

Module 1. Community amenity

1.1 Managing noise and vibration impacts from transport corridors state code

1.1.1 Purpose

The purpose of the code is to regulate sensitive development to:

- (1) ensure that state transport operations and infrastructure are protected from development on nearby land that may lead to operational constraints on the state's transport system
- (2) protect the community from significantly adverse impacts on health, wellbeing and quality of life resulting from environmental emissions (noise and vibration) generated by existing and future state transport operations and infrastructure.

Editor's note: Guidance for achieving the performance outcomes and acceptable outcomes for this state code is available in the *State Development Assessment Provisions Supporting Information – Community Amenity (noise)*, Department of Transport and Main Roads, 2013.

1.1.2 Criteria for assessment

Development mentioned in column 1 below must be assessed against the assessment criteria in the table mentioned in column 2.

Column 1	Column 2
Building work	Table 1.1.1
Material change of use	Table 1.1.1
Reconfiguring a lot	Table 1.1.2

Table 1.1.1: Building work and material change of use

Performance outcomes	Acceptable outcomes
Accommodation activities near a state-controlled road or type 1 multimodal corridor	
<p>PO1 Development involving an <u>accommodation activity</u> achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a <u>state-controlled road</u> or a <u>type 1 multi-modal corridor</u>.</p>	<p>AO1.1 All facades of an <u>accommodation activity</u> exposed to noise from a <u>state-controlled road</u> or <u>type 1 multi-modal corridor</u> meet the following external noise criteria#:</p> <ol style="list-style-type: none"> (1) ≤ 60 dB(A) L_{10} (18 hour) facade corrected (measured L_{90} (8 hour) free field between 10 pm and 6 am ≤ 40 dB(A)) (2) ≤ 63 dB(A) L_{10} (18 hour) facade corrected (measured L_{90} (8 hour) free field between 10 pm and 6 am > 40 dB(A)). <p>AND</p> <p>AO1.2 Every <u>private open space</u> in an <u>accommodation activity</u> exposed to noise from a <u>state-controlled road</u> or <u>type 1 multi-modal corridor</u> meets the following external noise criteria#:</p> <ol style="list-style-type: none"> (1) ≤ 57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight ≤ 45 dB(A)) (2) ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight > 45 dB(A)). <p>AND</p> <p>AO1.3 Every <u>passive recreation area</u> in an <u>accommodation activity</u> exposed to noise from a <u>state-controlled road</u> or <u>type 1 multi-modal corridor</u> meets the following external noise criteria#:</p> <ol style="list-style-type: none"> (1) 63 dB(A) L_{10} (12 hour) free field (between 6 am and 6 pm).

