



Urban Planning Report

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APPLICATION REF
A007021687

→ Site

685 Mains Road, **MACGREGOR**

→ Proposal

- 1 Into 3 Lot Subdivision & Access Easements
- Multiple Dwellings (3 Townhouses)

→ Approvals

Reconfiguring a Lot – Development Permit
Material Change of Use – Development Permit

May 2026



Document Control

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1. DEVELOPMENT SUMMARY

1.1. Site Details

| | |
|--------------------|--------------------------------|
| Address | 685 Mains Road, Macgregor 4109 |
| Description | Lot 469 on RP110511 |
| Area | 554m ² |
| Easements | No |
| Landowner | Khanh Vo Huy Le |

1.2. Application Details

| | |
|-----------------------------|--|
| Proposal | <ul style="list-style-type: none"> • 1 Into 3 Lot Subdivision & Access Easements • Multiple Dwellings (3 Townhouses) |
| Approval Sought | Reconfiguring a Lot – Development Permit Material Change of Use – Development Permit |
| Development Permit | Yes |
| Preliminary Approval | No |
| Level of Assessment | Code |
| Referral | Yes – Department of Transport and Main Roads (DTMR) |
| Public Notification | No |
| Staging | Nil |

1.3. Assessment Framework

| | |
|---|-------------------------|
| Local Government | Brisbane City Council |
| Planning Scheme | Brisbane City Plan 2014 |
| SEQ Regional Plan | Urban Footprint |
| State Planning Regulatory Provisions | State Code 1 |
| State Planning Policies | Not Applicable |

1.4. Administration Details

| | |
|--------------------------|--|
| Applicant | Jawad Siddique |
| Contact | Max Clayton |
| Phone | 07 3367 1582 |
| Email | planning@urbicus.com.au |
| Project Reference | URB25-181 |

2. INTRODUCTION

2.1. Proposal Outline

The site for redevelopment is **685 Mains Road, Macgregor** described as Lot 469 on RP110511 (the Site).

The Proposal is for a Multiple Dwelling (3 townhouses) that are to be individually titled (creating 3 freehold lots) and is assessable development under the Brisbane City Plan 2014 (BCP2014) requiring a Development Permits for:

- Material Change of Use (MCU) - Multiple Dwelling (3 townhouses); and
- Reconfiguring a Lot (ROL) – 1 into 3 lot subdivision and access easements.

The demolition of the existing post-war dwelling house over the Site is not assessable development under the BCP2014. The removal of vegetation over the Site is not assessable development under the BCP2014.

The Site is included within the Medium Density Residential (MDR) zone. The level of assessment for the application is **Impact** as the proposed lot sizes do not achieve the minimum code assessable lot size (800m²) where applying for an ROL development permit over land included within the MDR zone.

Referral of the application to the State Assessment and Referral Agency (SARA – Department of Transport and Main Roads [DTMR]) is required as the Site is within 25m of a state-controlled road and 100m of a state-controlled intersection.

This report will:

- Describe the site and surrounds;
- Outline the nature of the proposed development;
- Detail the type of development approvals sought;
- Address the relevant Statutory Frameworks;
- Address relevant provisions of the BCP2014; and
- Identify and address other planning instruments of relevance to the application.

2.2. Site Context

Macgregor is a residential suburb in the southern part of Brisbane, located approximately 12–13 kilometres south-east of the CBD. The suburb covers an area of about 2.7 square kilometres and falls within the Brisbane local government area (Macgregor Ward). The Site is situated in close proximity to the Mt Gravatt Regional Activity Centre and has frontage to Mains Road, with multiple bus stops providing convenient connections to the CBD.

The suburb is bounded by several other Brisbane suburbs:

- North/North-east: Upper Mount Gravatt
- East/South-east: Eight Mile Plains
- South-west: Sunnybank
- West: Robertson
- North-west: Nathan

The locational table below provides an outline of surrounding roads, services and parks.

Location Context Table

| | |
|---|--|
| Distance to Brisbane City | 12 km (approx.) |
| Nearby Roads and Arterial Routes | Laver Street – North to the site Gonzales Street – East to the site Omeo Street – South to the site Mains Road – West to the site |
| Nearby Services | Upper Mount Gravatt State School St Bernard's School Sunnybank Private Hospital Altandi Train Station |
| Parks / Open Space | Meckiff Street Park Dittmer Park |

