UDRP Plan of Development

Performance Outcome	Acceptable Outcome	Response
For accepted development (subject to requirements) and assessable development		
Design		
PO1 Development provides a road boundary clearance that: (a) clearly defines private and public space; (b) assists in achieving visual privacy to ground floor dwellings from the street; (c) contributes to the streetscape character and landscape; (d) relates to the existing streetscape and setback pattern.	**AO1** Development, other than an existing lawful building, provides a road boundary clearance: (a) a minimum of 4.0 metres; or (b) where the building or structure aligns with the building setback of one or more adjoining buildings.	**Complies with PO1** In relation to PO1(a) and (b), the reduced setback is supported by a strong landscape and built-form interface that clearly defines public, communal and private spaces. Ground-level planting, building articulation and controlled openings establish a legible street edge while limiting direct sightlines and maintaining visual privacy from University Drive and the motorway entry ramp. In response to PO1(c), high-quality landscaping within the setback, including planted buffers and canopy trees, softens the built form and enhances the pedestrian environment. Consistent with PO1(d), the corner site exhibits varied surrounding setbacks, and the proposal responds appropriately through alignment, landscaping and architectural treatment that reinforces the streetscape and protects residential amenity.
PO2 Development provides side and rear boundary clearances that: (a) allows for the separation of buildings or structures necessary to ensure the impacts on	**AO2** Development, other than an existing lawful building provides a minimum side and rear boundary clearance of 1.5 metres.	**Complies with AO2** The development provides side and rear boundary clearances that exceed the minimum 1.5 metres across the site. The smallest setback is 2.5 metres at the north-west corner. This

residential amenity and privacy are minimised; (b) provides access to natural light and ventilation; (c) enhances the visual aesthetic.		setback allows for landscaping, building separation and ongoing access for maintenance, ensuring an outcome consistent with the intent of AO2 and protecting amenity for adjoining properties.
PO3 Development ensures vehicle entrances, servicing and parking are designed and located to minimise disruption to building frontages, pedestrian environment and to reduce the visual impact on the streetscape.	**AO3** A development: (a) locates any new parking areas underground or behind the building; (b) screens plant, equipment, services and outdoor storage of materials from public view; (c) site with more than one street frontage uses the rear lane and/or street, with lesser pedestrian activity, for vehicular access to basements and parking areas; (d) ensures vehicle entrances are minimised in height, width, and shared use of vehicular access points are utilised where possible.	**Complies with AO3** The development locates car parking at the rear of the site and screens it from public view through landscaping and building design. Vehicular access is gained from the lower-order road, University Drive, minimising impacts on streets with higher vehicle and pedestrian activity. The proposed single vehicle entrance and the low traffic generation ensures pedestrian and vehicle safety and amenity are maintained.
Amenity		
PO4 Development complies with the outcomes of the Noise Impact Assessment Criteria outlined within the UDDS Schedule 4 - Noise Impact Assessment.	**AO4** No acceptable outcome provided.	**Complies with PO4** A road traffic and environmental noise assessment was prepared by Acoustic Works and is provided in **Attachment I**. Provided the recommendations detailed in Secction 10 of the report are implemented, the development complies with the outcomes of the Noise Impact Assessment Criteria outlined within the UDDS Schedule 4 - Noise Impact Assessment.
Building Height		
PO5 A building in the UDRP has a maximum building height limit of 25 metres.	**AO5** No acceptable outcome provided.	**Complies with PO5** The proposed building height is 6 storeys (19.7m).

Site Cover		
PO6 Development in the UDRP has a site cover that reflects a development intensity that is consistent with the intended character of the precinct	**AO6** No acceptable outcome provided.	**Complies with PO6** The proposed development achieves a site cover of 26.98%, which reflects a development intensity consistent with the intended character of the precinct. This level of site cover aligns with surrounding development patterns and supports a balanced built-form outcome. The retained open areas enable meaningful landscaping, communal spaces and clear separation from boundaries, contributing to visual relief and residential amenity.
For assessable development		
Built Form		
PO7 A building contributes to the immediate streetscape character with highly articulated buildings and detailing by incorporating: (a) variations in plan shape, such as steps or projections; (b) variations in vertical profile, with steps or slopes at different levels; (c) variations in the treatment and pattern of façade elements, such as windows or sun protection devices; (d) balconies, verandas or terraces; (e) variations in materials and finish; (f) planting at any or all levels, particularly on podiums	**AO7** No acceptable outcome provided.	**Complies with PO7** The building is arranged as three (3) clearly defined forms. The external finishes are made up of durable, low-maintenance materials, including precast and textured concrete and terracotta brick tile. A combination of horizontal and vertical screening elements adds depth and provides shading, while deep façade recesses further articulate the building and support thermal comfort. The colour palette uses soft neutral tones that complement the existing and emerging character of Meadowbrook. As outlined in the Landscape Report, included in **Attachment F**, the design incorporates extensive subtropical planting which

		responds to the cues from the local context. This approach helps to moderate the scale between the proposed development and neighbouring residential buildings and reinforces a strong sense of place.
Crime Prevention Through Environmental Design		
PO8 Development supports the safety of users by utilising crime prevention through environmental design principles by: (a) providing casual surveillance; (b) providing easy way finding for pedestrians; (c) deterring unintended and illegitimate access to premises; (d) limiting the opportunities for graffiti and vandalism.	**AO8** No acceptable outcome provided.	**Complies with PO8** The development applies crime prevention through environmental design principles to support user safety. Casual surveillance is achieved through active frontages and private balconies overlooking the street and communal areas. At ground level, high-quality communal spaces are arranged within a protected landscape setting, with clear pathways and planting providing intuitive wayfinding for pedestrians. Access to the building is managed through fencing and a secure ground-floor lobby, deterring unintended or illegitimate entry. Landscaping along the building edges is carefully designed to reduce concealed areas and limit opportunities for graffiti and vandalism, contributing to a safe and well-managed environment.
Streetscape		
PO9 Development provides a consistent and cohesive streetscape, which creates visual interest, a sense of place and a safe pedestrian environment that is consistent with the intended	**AO9** No acceptable outcome provided.	**Complies with PO9** The development contributes to a cohesive streetscape through consistent footpath paving, the provision of street trees and high-quality landscaping.

character of the zone through the use of: (a) footpath paving; (b) street trees; (c) landscaping.	This approach helps to moderate the scale between the proposed development and neighbouring residential buildings, reinforces a strong sense of place, and supports a safe and attractive pedestrian environment.