Performance outcomes	Acceptable outcomes
	<p>AND</p> <p>AO1.4 Every <u>habitable room</u> in an <u>accommodation activity</u> (other than a <u>residential building</u>) exposed to noise from a <u>state-controlled road</u> or <u>type 1 multi-modal corridor</u> meets the following internal noise criteria#:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours).</p> <p>Note: Noise levels from <u>state-controlled roads</u> or <u>type 1 multi-modal corridors</u> are to be measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p> <p>Editor’s note: <u>Habitable rooms</u> of <u>residential buildings</u> located within a <u>transport noise corridor</u> must comply with the <i>Queensland Development Code MP4.4 Buildings in a transport noise corridor</i>, Queensland Government, 2010. <u>Transport noise corridors</u> are mapped on the Department of Infrastructure, Local Government and Planning’s State Planning Policy Interactive Mapping System.</p>
Accommodation activities near a railway (with 15 or more passing trains per day) or a type 2 multi-modal corridor	
<p>PO2 Development involving an <u>accommodation activity</u> achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u>.</p>	<p>AO2.1 All facades of an <u>accommodation activity</u> exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meet the following external noise criteria#:</p> <p>(1) ≤ 65 dB(A) L_{eq} (24 hour) facade corrected</p> <p>(2) ≤ 87 dB(A) (single event maximum sound pressure level) facade corrected.</p> <p>AND</p> <p>AO2.2 Every <u>private open space</u> and <u>passive recreation area</u> in an <u>accommodation activity</u> exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meets the following external noise criteria#:</p> <p>(1) ≤ 62 dB(A) L_{eq} (24 hour) free field</p> <p>(2) ≤ 84 dB(A) (single event maximum sound pressure level) free field.</p> <p>AND</p> <p>AO2.3 Every <u>habitable room</u> in an <u>accommodation activity</u> (other than a <u>residential building</u>) exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meets the following internal noise criteria#:</p> <p>(1) ≤ 45 dB(A) single event maximum sound pressure level (<u>railway</u>).</p> <p>Note: Noise levels from <u>railways</u> or <u>type 2 multi-modal corridors</u> are to be measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p> <p>Editor’s note: <u>Habitable rooms</u> of <u>residential buildings</u> located within a <u>transport noise corridor</u> must comply with the <i>Queensland Development Code MP4.4 Buildings in a transport noise corridor</i>, Queensland Government, 2010. <u>Transport noise corridors</u> are mapped on the Department of Infrastructure, Local Government and Planning’s State Planning Policy Interactive Mapping System.</p>
Accommodation activities near a busway or light rail	
<p>PO3 Development involving an <u>accommodation activity</u> achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a <u>busway</u> or <u>light rail</u>.</p>	<p>AO3.1 All facades of an <u>accommodation activity</u> exposed to noise from a <u>busway</u> or <u>light rail</u> meet the following external noise criteria#:</p> <p>(1) ≤ 55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour between 6 am and 10 pm)</p> <p>(2) ≤ 50 dB(A) L_{eq} (1 hour) facade corrected (maximum hour between 10 pm and 6 am)</p> <p>(3) ≤ 64 dB(A) L_{max} facade corrected (between 10 pm and 6 am).</p>

Performance outcomes	Acceptable outcomes
	<p>AND</p> <p>AO3.2 Every <u>private open space</u> and <u>passive recreation area</u> in an <u>accommodation activity</u> exposed to noise from a <u>busway</u> or <u>light rail</u> meets the following external noise criteria#:</p> <p>(1) ≤ 52 dB(A) L_{eq} (1 hour) free field (maximum hour between 6 am and 10 pm)</p> <p>(2) ≤ 66 dB(A) L_{max} free field.</p> <p>AND</p> <p>AO3.3 Every <u>habitable room</u> of an <u>accommodation activity</u> exposed to noise from a <u>busway</u> or <u>light rail</u> meets the following internal noise criteria#:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours).</p> <p>Note: Noise levels from a <u>busway</u> or <u>light rail</u> are to be measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p>
Particular development near a state-controlled road or type 1 multi-modal corridor	
<p>PO4 Development involving a:</p> <p>(1) <u>child care centre</u>, or</p> <p>(2) <u>educational establishment</u></p> <p>achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a <u>state-controlled road</u> or a <u>type 1 multi-modal corridor</u>.</p>	<p>AO4.1 All facades of buildings for a <u>child care centre</u> or <u>educational establishment</u> exposed to noise from <u>state-controlled roads</u> or <u>type 1 multi-modal corridors</u> meet the following external noise criteria#:</p> <p>(1) ≤ 58 dB(A) L_{10} (1 hour) facade corrected (maximum hour during normal opening hours).</p> <p>AND</p> <p>AO4.2 <u>Outdoor education areas</u> and <u>outdoor play areas</u> exposed to noise from a <u>state-controlled road</u> or <u>type 1 multi-modal corridor</u> meet the following external noise criteria#:</p> <p>(1) ≤ 63 dB(A) L_{10} (12 hours) free field (between 6 am and 6 pm).</p> <p>AND</p> <p>AO4.3 <u>Indoor education areas</u> and <u>indoor play areas</u> in a <u>childcare centre</u> or <u>educational establishment</u> exposed to noise from a <u>state-controlled road</u> or <u>type 1 multi-modal corridor</u> meet the following internal noise criteria#:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Noise levels from <u>state-controlled roads</u> or <u>type 1 multi-modal corridors</u> are to be measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p>
<p>PO5 Development involving a <u>hospital</u> achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a <u>state-controlled road</u> or a <u>type 1 multi-modal corridor</u>.</p>	<p>AO5.1 All facades of buildings for a <u>hospital</u> exposed to noise from <u>state-controlled roads</u> or <u>type 1 multi-modal corridors</u> meet the following external noise criteria#:</p> <p>(1) ≤ 58 dB(A) L_{10} (1 hour) facade corrected (maximum hour during normal opening hours).</p> <p>AND</p> <p>AO5.2 <u>Patient care areas</u> exposed to noise from a <u>state-controlled road</u> or <u>type 1 multi-modal corridor</u> meet the following internal noise criteria#:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Noise levels from <u>state-controlled roads</u> or <u>type 1 multi-modal corridors</u> are to be measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p>
Particular development near a railway (with 15 or more passing trains per day) or a type 2 multi-modal corridor	
<p>PO6 Development involving a:</p> <p>(1) <u>child care centre</u>, or</p>	<p>AO6.1 All facades of buildings in a <u>child care centre</u> or <u>educational establishment</u> exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meet the following external</p>

