No acceptable outcome is prescribed. | <p>Not Applicable</p> <p>The development is not for accommodation activity.</p> |
| Material change of use (other uses) | | |
| Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor | | |
| <p>PO46</p> <p>Development:</p> <ol style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: <ul style="list-style-type: none"> (a) to achieve the maximum free field acoustic level in | No acceptable outcome is prescribed. | <p>Not Applicable</p> <p>The development is not for a childcare centre, educational establishment or hospital.</p> |

| Performance Outcome | Acceptable Outcome | Response |
|--|---|---|
| <p>reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas;</p> <p>(b) in accordance with:</p> <ul style="list-style-type: none"> i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or <p>2. achieves the maximum free field acoustic level in reference table (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>PO47</p> <p>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 | <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> <p>The development is not for a childcare centre, educational establishment or hospital.</p> |

| Performance Outcome | Acceptable Outcome | Response |
|--|---|---|
| <p>designed, sited and constructed:</p> <p>(a) to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);</p> <p>(b) in accordance with:</p> <p>i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; or</p> <p>2. 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> | | |
| <p>PO48</p> <p>Development involving:</p> <p>1. indoor education areas and indoor play areas; or</p> <p>2. sleeping rooms in a childcare centre; or</p> <p>3. patient care areas in a hospital;</p> <p>achieves the maximum internal acoustic level in reference table 3 (items 3.2, 3.3 and 3.4).</p> | <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> <p>The development is not for a childcare centre, educational establishment or hospital.</p> |
| <p>Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor</p> | | |
| <p>PO49</p> | <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> |

| Performance Outcome | Acceptable Outcome | Response |
|---|--|---|
| <p>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 the railway 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); and 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and elevated outdoor play areas. | | <p>The development is not for a childcare centre, educational establishment or hospital.</p> |
| <p>PO50</p> <p>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). | <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> <p>The development is not for a childcare centre, educational establishment or hospital.</p> |
| <p>Air, light and vibration</p> | | |
| <p>PO51</p> <p>Private open space, outdoor education areas and outdoor play</p> | <p>AO51.1</p> <p>Each dwelling or unit has access to a private open space which is shielded from a railway by a</p> | <p>Not Applicable</p> <p>The development is not for a childcare centre, educational establishment or hospital.</p> |

| Performance Outcome | Acceptable Outcome | Response |
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| areas are protected from air quality impacts from a railway. | building, noise barrier, solid gap-free fence, or other solid gap-free structure. | |
| | AO51.2 Each outdoor education area and outdoor play area is shielded from a railway by a building, noise barrier, solid gap-free fence, or other solid gap-free structure. | Not Applicable The development is not for a childcare centre, educational establishment or hospital. |
| PO52 Patient care areas within hospitals are protected from vibration impacts from a railway. | AO52.1 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} . | Not applicable. The development is not for a childcare centre, educational establishment or hospital. |
| | AO52.2 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} . | Not Applicable The development is not for a childcare centre, educational establishment or hospital. |
| PO53 Development is designed and sited to ensure light from infrastructure within, and use of, a railway does not: <ol style="list-style-type: none"> 1. intrude into buildings during night hours (10pm to 6am); and 2. create unreasonable disturbance during evening hours (6pm to 10pm). | No acceptable outcomes are prescribed. | Not Applicable The development is not for a childcare centre, educational establishment or hospital. |

Table 2.5 Development in a future railway corridor

| Performance Outcome | Acceptable Outcome | Response |
|--|--|--|
| <p>PO54</p> <p>Development does not impede the planning, design and delivery of rail transport infrastructure in a future railway corridor.</p> | <p>AO54.1</p> <p>Development is not located in a future railway corridor.</p> <p>OR</p> <p>both of the following acceptable outcomes apply:</p> | <p>Not Applicable</p> <p>The development is not within a future railway corridor.</p> |
| | <p>AO54.2</p> <p>The intensification of lots does not occur within a future railway corridor.</p> <p>AND</p> | <p>Not Applicable</p> <p>The development is not within a future railway corridor.</p> |
| | <p>AO54.3</p> <p>Development does not result in the landlocking of parcels once a future railway corridor is delivered.</p> | <p>Not Applicable</p> <p>The development is not within a future railway corridor.</p> |
| <p>PO55</p> <p>Development, including filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of a future railway corridor.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> <p>The development is not within a future railway corridor.</p> |
| <p>PO56</p> <p>Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future railway corridor.</p> | <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> <p>The development is not within a future railway corridor.</p> |