Table 2-1 Location Context Table

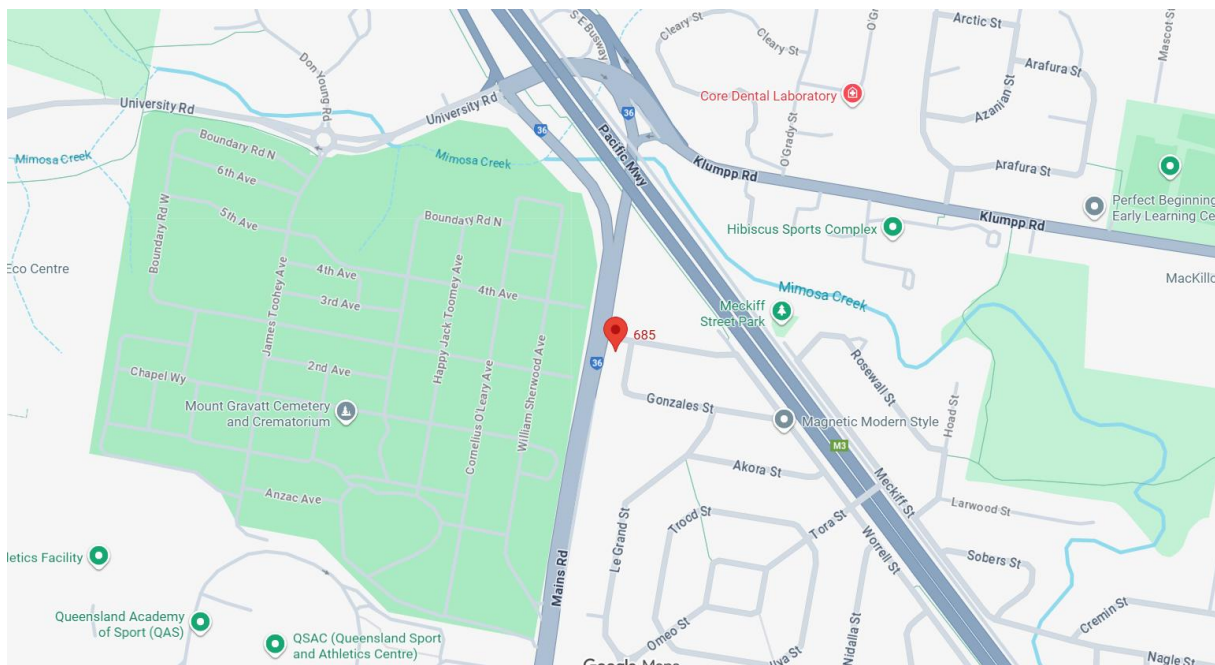


Figure 2-1 Location Map

Source: Google Maps

The surrounding area comprises a mix of post-1946 detached dwelling houses (east of the Site) and higher-density residential developments, including a recently constructed five-storey multiple dwelling adjoining the southern boundary (the only adjoining neighbour) and a three-storey townhouse complex located on the northern side of Laver Street (corner of Mains Road and Laver Street).

The Site has three (3) frontages:

- **Laver Street** (north) – primary street frontage
- **Gonzales Street** (east) - secondary street frontage
- **Mains Road** (west) – secondary street frontage

Laver Street is a two-way Neighbourhood Road (Minor Road), line marked with a 40km/hr speed limit.

Gonzales Street is a two-way Neighbourhood Road (Minor Road), with parking on both sides of the roadway.

Mains Road is a State-controlled road, which is configured as a five-lane, two-way, divided roadway adjacent to the site. A break in the median is provided in Mains Road, in addition to a right turn pocket, for movements to/from Laver Street.



Figure 2-2 Current 2026 Aerial Mapping

Source: NearMaps



Figure 2-3 Laver Street Frontage

Source: Google Maps



Figure 2-4 Gonzales Street Frontage

Source: Google Maps



Figure 2-5 Mains Road Frontage

Source: Google Maps

2.3. Site Description

The Site is improved by a post-1946 dwelling house. Access crossovers exist to Mains Road and Laver Street. The Site is relatively flat with a slight fall from the southern boundary (RL 67) to the northern boundary (RL 64.75). A footpath extends along the entire Mains Road frontage, while the other verges (Laver Street and Gonzales Street) are grassed and each contain an existing street tree.

Refer to the below table for the Site particulars.

| Site Description Table | |
|----------------------------------|---|
| Address | 685 Mains Road, Macgregor |
| Lot Description | Lot 469 on RP110511 |
| Existing Use: | Residential |
| Area: | 554m ² |
| Frontage: | Mains Road – 16.8m Laver Street – 26.56m Gonzales Street – 16.87m |
| Improvements: | Dwelling house |
| Slope: | Downward slope from southern boundary towards northern boundary (RL67 to RL64.75) |
| Lawful Point of Discharge | All road frontages |
| Access / Cross Over: | Laver Street & Mains Road |
| Road Hierarchy: | Mains Road – Arterial Road Laver Street – Neighbourhood Road Gonzales Street – Neighbourhood Road |
| Footpath: | Mains Road – Concrete Laver Street – Grass Gonzales Street – Grass |
| Street Trees | Laver Street – 1 Gonzales Street - 1 |
| Vegetation: | Minor vegetation |
| Flooding: | No |
| Easements: | No |

Table 2-2 Site Description Table

2.4. Urban Services & Infrastructure

The Site is connected to all urban utilities located in the immediate vicinity. **Figures 2-6 & 2-7** show that all essential services are currently accessed or can be accessed to provide an adequate level of service for all proposed dwellings.