Performance outcomes	Acceptable outcomes
<p>(2) <u>educational establishment</u> achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u>.</p>	<p>noise criteria#:</p> <p>(1) ≤ 65 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours)</p> <p>(2) ≤ 87 dB(A) (single event maximum sound pressure level) facade corrected.</p> <p>AND</p> <p>AO6.2 <u>Outdoor education areas</u> and <u>outdoor play areas</u> exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meet the following external noise criteria#:</p> <p>(1) ≤ 62 dB(A) L_{eq} (12 hour) free field (between 6 am and 6 pm)</p> <p>(2) ≤ 84 dB(A) (single event maximum sound pressure level) free field.</p> <p>AND</p> <p>AO6.3 <u>Sleeping rooms in a child care centre</u> exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meet the following internal noise criteria#:</p> <p>(1) ≤ 45 dB(A) single event maximum sound pressure level.</p> <p>AND</p> <p>AO6.4 <u>Indoor education areas</u> and <u>indoor play areas</u> exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meet the following internal noise criteria#:</p> <p>(1) ≤ 50 dB(A) single event maximum sound pressure level.</p> <p>Note: Noise levels from <u>railways</u> or <u>type 2 multi-modal corridors</u> are measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p>
<p>PO7 Development involving a <u>hospital</u> achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u>.</p>	<p>AO7.1 All facades of buildings for a <u>hospital</u> exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meet the following external noise criteria#:</p> <p>(1) ≤ 65 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours)</p> <p>(2) ≤ 87 dB(A) (single event maximum sound pressure level) facade corrected.</p> <p>AND</p> <p>AO7.2 <u>Ward areas</u> exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meet the following internal noise criteria#:</p> <p>(1) ≤ 45 dB(A) single event maximum sound pressure level.</p> <p>AND</p> <p>AO7.3 <u>Patient care areas</u> (other than ward areas) exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meet the following internal noise criteria#:</p> <p>(1) ≤ 50 dB(A) single event maximum sound pressure level.</p> <p>Note: Noise levels from <u>railways</u> or <u>type 2 multi-modal corridors</u> are measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p>
Particular development near a busway or light rail	
<p>PO8 Development involving a:</p> <p>(1) <u>child care centre</u>, or</p>	<p>AO8.1 All facades of buildings for a <u>child care centre</u> or <u>educational establishment</u> exposed to noise from a <u>busway</u> or <u>light rail</u> meet the</p>