Multiple Dwelling, Rooming Accommodation, and Short Term Accommodation Code

Table 9.3.5.3.1 - Multiple dwelling, Rooming accommodation and Short-term accommodation code: assessable development

Performance outcomes	Acceptable outcomes	Comments
For assessable development		
Housing diversity		
PO1 A Multiple dwelling caters for a mix of household sizes having regard to local demographics and existing housing supply.	**AO1** A Multiple dwelling comprising more than 20 dwellings provides that 30 percent of dwellings have a different number of bedrooms than other dwellings.	**Complies with AO1** The proposed development comprises 80 units, including 34 one-bedroom dwellings and 46 two-bedroom dwellings. As the proposed two-bedroom dwellings constitute over 50 percent of the total dwellings, the proposal complies with the outcome described in AO1.
Amenity		
PO2 A Multiple dwelling exceeding 20 dwellings provides on-site management.	**AO2** A Multiple dwelling exceeding 20 dwellings has an on-site manager.	**Complies with AO2** The proposed development provides an office space on the ground plane to facilitate an on-site manager.
PO3 Rooming accommodation has on-site management that protects the intended amenity for the zone and precinct.	**AO3** Rooming accommodation exceeding five accommodation rooms has an on-site manager.	**Not Applicable** The proposed development does not involve a rooming accommodation use.
Built form		
PO4	**AO4**	**Complies with AO5**

Building layout, location and design of windows or screen devices minimises adverse privacy impacts on dwellings.	Where a building is located within two metres at ground level or 9 metres above ground level of a habitable room, window or private open space, habitable rooms have: a. an offset from a habitable room or private open space to limit overlooking as shown in Figure 9.3.5.3.1 - Window offset; or b. sill heights of a minimum 1,500mm above floor levels; or c. fixed obscure glazing in any part of the window below 1,500mm above floor level; or d. fixed external screens; or e. in the case of screening for ground floor, fencing to a minimum of 1.8 metres above ground level.	The proposed development is appropriately separated from neighbouring development and is sited and designed in a way that is consistent with the form and character intent for the Meadowbrook area. In instances where habitable windows face private open space, sill heights are provided at 1,800mm and privacy screens are provided.
PO5 Screening and partial enclosure of balconies is provided to address visual privacy and amenity of occupants of the dwelling and neighbouring dwellings.	**AO5.1** Development provides screening of utilities and clothes drying racks. **AO5.2** Development provides privacy screening at a maximum of: a. 60 percent of total individual balcony face area, where fronting a street; b. if west-facing, to a maximum of 100 percent of the total individual balcony face area; c. 100 percent of the total individual balcony face area if a secondary balcony not fronting a	**Complies with AO5.1** The proposed development incorporates screening devices to balconies and utilities on the site. **Complies with AO5.2** The siting and design of the proposed development is used to minimise privacy screening requirements. Where necessary, the balconies are screened and enclosed. Deep recesses and opaque balustrades ensure the balcony face area is appropriately concealed.

	street, and used for utilities or drying area.	
Private open space		
PO6 A Multiple dwelling provides private open space for each dwelling that: a. is well-proportioned and functional; b. promotes outdoor living as an extension of the dwelling.	**AO6** A Multiple dwelling has a private open space area: a. for a townhouse, that: i. complies with Table 9.3.5.3.2 - Private and communal open space; ii. has a minimum dimension of 5 metres; iii. is directly accessible from the main living area; iv. has a gradient less than five percent; or b. for an apartment, that: i. complies with Table 9.3.5.3.2 - Private and communal open space; ii. has a minimum dimension of 2.5 metres; iii. is directly accessible from the main living area; iv. has a gradient less than five percent.	**Complies with PO6** The proposed development provides functional units with modest internal floor areas. the proposed private open space represents a well-proportioned design outcome that support residential amenity on the site, providing sufficient depth and width to allow circulation, safe access, and furniture placement. For further detail, refer to **Section 6** of the Town Planning Report and the Architectural Plans enclosed within **Attachment E**.
Communal open space		
PO7 A Multiple dwelling provides adequate and useable communal open space for each	**AO7** A Multiple dwelling has a communal open space area: a. for a townhouse, that:	**Complies with AO7** The proposed development provides a high level of amenity through the landscaped areas on

dwelling to meet the needs of the residents having regard to the: a. location and accessibility of a park within a walkable catchment; b. area of a park available for passive and active recreation.	i. complies with Table 9.3.5.3.2 - Private and communal open space: ii. has a minimum dimension of 7.5 metres; iii. has a gradient less than five percent; or b. for an apartment, that: i. complies with Table 9.3.5.3.2 - Private and communal open space; ii. has a minimum dimension of 7.5 metres; iii. has a gradient less than five percent.	the ground level and the provisions of 1,287m^2 (24% of the site area) of communal open space which benefit from access to natural light and ventilation. Refer to the Architectural Plans enclosed within **Attachment E** for further detail.
PO8 A Multiple dwelling, Rooming accommodation or Short-term accommodation provides communal open space and facilities that are located and designed to be: a. safe and attractive; b. easily accessible; c. clearly defined; d. centrally located; e. a combination of passive and active recreation; f. adequate and useable and designed for climatic comfort; g. connected to a footpath.	**AO8** No acceptable outcome provided.	**Complies with PO8** The proposed communal open space provided at the ground level is divided into two zones. The courtyard area provides strong wayfinding cues and clear, safe links that allow residents to navigate to communal areas and outdoor spaces. The area provides a range of activity spaces including the outdoor dining spaces and the children's play area. Extensive landscaping along the perimeter of the open space area provides shading and mitigate potential acoustic and visual impacts resulting from the adjacent driveway.

		This is further improved by the courtyard wall that interfaces the driveway. The communal open space provided along the western site boundary comprises an active flexible space and a designated dog play area. The acoustic wall and layered planting provided to the west of the communal open space ensures acoustic and visual impacts resulting from the Logan Motorway entry ramp are mitigated. Landscaping provided within the development creates vibrant and attractive communal open spaces that do not prevent casual surveillance, ensuring the spaces are safe and usable. For further detail, refer to the Landscape Report enclosed within **Attachment F.**
PO9 A Multiple dwelling or Short-term accommodation ensures that the number and location of refuse collection bins presented for kerbside collection does not negatively impact on streetscape character, pedestrian and vehicular movement and safety or access for other service providers and utilities.	**AO9.1** A Multiple dwelling or Short-term accommodation comprising more than 10 dwellings provides on-site collection of refuse in accordance with Planning scheme policy 9 - Waste management. **AO9.2** A Multiple dwelling or Short-term accommodation comprising 10 or less dwellings provides on-site collection of refuse where there is inadequate road frontage for all wheeled bins to be presented for kerbside collection. Note - Planning scheme policy 9 - Waste management provides guidance on how to achieve this outcome.	**Complies with AO9.1** As outlined in the Operational Waste Management Plan provided in Attachment H, the on-site collection of refuse will be in accordance with Planning scheme policy 9 - Waste management. **AO9.2 Not Applicable** The proposed development comprises of more than 10 dwellings.

Filling and Excavation Code

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Protection of natural processes and ecosystems		
PO1 The discharge of sediments and pollutants from filling or excavation does not adversely affect a waterway or the stormwater network.	**AO1** The discharge of sediments and pollutants to a waterway or stormwater network complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	**Can Comply with AO1** The proposed development can be conditioned to comply with reasonable and relevant requirements to ensure that the discharge of sediments complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.
PO2 Topsoil and spoil stockpiled on the premises do not adversely affect natural processes and ecosystems.	**AO2** Topsoil and spoil is stockpiled to comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	**Can Comply with AO2** The proposed development can be conditioned to comply with reasonable and relevant requirements to ensure that the standards outlined in part 3.3 - Filling and excavation standards in Planning scheme policy 5 – Infrastructure are met.
PO3 Filling is carried out using stable, solid and clean earth, free of organic and putrescible waste, rubbish and refuse material.	**AO3** Filling complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	**Can Comply with AO2** The proposed development can be conditioned to comply with reasonable and relevant requirements to ensure that the standards outlined in part 3.3 - Filling and excavation standards in Planning scheme policy 5 – Infrastructure are met.
Protection of existing and planned infrastructure		
PO4	**AO4**	**Can Comply with AO2**