Performance outcomes	Acceptable outcomes
<p>(2) <u>educational establishment</u> achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a <u>busway</u> or <u>light rail</u>.</p>	<p>following external noise criteria#:</p> <p>(1) ≤ 55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours).</p> <p>AND</p> <p>A08.2 <u>Outdoor education areas</u> and <u>outdoor play areas</u> exposed to noise from a <u>busway</u> or <u>light rail</u> meet the following external noise criteria#:</p> <p>(1) ≤ 52 dB(A) L_{eq} (1 hour) free field (maximum hour during normal opening hours)</p> <p>(2) ≤ 66 dB(A) L_{max} free field (during normal opening hours).</p> <p>AND</p> <p>A08.3 <u>Indoor education areas</u> and <u>indoor play areas</u> exposed to noise from a <u>busway</u> or <u>light rail</u> meet the following internal noise criteria#:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Areas exposed to noise from a <u>busway</u> or <u>light rail</u> are measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p>
<p>PO9 Development involving a <u>hospital</u> achieves acceptable noise levels for workers and patients by mitigating adverse impacts on the development from noise generated by a <u>busway</u> or <u>light rail</u>.</p>	<p>A09.1 All facades of buildings for a <u>hospital</u> exposed to noise from a <u>busway</u> or <u>light rail</u> meet the following external noise criteria#:</p> <p>(1) ≤ 55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours).</p> <p>AND</p> <p>A09.2 <u>Patient care areas</u> exposed to noise from a <u>busway</u> or <u>light rail</u> meet the following internal noise criteria#:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Areas exposed to noise from a <u>busway</u> or <u>light rail</u> are measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p>
Noise barriers or earth mounds	
<p>PO10 Noise barriers or earth mounds erected to mitigate noise from transport operations and infrastructure are designed, sited and constructed to:</p> <p>(1) maintain safe operation and maintenance of <u>state transport infrastructure</u></p> <p>(2) minimise impacts on surrounding properties</p> <p>(3) complement the surrounding local environment</p> <p>(4) maintain fauna movement corridors where appropriate</p>	<p>AO10.1 Where adjacent to a <u>state-controlled road</u> or <u>type 1 multi-modal corridor</u>, noise barriers and earth mounds are designed, sited and constructed in accordance with Chapter 7 Integrated Noise Barrier Design of the <i>Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise</i>, Department of Transport and Main Roads, 2013.</p> <p>OR</p> <p>AO10.2 Where adjacent to a <u>railway</u> or <u>type 2 multi-modal corridor</u>, noise barriers and earth mounds are designed, sited and constructed in accordance with the <i>Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways</i>, Queensland Rail, 2011.</p> <p>OR</p> <p>AO10.3 No acceptable outcome is prescribed for noise barriers and earth mounds adjacent to a <u>busway</u> or <u>light rail</u>.</p>
Vibration	
<p>PO11 Development mitigates adverse impacts on the development from vibration generated by transport operations and infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>

Table 1.1.2: Reconfiguring a lot

Performance outcomes	Acceptable outcomes
Future anticipated accommodation activity near a state-controlled road or type 1 multi-modal corridor	
PO1 Development involving land where a future anticipated <u>accommodation activity</u> is made exempt or self-assessable development under a <u>local planning instrument</u> is to achieve acceptable noise levels for residents and visitors by mitigating adverse impacts on the development site from noise generated by a <u>state-controlled road</u> or a <u>type 1 multi-modal corridor</u> .	AO1.1 Land for a future anticipated <u>accommodation activity</u> exposed to noise from a <u>state-controlled road</u> or <u>type 1 multi-modal corridor</u> meets the following external noise criteria at the building envelope or if the building envelope is unknown, the deemed-to-comply setback distance for buildings stipulated by the <u>local planning instrument</u> or relevant building regulations#: <ul style="list-style-type: none"> (1) ≤ 57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight ≤ 45 dB(A)) (2) ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight > 45 dB(A)).
Future anticipated accommodation activity near a railway (with 15 or more passing trains per day) or a type 2 multi-modal corridor	
PO2 Development involving land where a future anticipated <u>accommodation activity</u> is made exempt or self-assessable development under a <u>local planning instrument</u> is to achieve acceptable noise levels for residents and visitors by mitigating adverse impacts on the development site from noise generated by a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multimodal corridor</u> .	AO2.1 Land for a future anticipated <u>accommodation activity</u> exposed to noise from a <u>railway</u> with 15 or more passing trains per day or a <u>type 2 multi-modal corridor</u> meets the following external noise criteria at the building envelope or if the building envelope is unknown, the deemed-to-comply setback distance for buildings stipulated by the <u>local planning instrument</u> or relevant building regulations#: <ul style="list-style-type: none"> (1) ≤ 62 dB(A) L_{eq} (24 hour) free field (2) ≤ 84 dB(A) (single event maximum sound pressure level) free field.
Future anticipated accommodation activity near a busway or light rail	
PO3 Development involving land where a future anticipated <u>accommodation activity</u> is made exempt or self-assessable development under a <u>local planning instrument</u> is to achieve acceptable noise levels by mitigating adverse impacts on the development site from noise generated by a <u>busway</u> or <u>light rail</u> .	AO3.1 Land for a future anticipated <u>accommodation activity</u> exposed to noise from a <u>busway</u> or <u>light rail</u> meets the following external noise criteria at the building envelope or if the building envelope is unknown, the deemed-to-comply setback distance for buildings stipulated by the local government planning instrument or building regulations#: <ul style="list-style-type: none"> (1) ≤ 52 dB(A) L_{eq} (1 hour) free field (maximum hour between 6 am and 10 pm) (2) ≤ 47 dB(A) L_{eq} (1 hour) free field (maximum hour between 10 pm and 6 am) (3) ≤ 66 dB(A) L_{max} free field.
Noise barriers or earth mounds	
PO4 Noise barriers or earth mounds erected to mitigate noise from transport operations and infrastructure are designed, sited and constructed to: <ul style="list-style-type: none"> (1) maintain safe operation and maintenance of state transport infrastructure (2) minimise impacts on surrounding properties (3) complement the surrounding local environment (4) maintain fauna movement corridors where appropriate. 	AO4.1 Where adjacent to a <u>state-controlled road</u> or a <u>type 1 multi-modal corridor</u> , noise barriers and earth mounds are designed, sited and constructed in accordance with Chapter 7 Integrated Noise Barrier Design of the <i>Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise</i> , Department of Transport and Main Roads, 2013. OR AO4.2 Where adjacent to a <u>railway</u> or a <u>type 2 multi-modal corridor</u> , noise barriers and earth mounds are designed, sited and constructed in accordance with the <i>Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways</i> , Queensland Rail, 2011. OR AO4.3 No acceptable outcome is prescribed for noise barriers and earth mounds adjacent to a <u>busway</u> or <u>light rail</u> .

Editor's note: To demonstrate compliance with the acceptable outcome, it is recommended that a noise assessment report, certified by an RPEQ be provided. The noise assessment report should be prepared in accordance with the *State Development Assessment Provisions Supporting Information – Community Amenity (Noise)*, Department of Transport and Main Roads, 2013.

1.2 Managing air and lighting impacts from transport corridors state code

1.2.1 Purpose

The purpose of the code is to regulate sensitive development to:

- (1) ensure that state transport operations and infrastructure are protected from development on nearby land that may lead to operational constraints on the state’s transport system
- (2) protect the community from significantly adverse impacts on health, community wellbeing and quality of life resulting from environmental emissions (air particles and light) generated by existing and future state-controlled transport operations and infrastructure.

This will be achieved through ensuring that land is developed in a way that reduces the effect of exposure to environmental emissions (air particles and light) on the community, and the potential impact on the operation of state-controlled transport operations.

Editor’s note: Guidance for achieving the performance outcomes and acceptable outcomes for this state code is available in the *State Development Assessment Provisions Supporting Information – Community Amenity (Noise)*, Department of Transport and Main Roads, 2013.

1.2.2 Criteria for assessment

Development mentioned in column 1 below must be assessed against the assessment criteria in the table mentioned in column 2.

Column 1	Column 2
Building work	Table 1.2.1
Material change of use	Table 1.2.1
Reconfiguring a lot	Table 1.2.1

Table 1.2.1: Building work, material change of use and reconfiguring a lot

Performance outcomes	Acceptable outcomes
Air quality	
<p>PO1 Development involving <u>sensitive development</u> achieves acceptable levels of air quality for occupiers or users of the development by mitigating adverse impacts on the development from air emissions generated by <u>state transport infrastructure</u>.</p>	<p>AO1.1 Every <u>private open space</u> and <u>passive recreation area</u> of an <u>accommodation activity</u> meets the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> for the following indicators:</p> <ol style="list-style-type: none"> (1) carbon monoxide (2) nitrogen dioxide (3) sulphur dioxide (4) photochemical oxidants (5) respirable particulate matter (PM10) (6) fine particulate matter (PM2.5) (7) lead (8) toluene (9) formaldehyde (10) xylenes. <p>AND</p> <p>AO1.2 Every <u>outdoor education area</u> and <u>passive recreation area</u> of an <u>educational establishment, childcare centre, and hospital</u> meets the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> for the following indicators:</p> <ol style="list-style-type: none"> (1) carbon monoxide (2) nitrogen dioxide (3) sulphur dioxide (4) photochemical oxidants (5) respirable particulate matter (PM10)