Filling or excavation works do not adversely affect infrastructure, including any services.	Filling or excavation works comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	The proposed development can be conditioned to comply with reasonable and relevant requirements to ensure that the standards outlined in part 3.3 - Filling and excavation standards in Planning scheme policy 5 – Infrastructure are met.
Protection and enhancement of personal health and safety and premises		
PO5 Filling or excavation works do not adversely affect personal health and safety.	**AO5** Filling or excavation works comply with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	**Can Comply with AO2** The proposed development can be conditioned to comply with reasonable and relevant requirements to ensure that the standards outlined in part 3.3 - Filling and excavation standards in Planning scheme policy 5 – Infrastructure are met.
Surface water flow		
PO6 Surface water drainage does not cause any of the following: a. ponding on any premises; or b. a hazard or adversely affect personal health and safety and premises; or c. diversion or concentration of flow from or onto adjoining premises or infrastructure.	**AO6** Surface water drainage complies with part 3.3 - Filling or excavation standards in Planning scheme policy 5 - Infrastructure.	**Can Comply with AO2** The proposed development can be conditioned to comply with reasonable and relevant requirements to ensure that the standards outlined in part 3.3 - Filling and excavation standards in Planning scheme policy 5 – Infrastructure are met.
Batters		
PO7	**AO7**	**Not Applicable**

A batter: a. does not adversely affect the natural physical processes and ecosystems; b. protects existing and planned infrastructure; c. is safe, stable and easily maintained; d. is landscaped to enhance visual amenity.	A batter is designed and constructed to comply with the standards specified in 3.3.6 - Batters and retaining walls in Planning scheme policy 5 - Infrastructure.	The proposed development does not include batters.
Retaining walls		
PO8 A retaining wall: a. is not constructed of timber and is not located on existing or proposed lot boundaries, or movement networks; b. does not adversely affect the natural physical processes and ecosystems; c. is located to avoid conflict with adjoining premises; d. is located such that existing and planned infrastructure is not adversely affected; e. protects the visual amenity of adjoining premises or a public open space; f. is located within the premises that is being filled;	**AO8** A retaining wall is designed and constructed to comply with the standards specified in section 3.3.6.2 - Retaining walls in Planning scheme policy 5 - Infrastructure.	**Not Applicable** The development does not include a retaining wall.

g. is located within the premises that is cut and is designed to take any surcharge loading allowable on the uphill lot; h. is safe and stable; i. enables easy access for maintenance.		
Filling of a dam		
PO9 The filling of a dam: a. does not adversely affect the natural physical processes and ecosystems; b. creates a safe and stable surface; c. is integrated into the landscape.	**AO9** The filling of a dam complies with part 3.3 - Filling and excavation standards in Planning scheme policy 5 - Infrastructure.	**Not Applicable** The proposed development does not involve the filing of a dam.

Infrastructure Code

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Provision, design, construction and location of infrastructure		
PO1 Development is demonstrated to be capable of being serviced by necessary infrastructure.	**AO1** Reports, plans and drawings are provided in accordance with part 2 of Planning scheme policy 5 - Infrastructure.	**Can Comply with AO1** The proposed development can be conditioned to provide the minimum infrastructure documentation required.
PO2 Development: a. provides necessary infrastructure to service the development; b. provides that the design, construction and location of necessary infrastructure: i. protects existing and planned infrastructure networks; ii. services proposed development; iii. integrates with existing and planned infrastructure networks; iv. delivers a standard of	**AO2** Development: a. in a water supply service area connects to the water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; b. not in a water supply service area provides a tank with a minimum storage capacity of 45,000 litres; c. in a sewerage supply service area connects to the waste water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; d. not in a sewerage supply service area complies with part 1 of the	**Can Comply with AO2** The proposed development can be conditioned to provide the minimum infrastructure documentation required.

service that is efficient and equitable; v. minimises the cost to the community for the life of the infrastructure by providing a suitable design life, ease of maintenance and ease of replacement; vi. protects personal health, safety and premises; vii. protects environmental values.	Queensland Plumbing and Wastewater Code; e. provides stormwater infrastructure in accordance with part 3.6 of Planning scheme policy 5 - Infrastructure; f. provides a movement network infrastructure in accordance with part 3.4 of Planning scheme policy 5 - Infrastructure; g. provides parks in accordance with part 3.12 of Planning scheme policy 5 - Infrastructure; h. provides road lighting in accordance with part 3.5 of Planning scheme policy 5 - Infrastructure; i. provides electricity reticulation in accordance with part 3.8 of Planning scheme policy 5 - Infrastructure; j. provides gas and telecommunications reticulation in accordance with part 3.9 of Planning scheme policy 5 - Infrastructure. k. is consistent with the general planning layouts in part 7.2 of Planning scheme policy 5 - Infrastructure. Editor's note - The delivery of any part of a network identified in the plans for trunk infrastructure is governed by Part 4 - Local government infrastructure plan.

Location of development		
PO3 Development is located to protect trunk infrastructure networks.	**AO3** Development is located outside a network identified in Local government infrastructure plan map LGIP-03.00 to 08.00 Plans for trunk infrastructure in Schedule 3 - Local government infrastructure plan mapping and tables.	**Complies with AO3** The proposed development is located outside a network identified in Local government infrastructure plan map LGIP-03.00 to 08.00 Plans for trunk infrastructure
Fire fighting		
PO4 Development in a water service area accessed by common private title provides: a. fire hydrant infrastructure; b. unimpeded access for emergency services vehicles. Editor's note - The term common private title refers to areas such as access roads in community title developments or strata title unit access, which are private and under group or body corporate control.	**AO4** Development in a water service area involving a material change of use or reconfiguring a lot where, or to be, accessed by common private title ensures that fire hydrant placement and technical requirements for streets and access ways are in accordance with: a. Australian Standard (AS) 2419.1 - 2005 *Fire hydrant installations*; b. QFES: *Fire Hydrant and vehicle access guidelines for residential, commercial and industrial lots*.	**Complies with AO4** The development accords with Australian Standard (AS) 2419.1 - 2005 Fire hydrant installations and QFES: Fire Hydrant and vehicle access guidelines for residential, commercial and industrial lots. The development can be conditioned with relevant and reasonable requirements to ensure this outcome is met.
PO5 Development not in a water service area provides sufficient water storage with adequate pressure, volume and flow to service development for fire fighting purposes.	**AO5** Development: a. is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics for fire fighting purposes at all times with a	**Complies with AO5** The proposed development is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics and has on-site water storage. The development can be conditioned to ensure this outcome is met.