Performance outcomes	Acceptable outcomes
	(6) fine particulate matter (PM _{2.5}) (7) lead (8) toluene (9) formaldehyde (10) xylenes.
Lighting impacts	
PO2 Development involving an <u>accommodation activity</u> or <u>hospital</u> achieves acceptable levels of amenity for residents and patients by mitigating lighting impacts from <u>state transport infrastructure</u> .	AO2.1 Buildings for an <u>accommodation activity</u> or <u>hospital</u> are designed, sited and constructed to incorporate treatments to attenuate ingress of artificial lighting from <u>state transport infrastructure</u> during the hours of 10 pm–6 am.

1.3 Reference documents

Department of Transport and Main Roads 2013 [Transport Noise Management Code of Practice: Volume 1 \(Road Traffic Noise\)](#)

Department of Transport and Main Roads 2013 [State Development Assessment Provisions Supporting Information—Community Amenity \(noise\)](#)

Queensland Government 2008 [Environmental Protection \(Air\) Policy](#)

Queensland Government 2008 [Environmental Protection \(Noise\) Policy](#)

Queensland Rail 2010 [CIVIL SR 014 Design of noise barriers adjacent to railways, Civil Engineering Technical Requirements](#)

Standards Australia 1997 [AS1055.1–1997 Acoustics – Description and measurement of environmental noise](#)

Standards Australia 1989 [AS3671 Acoustics – Road traffic noise intrusions—Building siting and construction](#)

Queensland Government Queensland Development Code 2010 [MP4.4 Buildings in a transport noise corridor](#)

Department of State Development, Infrastructure and Planning 2014 [Queensland Planning Provisions version 3.1](#)

Australian Building Codes Board 2014 [Building Code of Australia](#)

1.4 Glossary of terms

Accommodation activity means any of the following:

- (1) caretaker's accommodation
- (2) community residence
- (3) dual occupancy
- (4) dwelling house
- (5) dwelling unit
- (6) multiple dwelling
- (7) relocatable home park
- (8) residential care facility
- (9) resort complex
- (10) retirement facility
- (11) rooming accommodation
- (12) short-term accommodation
- (13) tourist park

(14) a development with a combination of uses (1) to (13).

Busway see the *Transport Infrastructure Act 1994*, schedule 6.

Editor's note: Busway means:

- (1) a route especially designed and constructed for, and dedicated to, the priority movement of buses for passenger transport purposes
- (2) places for the taking on and letting off of bus passengers using the route.

Editor's note: See DA mapping system—SARA layers.

Child care centre see the standard planning scheme provisions.

Editor's note: Child care centre means the premises used for minding or care, but not residence, of children.

DA mapping system means the mapping system containing the Geographic Information System mapping layers kept, prepared or sourced by the state that relate to development assessment and matters of interest to the state in assessing development applications.

Editor's note: The DA mapping system is available at [DA mapping system](#).

Educational establishment see the standard planning scheme provisions.

Editor's note: Educational establishment means premises used for training and instruction designed to impart knowledge and develop skills. The use may include after school care for students or on-site student accommodation.

Habitable Room see the *Building Code of Australia*.

Editor's note: Habitable room means a room used for normal domestic activities, and includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre and sunroom but excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.

Hospital see the standard planning scheme provisions.

Editor's note: Hospital means premises used for medical or surgical care or treatment of patients, whether or not residing on the premises. The use may include ancillary accommodation for employees and ancillary activities directly serving the needs of patients and visitors.

Indoor education area means an enclosed area within a child care centre or educational establishment intended for use for the training or teaching of people including a classroom, lecture hall/theatre and library.