	minimum pressure and flow of 10 litres per second at 200kPa; or b. has on-site water storage in accordance with Table 9.4.3.3.2 - Water storage for fire fighting, dedicated or retained for fire fighting purposes that is made of fire resistant materials and is: i. a separate tank; or ii. a reserve section in the bottom part of the main water supply tankwater tank. Editor's note - The requirement in AO5 is: - in addition to the requirement for potable water supply/storage in AO2 in Table 9.4.3.3.1 - Infrastructure code: accepted development (subject to requirements) and assessable development; - reflected in AO5 in Table 8.2.3.3.1 - Bushfire hazard overlay code: accepted development (subject to requirements) and assessable development.	
Waste management		
PO6 Development provides refuse and recycling collection and storage facilities that are located and managed so that adverse impacts on building occupants,	**AO6.1** Development provides refuse and recycling collection and storage facilities in accordance with Planning scheme policy 9 - Waste management.	**Complies with AO6.1** The proposed development provides refuse and provides refuse and recycling collection and storage facilities in accordance with Planning

neighbouring properties and the public realm are minimised.	**AO6.2** Development ensures that the location and design of refuse and recycling collection and storage facilities does not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note - Planning scheme policy 9 - Waste management provides guidance on how to achieve this outcome.	scheme policy 9 - Waste management. For further detail, refer to the Operational Waste Management Plan enclosed within **Attachment H**.
Disposal of trade waste		
PO7 The disposal of trade waste in a sewerage supply service area does not adversely affect the sewerage network.	**AO7** The disposal of trade waste in a sewerage supply service area complies with the sewer admission standards in section 3.2.6 - Sewer admission standards in Planning scheme policy 3 - Environmental management.	**Not Applicable** The disposal of trade waste in a sewerage supply service area complies with the sewer admission standards in section 3.2.6 - Sewer admission standards in Planning scheme policy 3 - Environmental management. For further detail, refer to the Operational Waste Management Plan enclosed within **Attachment H**.
Roof water drainage and surface water drainage		
PO8 Development provides stormwater infrastructure for the drainage of the premises so as not to cause any of the following: a. ponding of stormwater on the premises; b. a hazard to personal health and safety;	**AO8** Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	**Can Comply with AO8** The proposed development can be conditioned to comply with reasonable and relevant standards to ensure that the standards for stormwater infrastructure are met.

c. damage to premises; d. an increased risk of flooding to premises within the catchment.		

Natural flow of surface water

PO9 Development provides that the natural flow of surface water is: a. not altered so as to cause a risk to personal health and safety or damage to property; b. not increased in intensity, velocity or frequency; c. not concentrated onto adjoining premises.	**AO9** Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	**Can Comply with AO9** The proposed development can be conditioned to comply with reasonable and relevant standards to ensure that the standards for stormwater infrastructure are met.

Water sensitive urban design

PO10 Development which provides stormwater infrastructure incorporates water sensitive urban design principles having regard to: a. protecting existing natural features and ecological processes; b. protecting the natural hydrologic behaviour of catchments; c. protecting the existing natural flow and water quality regimes of waterways;	**AO10** Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	**Can Comply with AO10** The proposed development can be conditioned to comply with reasonable and relevant standards to ensure that the standards for stormwater infrastructure are met.

d. protecting water quality of surface and ground waters; e. minimising demand on the water network; f. minimising sewage discharges to the natural environment; g. integrating water into the landscape to enhance visual and ecological values.		

Movement network

PO11 The projected traffic levels for a use do not adversely affect the planned standards of service for a road or intersection.	**AO11** Development does not cause or contribute to projected traffic levels: a. exceeding the maximum vehicle trips per day in Table 3.4.1.4.2 in Planning scheme policy 5 - Infrastructure; or b. exceeding the maximum control delays through intersections in peak periods in Table 3.4.1.4.3 in Planning scheme policy 5 - Infrastructure.	**Complies with AO11** As outlined in the Transport Engineering Report, provided at **Attachment G**, the proposed development does not cause or contribute to projected traffic levels. The total proposed development is anticipated to generate 23vph during the AM and PM peak hour periods. This number of trips is low in the context of the adjacent road network and likely to be within typical daily fluctuations of the University Drive / Meadowbrook Drive / Logan Motorway Ramp intersection.

Integrated movement concept report

PO12 Development which generates more than 3,000 vehicle trips per average weekday is designed to integrate the movement network	**AO12** Development which generates more than 3,000 vehicle trips per average weekday provides an integrated movement concept report which integrates the	**Not Applicable** The proposed development will not generate more than 3,000 vehicle trips per average weekday.

to minimise the transportation costs required to service the use.	planning of the movement network in accordance with part 2 and 3 of Planning scheme policy 5 - Infrastructure.	For further detail, refer to the Transport Engineering Report, provided at **Attachment G**
For assessable development only		
Land use and transport integration		
PO13 Development within 400 metres of existing or future public passenger transport facilities where the total site area is 5,000m^2 or more: a. supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities; b. enhances connectivity between existing and future public passenger transport facilities and other transport modes; c. optimises the walkable catchment to existing and future public passenger transport facilities; d. provides for direct and safe access to and use of existing or future public passenger transport facilities. Note - SPP code: Land use and transport integration in Appendix 4 of the state planning policy	**AO13** No acceptable outcome provided.	**Complies with PO13** The proposed development **is located approximately 140 metres from an existing bus stop and** is **within walking distance of local services, demonstrating strong alignment with PO**13**.** **The site is supported by the existing road hierarchy, which accommodates safe and efficient bus movements and provides clear connections to the surrounding public transport network.** **Pedestrian access is direct, legible and safe, supporting convenient movement between the site, the bus stop and nearby destinations.** **The development's location and design optimise the walkable catchment to public transport and encourage the use of public and active transport modes, ensuring effective access to and use of existing passenger transport facilities.**

provides guidance to achieve this outcome.	

Landscape Code

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Landscape design		
PO1 Development provides landscaping that is designed and located to: a. enhance the visual amenity of premises; b. provide street trees; c. protect the movement network by: i. maintaining pedestrian accessibility; ii. not obstructing sightlines for pedestrians, cyclists and motorists; iii. being consistent with the function of the road; iv. being of a scale that is in proportion with the road width; d. be responsive to and compatible with soil conditions, topography and micro climate; e. utilise species selection that:	**AO1** Landscape work is carried out in accordance with a landscape site analysis and landscape concept plan prepared in accordance with part 2 of Planning scheme policy 5 - Infrastructure.	**Can Comply with AO1** The proposed development can be conditioned to comply with AO1 to ensure that landscape work is carried out in accordance with the Landscape Report prepared by DKO Architecture. This is provided at **Attachment F**.

i. is suitable for the available space and growing conditions; ii. incorporates, where practicable, native vegetation in public open space and roads; f. protect, where practicable, existing native trees; g. conserve energy and water; h. incorporate water sensitive urban design principles; i. prevent pondage and manage overland flow; j. act as a buffer to screen adverse visual impact of development and incompatible uses; k. define the common boundary and prevent encroachment of existing and future uses into public open space; l. rehabilitate degraded areas on the premises; m. be easily maintained. Editor's note - section 4.2 - Guidelines for landscaping in Planning scheme policy 5 - Infrastructure sets out requirements in relation to these elements.	

Servicing, access and parking code

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Provision of parking spaces for vehicles		
PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to: a. the particular circumstances of the premises including the: i. nature, intensity and hours of operation of the use; ii. desirability of providing a car park and attracting vehicles to the premises; iii. maximum number of employees and customers to be on the premises at any one time; iv. size, levels and dimensions of the premises;	**AO1** Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: a. for a use listed in Table 9.4.7.3.2 - Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. for a use not listed in Table 9.4.7.3.2 - Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of Planning scheme policy 5 - Infrastructure. Editor's note - For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5 - Carparking spaces for people with a disability in the Building Code of Australia.	**Complies with PO1** A total of eighty (80) residential spaces, including two (2) PWD spaces are proposed. While this outcome represents a performance solution, the proposed rate is consistent with the Queensland Social Housing Guideline (QSHG) and the Preliminary Approval, whereby one covered car parking space per dwelling is required and considered sufficient to accommodate parking demand generated by residents and visitors. Acknowledging this, the proposed parking rate sufficiently satisfies the demand generated by the proposed development. Moreover, the proposed service vehicle arrangements are generally in accordance with the LCC PS and therefore, is appropriate to support the development. For further detail, refer to the Town Planning Report and the Transport Engineering Report enclosed in **Attachment G.**

b. the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.		
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate where: a. for an Accommodation activity; or b. not for an Accommodation activity, access to car parking areas is obstructed during hours of operation.	**AO2** Development with a security gate provides visitor vehicle parking that complies with Table 9.4.7.3.4 - Visitor parking spaces for uses incorporating a security gate.	**Not Applicable** The proposed development does not include a security gate.
PO3 A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.	**AO3** A use, other than a Residential activity or a Parking station, provides vehicle parking that: a. is kept, used and maintained exclusively for car parking; b. is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge; c. does not have a gate, door or similar device that restricts vehicular access by employees or visitors.	**Not Applicable** The proposed development is for a Multiple Dwelling.
Provision of motorcycle parking		

PO4 Motorcycle parking is provided that is safe and functional.	**AO4** Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004 - Parking facilities - Off street car parking.	**Not Applicable** The proposed development does not provide motorcycle parking. The development provides 80 resident spaces including 2 PWD spaces, 27 residential bicycle spaces and 7 visitor bicycle spaces.
Provision of bicycle parking		
PO5 Bicycle parking facilities are provided that: a. satisfy the likely demand for bicycle parking; b. are functional; c. are located close to a pedestrian entry to a building.	**AO5** Bicycle parking facilities comply with: a. the rate specified in column 7 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. AS2890.3-1993 - Bicycle parking facilities.	**Complies with AO5** The development proposes a total of 34 bicycle parking spaces, which meets the LCC PS requirements.
Provision of vehicle manoeuvring area		
PO6 Development provides a safe and functional vehicle manoeuvring area.	**AO6** Development provides a vehicle manoeuvring area that: a. enables vehicles to enter and exit the site in a forward motion where the development: i. is non-residential development; or ii. is for five or more dwellings; b. accommodates the design vehicle specified in Table 9.4.7.3.5 - Design vehicle for a manoeuvring area;	**Complies with AO6** The proposed service vehicle arrangements are generally in accordance with the LCC PS and therefore, is appropriate to support the development. For further detail, refer to the Transport Engineering Report provided at **Attachment G.**

	c. complies with section 3.4.4.10 - Manoeuvring areas of Planning scheme policy 5 - Infrastructure.	
Vehicle washing bay		
PO7 A vehicle washing bay does not cause environmental harm.	**AO7** A vehicle washing bay provides that run off is discharged to: a. a grassed area or permeable landscape area; or b. the sewerage system.	**Not Applicable** No washing bay is proposed, as is not a required item under the QSHG. For further detail, refer to the Transport Engineering Report provided at **Attachment G.**
Car park access		
PO8 Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.	**AO8** Vehicular queuing space to a car parking area: a. does not provide a turning movement, intersecting aisle or a speed hump in a queuing area; b. complies with Table 9.4.7.3.3 - Queuing spaces; c. complies with Table 9.4.7.3.6 - Queuing requirements for particular uses.	**Complies with PO8** The proposed development provides 10m queuing (1 car) to the first conflict point (loading area). Whilst this is below the requirements of the AS2890, due to the anticipated activity on the site, this is considered sufficient to accommodate queueing potential due to the low turnover nature of the car park. For further detail, refer to the Transport Engineering Report provided at **Attachment G.**
Access and driveways		
PO9 A driveway is safe, functional and does not adversely affect infrastructure.	**AO9** A driveway is designed and constructed to comply with section 3.4.5 - Design standards for access and driveways of	**Complies with AO9** The development scheme proposes to provide vehicular access to University Drive at the northeastern end of the site frontage.

	Planning scheme policy 5 - Infrastructure.	This access arrangement accommodates vehicles up to the size of a 10.3m RCV with left-in/left-out movements only.
Design and construction of a car parking area		
PO10 A car parking area is designed to: a. provide easy way finding for pedestrians, cyclists and motorists; b. provide appropriately sized and line marked spaces in accordance with relevant Australian standards; c. provide a convenient and safe pedestrian network; d. provide safe and efficient vehicle circulation; e. provide a progressive reduction in the speed environment in moving between the road and a parking space; f. provide a safe sight distance at a potential conflict point; g. provide for efficient and simple parking space search patterns; h. provide for uncongested public transport and service vehicle movements through the premises; i. keeps a heavy vehicle out of a parking aisle;	**AO10** A car parking area is designed and constructed in accordance with section 3.4.6 - Design standards for car parking of Planning scheme policy 5 - Infrastructure.	**Complies with AO10** The development scheme provides a single level of parking on the ground floor. As outlined in to the Transport Engineering Report provided at **Attachment G**, the development car parking area is generally consistent with the provisions of the AS2890.

j. ensure no heavy vehicle reverses across a pathway; k. prevent parking off a circulation road; l. prevent an adverse impact on the safety and efficiency of the existing or planned movement network; m. prevent a motorist from reversing on a road; n. prevent an unnecessary space that encourages illegal parking; o. address safety of users through appropriate lighting; p. be appropriately landscaped; q. be surfaced so as to be useable in all weather conditions; r. manage stormwater flows.		
Waste management		
PO11 Development layout provides for refuse servicing which: a. is located wholly within the site; b. is clearly defined, safe and easily accessible; c. is designed to contain potential adverse impacts of servicing within the site;	**AO11.1** Development ensures that an on-site service bay for refuse collection is designed: a. to cater for the relevant refuse collection vehicle in Planning scheme policy 9 - Waste management; b. to ensure that the refuse collection vehicle can enter and exit the site in a forward motion;	**Complies with AO11.1** General refuse and recycling from the apartments will be deposited within 1100L bulk bins in the refuse room (on the ground level). A rear-loading RCV will service the site, which will access the site forward in, reverse into the loading area, collect bins at the rear of the vehicle and exit in a forward manner.

d. does not detract from the aesthetics or amenity of the surrounding area.	c. to be located away from street frontages and screened from adjoining premises. **AO11.2** Development provides on-site refuse collection and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in Planning scheme policy 5 - Infrastructure.	For further detail, refer to the Transport Engineering Report provided at **Attachment G.** **Complies with AO11.2** The development accommodates regular access for a rear-loading Refuse Collection Vehicle (RCV), , with manoeuvring designed to allow reverse entry and forward exit for RCVs. The loading bay dimensions meet AS2890 requirements. For further detail, refer to the Transport Engineering Report provided at **Attachment G.**
For assessable development		
Vehicle queuing		
PO12 Queuing associated with a drive through facility (including Service stations and Car washes) does not cause blockages to traffic on the road network. Note - Planning scheme policy 5 - Infrastructure provides guidelines on how to achieve this outcome.	**AO12** No acceptable outcome provided.	**Not Applicable** The proposed development does not involve a drive through facility.