Indoor play area means an enclosed area within a child care centre or educational establishment intended for use for children's play. This term excludes functional areas such as bathrooms, food preparation areas, washing facilities and other spaces of a specialised nature.

Light rail see the *Transport Infrastructure Act 1994*, schedule 6.

Editor's note: Light rail means a route wholly or partly dedicated to the priority movement of light rail vehicles for passenger transport purposes, whether or not the route was designed and constructed for those purposes as well as other purposes; places for the taking on and letting off of light rail vehicle passengers using the route.

Editor's note: See DA mapping system—SARA layers.

Local planning instrument see the *Sustainable Planning Act 2009*, schedule 3.

Editor's note: Local planning instrument means a planning scheme, temporary local planning instrument or planning scheme policy.

Outdoor education area means outdoor areas intended for use for the training or teaching of persons. This term does not include playgrounds or outdoor sport and recreational areas.

Outdoor play area see the *Queensland Development Code*.

Editor's note: Outdoor play area means an unenclosed area located outside the external walls of the building. This term only includes playgrounds/play areas in a child care centre or educational establishment.

Passive recreation area means an area used for passive recreation such as a park, playground or walking track. This term does not include drainage reserves or channels, landscape buffer strips, environmental areas or corridors, or conservation areas or corridors.

Patient care area see the *Building Code of Australia*.

Editor's note: Patient care area means a part of a health-care building normally used for the treatment, care, accommodation, recreation, dining and holding of patients including a ward area and treatment area. A ward area means that part of a patient care area for resident patients and may contain areas for accommodation, sleeping, associated living and nursing facilities. A treatment area means an area within a patient care area such

as an operating theatre and rooms used for recovery, minor procedures, resuscitation, intensive care and coronary care from which a patient may not be readily moved.

Private open space means an outdoor space for the exclusive use of occupants of a building.

Railway see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: Railway means land on which railway transport infrastructure or other rail infrastructure is situated.

Editor's note: See DA mapping system—SARA layers.

Residential building means a class 1, class 2, class 3 or class 4 building as defined in the *Building Code of Australia*.

Resort complex see the standard planning scheme provisions.

Editor's note: Resort complex means premises used for tourist and visitor short-term accommodation that include integrated leisure facilities including:

- (1) restaurants and bars
- (2) meeting and function facilities
- (3) sporting and fitness facilities
- (4) staff accommodation
- (5) transport facilities directly associated with the tourist facility such as a ferry terminal and air services.

Sensitive development means development for any of the following:

- (1) an accommodation activity
- (2) an educational establishment
- (3) a child care centre
- (4) a hospital.

State-controlled road see the Sustainable Planning Regulation 2009, *schedule 26*.

Editor's note: State-controlled road means:

- (1) a state-controlled road within the meaning of the *Transport Infrastructure Act 1994*, schedule 6, or
- (2) State toll road corridor land.

Editor's note: See DA mapping system—SARA layers.

State transport infrastructure means any of the following terms (defined under the *Transport Infrastructure Act 1994*, the *Transport Planning and Coordination Act 1994* and the Sustainable Planning Regulation 2009):

- (1) a state-controlled road
- (2) busway transport infrastructure under the *Transport Infrastructure Act 1994*
- (3) light rail transport infrastructure under the *Transport Infrastructure Act 1994*
- (4) rail transport infrastructure under the *Transport Infrastructure Act 1994*
- (5) other rail infrastructure under the *Transport Infrastructure Act 1994*
- (6) active transport infrastructure under the *Transport Planning and Coordination Act 1994*.

Transport noise corridor see the *Building Act 1975*, chapter 8B.

Editor's note: Transport noise corridor means land designated under chapter 8B of the *Building Act 1975* as a transport noise corridor.

Type 1 multi-modal corridor means a transport corridor that includes a state-controlled road and at least one of the following:

- (1) a busway
- (2) light rail
- (3) a railway with 15 or less passing trains per day.

Type 2 multi-modal corridor means a transport corridor that includes a railway (with 15 or more passing trains per day) and at least one of the following:

- (1) a state-controlled road
- (2) a busway

(3) light rail.

1.5 Abbreviations

dB(A) – decibels measured on the ‘A’ frequency weighting network