8.2.1 Acid Sulfate Soils Overlay Code

Performance outcomes	Acceptable outcomes	Response
For accepted development (subject to requirements) and assessable development		
Land in the Potential and actual acid sulfate soil area		
PO1 Development in the Potential and actual acid sulfate soil area identified on Acid sulfate soils overlay map OM-01.01 that involves disturbing soil or sediment at or below 5 metres AHD: a. avoids disturbing acid sulfate soils; or b. is managed to avoid the: i. release of acid and metal contaminants; ii. release of nutrients that contribute to coastal algal blooms. Editor's note - For development to which this overlay code applies, undertake an acid sulfate soils investigation conforming to the current version of Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils in Queensland and the current Queensland Acid Sulfate Soil Technical Manual: Laboratory Methods Guidelines. Where the presence of acid sulfate soils is confirmed, prepare an acid sulfate soils management plan in accordance with the current Queensland Acid Sulfate Soil Technical Manual: Soil Management Guidelines.	**AO1.1** Development in the Potential and actual acid sulfate soils area at or below 5 metres AHD identified on Acid sulfate soils overlay map OM-01.01 does not involve: a. excavating or otherwise removing 100m^3 or more of soil or sediment; or b. filling of land involving 500m^3 or more of material with an average depth of 0.5 of a metre or greater; or c. extracting ground water. **AO1.2** Development in the Potential and actual acid sulfate soils area above 5 metres AHD and at or below 20 metres AHD area identified on Acid sulfate soils overlay map OM-01.01 does not involve excavating or otherwise removing 100m^3 or more of soil or sediment at or below 5 metres AHD.	**Not Applicable** The proposed development is not identified on the Acid sulfate soils overlay map as a Potential and actual acid sulfate soils area at or below 5 metres AHD. **Complies with AO1.2** The proposed development does not involve excavating or otherwise removing 100m^3 or more of soil or sediment at or below 5 metres AHD.
Treatment and disposal of acid sulfate soils		

PO2	AO2	Can Comply with AO2
Development manages the treatment and disposal of acid sulfate soils.	Where acid sulfate soils are identified, the acid sulfate soils are managed in accordance with an acid sulfate soils management plan prepared in accordance with the current Queensland Acid Sulfate Soil Technical Manual: Soil Management Guidelines.	In the instance acid sulfate soils are identified, the development can be conditioned with reasonable and relevant requirements to ensure that acid sulfate soils are managed in accordance with an acid sulfate soils management plan prepared in accordance with the current Queensland Acid Sulfate Soil Technical Manual: Soil Management Guidelines.

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Flood Hazard Overlay Code

Table 8.2.5.3.1–Flood hazard overlay code: accepted development (subject to requirements) and assessable development

Performance Outcomes	Acceptable Outcomes	Response
For accepted development (subject to requirements) and assessable development		
Part A - Risk compatibility (other than a Home-based business)		
Material change of use		
PO1 A development envelope area is located outside of a High flood risk area identified on Flood hazard overlay map OM-05.04 unless complying with the requirements identified in Table 8.2.5.3.2 - Land use compatibility in a high flood risk area. Note - Planning scheme policy 10 - Flood includes guidance on demonstrating the qualifying criteria in Table 8.2.5.3.2 - Land use compatibility in a high flood risk area.	**AO1** Development is contained in a development envelope area located outside of a High flood risk area identified on Flood hazard overlay map OM-05.04.	**Complies with AO1** The proposed development is contained in a development envelope area located outside of a High flood risk area.
PO2 Vulnerable use activities: a. are not located in a High flood island identified on Flood hazard overlay map OM-05.01; b. are located outside of the floodplain unless located in: i. a Low flood risk area identified on Flood	**AO2** No acceptable outcome provided	**Not Applicable** The proposed development is for social and affordable housing and does not contain a vulnerable use.

hazard overlay map OM-05.04; or ii. the Meadowbrook flood assessment area identified on Flood hazard overlay map OM-05.03 and involving a Hospital.		
PO3 Essential community infrastructure activities are not located in the floodplain unless: a. there is an overriding planning need for the use; b. there is no alternative site located outside of the floodplain that would address the identified need; c. development maintains functionality during and after all flood events, including the probable maximum flood; d. where for Emergency services, the development remains accessible during and after all flood events, including the probable maximum flood. Note - Planning scheme policy 10 - Flood provides guidance on how to demonstrate compliance with this performance outcome.	**AO3** No acceptable outcome provided	**Not Applicable** The proposed development is for social and affordable housing and does not contain essential community infrastructure activities.
PO4 Development is located outside of a Flood investigation area identified on Flood hazard overlay map OM-05.04, unless it: a. is demonstrated to be compatible with the level of flood risk;	**AO4** No acceptable outcome provided	**Complies with PO4** As outlined in the approved Flood Impact Assessment provided for COM/55/2025, the Site is partially inundated and classified predominately as a low flood hazard.

b. delivers the relevant outcomes for the flood risk area, including a: i. High flood risk area; ii. Moderate flood risk area; iii. Low flood risk area and High flood island where involving Essential community infrastructure activities or Vulnerable use activities. Note - Planning scheme policy 10 - Flood provides guidelines on how to prepare a detailed localised flood risk assessment to assist with achieving this performance outcome. It also includes guidance on how to demonstrate compliance with this performance outcome.		The development has been designed to respond to these conditions. Refer to the Architectural Report provided in **Attachment E** for further detail.
Reconfiguring a lot		
PO5 Development provides a development envelope area that is: a. above the flood level during the defined flood event; b. of an area and dimensions to accommodate the activities associated with the intended use.	**AO5** Development provides a development envelope area above the flood level during the defined flood event with a minimum size and dimension specified in Table 8.2.5.3.4 - Development envelope area.	**Not Applicable** The proposed development is for a material change of use and does not involve a reconfiguring a lot component.
PO6 Each lot has a development envelope area located outside a High flood risk area identified on Flood hazard overlay map OM-05.04, except where limited to: a. the rearrangement of boundaries and flood risk is	**AO6** No acceptable outcome provided.	**Not Applicable** The proposed development is for a material change of use and does not involve a reconfiguring a lot component.

not materially increased on new lots; or b. creating an additional lot for the purpose of a drainage or environmental reserve.		
PO7 Reconfiguring a lot involving a development envelope area located in a Flood investigation area identified on Flood hazard overlay map OM-05.04 is limited to: a. the realignment of boundaries where the development envelope area is located outside a High flow area identified on Flood hazard overlay map OM-05.02; or b. the development is demonstrated to be compatible with the level of flood risk, including delivering the relevant outcomes for a: i. High flood risk area; ii. Moderate flood risk area; iii. Low flood risk area and High flood island where involving Essential community infrastructure activities or Vulnerable use activities. Note - Planning scheme policy 10 - Flood provides guidelines on how to prepare a detailed localised flood risk assessment to assist with achieving Performance Outcome 7(b).	**AO7**	**Not Applicable** The proposed development is for a material change of use and does not involve a reconfiguring a lot component.

Part B - Resilient building location, design and operations (other than a Home-based business)		
PO8 Buildings and structures are located outside of a High flow area. Note - Planning scheme policy 10 - Flood provides guidance on how to demonstrate compliance with this performance outcome where located in a Flood investigation area and it is proposed to undertake a detailed localised flood risk assessment.	**AO8.1** New buildings and structures, other than fences, are located outside of a High flow area identified on Flood hazard overlay map OM-05.02.	**Complies with AO8.1** The proposed development is located wholly outside of a High flow area.
	AO8.2 Enclosure of existing structures or areas underneath an existing building, such as an undercroft, does not occur in a High flow area identified on Flood hazard overlay map OM-05.02.	**Complies with AO8.1** The proposed development is located wholly outside of a High flow area.
PO9 A Hospital in the Meadowbrook flood assessment area identified on Flood hazard overlay map OM-05.03 ensures that the location, design and operation of development: a. mitigates the risk of flooding to buildings and structures; b. minimises risk of injury to life and damage to property and infrastructure; c. maintains functionality during and after all flood events, including the probable maximum flood. Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	**AO9** No acceptable outcome provided.	**Not Applicable** The proposed development does not involve a Hospital in the Meadowbrook flood assessment area.
PO10 Buildings are designed to account for the potential risk of	**AO10** No acceptable outcome prescribed.	**Complies with PO10** As outlined in the approved Flood Impact Assessment

inundation during flood events by complying with the Minimum flood planning levels identified in Table 8.2.5.3.3 - Minimum flood planning levels. Editor's note - Planning scheme policy 10 - Flood provides guidance on obtaining available flood level information for a property from Council, and resilient design.		provided for COM/55/2025, the site is partially inundated and classified predominately as a low flood hazard. The development has been designed to respond to these conditions. Refer to the Architectural Report provided in **Attachment E** for further detail.
PO11 Vehicle manoeuvring areas and car parking (other than a Parking station) are only located below the defined flood event where there is no increase in risk to: a. pedestrian and vehicular safety; b. a building or other structure. Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	**AO11** Vehicle manoeuvring areas and car parking (other than a Parking station) are located above the defined flood event.	**Complies with AO11** Vehicle manoeuvring areas and car parking are located above the defined flood event.
PO12 Basement access and openings are designed and located to: a. ensure safety during a flood event; b. improve resilience to flood events; c. reduce recovery time after flooding; d. minimise economic loss to individual and public assets stored in the basement. Note - Planning scheme policy 10 - Flood provides guidance on	**AO12** All entry points and openings to a basement are located at or above the Minimum flood planning levels identified in Table 8.2.5.3.3 - Minimum flood planning levels.	**Not Applicable** The proposed development does not include a basement.

achieving this performance outcome.		
PO13 Essential building services and infrastructure is located or designed to ensure their continued function during and immediately after flood events that are up to and including the: a. defined flood event for uses other than Essential community infrastructure activities or Vulnerable use activities; or b. probable maximum flood for Essential community infrastructure activities or Vulnerable use activities. Note - Essential building services and infrastructure may include air conditioning ducts, communication equipment, charging units, pumps, motors, sensitive electrical equipment such as transformers, low voltage switch gear, high voltage switch gear, battery charges, and communal assets and materials (such as waste bins or chemicals). Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	**AO13** The function of essential building services and infrastructure is maintained during a flood event by: a. locating the services and infrastructure outside of a High flood risk area identified on Flood hazard overlay map OM-05.04; b. locating the services and infrastructure above the flood planning level in accordance with Table 8.2.5.3.3 - Minimum flood planning levels; or c. designing and constructing essential services and infrastructure to exclude water infiltration for flood events up to and including: i. the defined flood event where not involving Essential community infrastructure activities or Vulnerable use activities; ii. the probable maximum flood where for Essential community infrastructure activities or	**Complies with AO13** Essential building services and infrastructure are located outside of the High flood risk area and have been designed and sited in accordance with the minimum flood planning levels.

	Vulnerable use activities.	
PO14 Screening the understorey of a building: a. does not impede the passage of floodwater or overland flow in a High flood risk area identified on Flood hazard overlay map OM-05.04; b. maintains an attractive streetscape interaction and interface as intended by the zone, precinct or local plan. Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	**AO14** No acceptable outcome provided.	**Not Applicable** The proposed development does not include an understorey.
Storage, manufacturing or handling of hazardous materials		
PO15 Development protects public safety and the environment from release of hazardous materials into floodwaters by: a. locating hazardous materials and chemicals outside of a High flood risk area or High flow area identified on Flood hazard overlay map OM-05.04 and OM-05.02; **b.** ensuring hazardous materials are stored to prevent the release or hazardous reaction of hazardous materials during flood events, including events rarer than the defined flood event**.**	**AO15.1** Development involving the manufacturing or storage of hazardous materials, or involving hazardous chemicals at a hazardous chemical facility is located outside of a: a. High flood risk area identified on Flood hazard overlay map OM-05.04; b. High flow area identified on Flood hazard overlay map OM-05.02.	**Not Applicable** The proposed development does not involve the handling, manufacturing or storage of hazardous materials.
	AO15.2 Development in a Moderate flood risk area identified on	**Not Applicable** The proposed development does not involve the handling,

	Flood hazard overlay map OM-05.04: a. does not involve the manufacturing or storage of hazard materials or hazardous chemicals at a hazardous chemical facility; or **b.** ensures the storage of hazardous materials is located above the 0.2% AEP at 2100 flood event.	manufacturing or storage of hazardous materials.
Part C - Access and evacuation (other than a Home-based business)		
PO16 Development involving Vulnerable use activities, other than a Hospital in the Meadowbrook flood assessment area identified on Flood hazard overlay map OM-05.03, has a low flood hazard vehicle evacuation route that leads outside the floodplain to a suitable area that supports the needs of evacuees. Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	**AO16** No acceptable outcome provided.	**Not Applicable** The proposed development is for social and affordable housing and does not contain a vulnerable use
PO17 Development involving an accommodation land use has a low flood hazard vehicle route to a suitable flood-free area that contains essential goods to serve the needs of people. Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	**AO17** During the defined flood event, development for an accommodation land use has a: a. flood-free vehicle access to a road above the flood level; b. flood-free vehicle route that leads to a suitable flood-free area that	**Complies with PO17** As outlined in the approved Flood Impact Assessment provided for COM/55/2025, the Site is partially inundated and classified predominately as a low flood hazard. The development has been designed to respond to these conditions. The development can be conditioned with reasonable

	contains essential goods.	requirements to ensure this condition is met. Refer to the Architectural Report provided in **Attachment E** for further detail.
PO18 Development has a low flood hazard vehicle route from dwellings to a flood-free or low flood hazard road.	**AO16** During the defined flood event, development involving a new dwelling or an increase in bedrooms, has a flood-free vehicle route from dwellings to the flood-free road. Editor's note - Figure 8.2.5.3.1 - Compliant dwelling with flood-free vehicle route illustrates an example of a development complying with this acceptable outcome. Figure 8.2.5.3.2 - Non-compliant dwelling with no flood-free vehicle route illustrates an example of a development that does not comply with this acceptable outcome.	**Complies with PO18** The proposed development has a low flood hazard vehicle route from dwellings to a low flood hazard road. The development can be conditioned with reasonable requirements to ensure this condition is met. Refer to the Architectural Report provided in **Attachment E** for further detail.
PO19 Reconfiguring of a lot intended for a future dual occupancy (auxiliary unit), dwelling house or accommodation land use ensures each lot has internal low flood hazard vehicle access to a road and a low flood hazard vehicle route to a suitable flood-free area that contains essential goods to serve the needs of people. Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	**AO19** Reconfiguring of a lot in a residential zone category or Emerging community zone, or intended for a future dual occupancy (auxiliary unit), dwelling house or accommodation land use, ensures each lot during the defined flood event has a: a. flood-free vehicle access to a road above the flood level; b. flood-free vehicle route that leads to a suitable flood-free area that contains essential goods.	**Not Applicable** The proposed development is for a material change of use and does not involve a reconfiguring a lot component.

PO20	AO20	Complies with PO20
Development, other than where PO16-PO19 is applicable: a. ensures safe self-evacuation by having, for a period of at least 10 hours, low flood hazard vehicle access to a low flood hazard road; or b. is only isolated for a period of less than 4 hours from a low flood hazard road and there is a suitable area on site that is: i. above the defined flood event; ii. not a Low flood island identified on Flood hazard overlay map OM-05.01 or an area impacted by flash flooding during the defined flood event. Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	Where AO16-AO19 is not applicable, development has flood-free vehicle access to a road that is above the flood level during the defined flood event.	The proposed development is site is partially inundated and classified predominately as a low flood hazard, as per the Flood Impact Assessment provided for COM/55/2025. The development provides safe-self evacuation by having a low flood hazard vehicle access to a low flood hazard road. The development can be conditioned with reasonable requirements to ensure this condition is met. Refer to the Architectural Report provided in **Attachment E** for further detail.
PO21	**AO21**	**Can Comply with PO21**
Development identified in Table 8.2.5.3.5 - Development requiring a flood emergency management plan appropriately plans for its safe operation and evacuation during a flood event to ensure there is no burden on emergency services, including during a probable maximum flood where involving Vulnerable use activities.	No acceptable outcome provided.	The proposed development can be conditioned to comply with reasonable and relevant requirements to ensure than a flood emergency management plan is prepared.

Note - Planning scheme policy 10 - Flood provides guidance preparing a flood emergency management plan to achieve this performance outcome. Note - Flood emergency management plans do not alter the land use tolerability to a flood risk area, nor act as an alternative to achieving other specified mitigation measures required to ensure risk is mitigated to a tolerable or acceptable level. Flood emergency management plans should be utilised to assist in managing residual risk of development and should be implemented as a tool to plan for safe evacuation where an active management entity exists for the development.		
Part D - Preservation of floodplain function and overland flow paths (other than a Home-based business)		
PO22 Filling and excavation ensures the conveyance function of a High flood risk area and Flood investigation area identified on Flood hazard overlay map OM-05.04 is maintained. Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	**AO22** Where located in a High flood risk area or Flood investigation area identified on Flood hazard overlay map OM-05.04, filling and excavation, other than for stormwater quantity and quality infrastructure, does not exceed: a. a total volume of 20m3; b. a total area of 2,000m2.	**Not Applicable** The proposed development is not included in the High flood risk area or Flood investigation area identified on Flood hazard overlay map.
PO23 Development does not involve earthworks that would either directly, indirectly or cumulatively cause a loss of floodplain storage below the defined flood event.	**AO23** The total volume of fill is equal to or less than the total volume of cut where earthworks are below the level of the defined flood event in a Moderate flood risk area identified on Flood	**Complies with PO23** The proposed development does not involve earthworks that would cause a loss of floodplain storage.

Note - Planning scheme policy 10 - Flood provides guidance on achieving this performance outcome.	hazard overlay map OM-05.04.	
PO24 Development does not involve works that would either directly, indirectly or cumulatively: a. concentrate, intensify or divert floodwater or overland flow paths onto upstream, downstream or adjacent properties; b. result in an increase in flood levels or flood hazard on upstream, downstream or adjacent properties; c. result in a loss of floodplain storage up to and including the defined flood event; d. adversely impact the role and function of waterways and areas of ecological significance; e. adversely affect adjoining premises, infrastructure and the environment. Note - Planning scheme policy 10 - Flood provides guidance on how to demonstrate compliance with this performance outcome.	**AO24** No acceptable outcome provided.	**Complies with PO24** The proposed development does not involve earthworks that would cause a loss of floodplain storage.
PO25 Development does not adversely change the following flood characteristics for all flood events up to and including the defined flood event:	**AO25** No acceptable outcome provided.	**Complies with PO25** The development can be conditioned with reasonable requirements to ensure this condition is met.

a. peak flow; b. flow of any part of the flood before the peak; c. flood flow velocity; d. level of flooding; e. flood time to peak. Note - Planning scheme policy 10 - Flood provides guidance on how to demonstrate compliance with this performance outcome.		
PO26 Development does not cause a rapid or unexpected increase in safety risks or flood damage during a flood event larger than the defined flood event, including flood events up to and including the probable maximum flood. Note - Planning scheme policy 10 - Flood provides guidance on how to demonstrate compliance with this performance outcome.	**AO26** No acceptable outcome provided.	**Complies with PO26** The proposed development does not result in a rapid or unexpected increase in safety risks or flood damage during a flood event larger than the defined flood event The development can be conditioned with reasonable requirements to ensure this condition is met.
PO27 A stormwater quality improvement device is located to retain existing floodplain storage capacity and ensure functionality of the stormwater quality improvement device. Note - Planning scheme policy 10 - Flood provides guidance on how to demonstrate compliance with this performance outcome.	**AO27** A stormwater quality improvement high flow outlet device is located: a. above the 5% AEP flood event caused by local flooding; b. above the 5% AEP flood event caused by regional flooding.	**Can Comply with AO27** The development can be conditioned with reasonable requirements to ensure that if stormwater quality improvement high flow outlet device is required, this condition is met.
PO28 A stormwater quantity management device is located	**AO28** A stormwater quantity management outlet device	**Can Comply with AO27** The development can be conditioned with reasonable

to retain existing floodplain storage capacity and ensure functionality of the stormwater quantity management device. Note - Planning scheme policy 10 - Flood provides guidance on how to demonstrate compliance with this performance outcome.	is located above the 2% AEP flood event.	requirements to ensure that if stormwater quality improvement high flow outlet device is required, this condition is met.
PO29 Stormwater infrastructure does not result in a loss of floodplain storage below the defined flood event.	**AO29** Filling and excavation associated with stormwater quantity and quality infrastructure has a total volume of fill equal to or less than the total volume of cut where below the defined flood event. Note - Planning scheme policy 10 - Flood provides guidance on stormwater management detention basins.	**Can Comply with AO29** The proposed development can be conditioned to comply with relevant and reasonable requirements to ensure that filling and excavation associated with stormwater quantity and quality infrastructure has a total volume of fill equal to or less than the total volume of cut where below the defined flood event.
Part E - A Home-based business		
PO30 A Home-based business does not put additional people at risk of flooding during the defined flood event. Note - Where detailed flood information does not exist to determine the defined flood event, a Registered Professional Engineer of Queensland with expertise in flood studies may be required to determine the relevant defined flood event and demonstrate compliance with this outcome. Planning scheme policy 10 - Flood provides guidance on how to demonstrate compliance with this performance outcome.	**AO30.1** In a High flood risk area or Flood investigation area identified on Flood hazard overlay map OM-05.04, a Home-based business does not involve: a. non-resident staff or visitors to the premises; b. new buildings or structures associated with the home-based business.	**Not Applicable** The proposed development does not involve a Home-based business.
	AO30.2	**Not Applicable**

	Buildings, structures and storage of items associated with a Home-based business are located outside of a High flow area identified on Flood hazard overlay map OM-05.02.	The proposed development does not involve a Home-based business.
PO31 A Home-based business being a bed and breakfast or farm stay has: a. low flood hazard vehicle manoeuvring areas; **b.** low flood hazard vehicle access to a low flood hazard road.	**AO31** A Home-based business being Short-term accommodation where a bed and breakfast or farm stay has: a. flood-free vehicle manoeuvring areas during a defined flood event; b. flood-free vehicle access to a road above the flood level during a defined flood event.	**Not Applicable** The proposed development does not involve a Home-based business.