Refer to Civil Engineering Report prepared by Civil Works Engineers (**Appendix E**) for more detail.

2.5. Easements and Encumbrances

The Site is not encumbered by any easements. Refer to the Smart Map below **Figure 2-8**.

2.6. Infrastructure Charges

The Site is within the Priority Infrastructure Area under Council’s Adopted Infrastructure Charges Resolution. Under the resolution the proposal will be subject to Infrastructure charges as additional dwellings and lots are proposed. A credit should be applied for the existing lot / dwelling house when calculating infrastructure charges.

2.7. Site History & Previous Approvals

There are no records of a recent application or approval over the site on Council’s PD Online website.

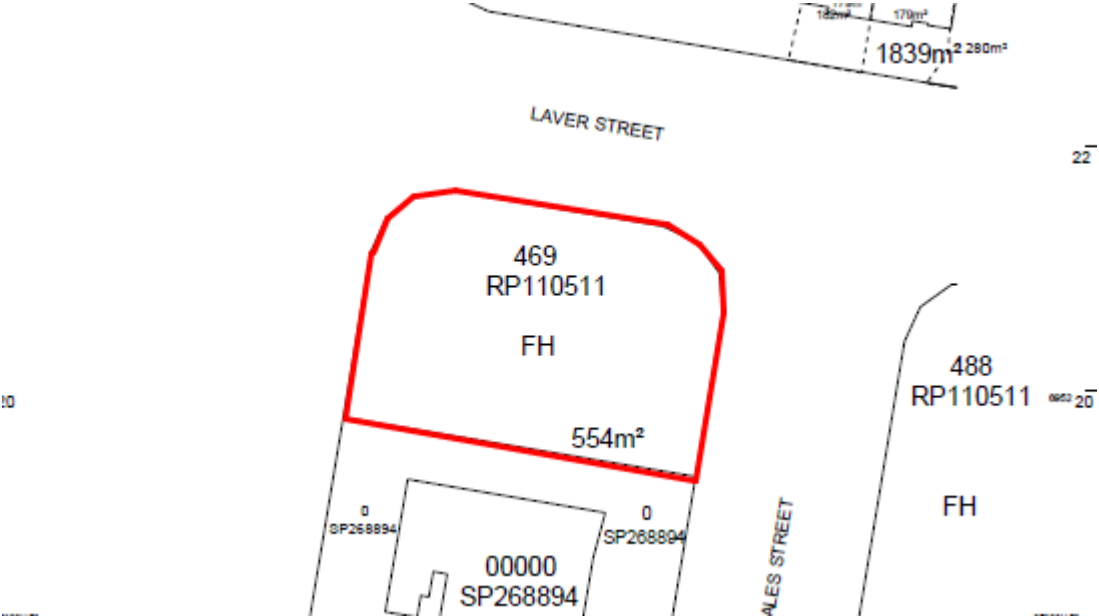


Figure 2-8
Source:

Cadastral Plan and easements
DNRM Smart Map

3. PROPOSED DEVELOPMENT

3.1. Proposal Details

The redevelopment of the Site (the Proposal) comprises of the following components:

- A **Development Permit** for a **Material Change of Use** for a **Multiple Dwelling** comprising 3 units; and
- A **Development Permit** for **Reconfiguration of a Lot (1 into 3 lots and Access Easements)**.

Component 1 – Multiple Dwellings

- The multiple dwelling component involves three (3) new multiple dwellings – to be constructed at 3-storeys in building height in attached townhouse form.
- The total site cover is proposed at 48.6% and a landscape area of 32.3% of the Site and with deep planting areas proposed to all street frontages. 16.5% of the Site will be dedicated for deep planting.
- Total floor and Private Open Spaces (POS) are below:
 - Unit 1 (over lot 1) floor area is 243m² with a balcony and roof terrace area of 46m²
 - Unit 2 (over lot 2) floor area is 243m² with a balcony and roof terrace area of 45.8m²
 - Unit 3 (over lot 3) floor area is 243m² with a balcony and roof terrace area of 46m²
- Vehicular access to the Site will be facilitated via a new access crossover to Gonzales Street. Each unit is provided with a double car park garage (2 spaces) at the ground level (6 spaces overall). Each lot will have direct pedestrian access to Laver Street (the primary street frontage). All car parking areas will not be visible from Laver Street.
- The existing street trees are to be removed and all Council verges will be replaced with new street tree planting.
- The townhouses are to be three-storeys in building height and include a rooftop terrace (uncovered).

Component 2 – Subdivision

The subdivision component involves a 1 into 3 lot reconfiguration with access associated easements (including volumetric) provide freehold lots for each dwelling (that is, Units 1, 2 & 3), details below:

- Lot 1 (housing Unit 1) is 202.1m² with frontages to Laver Street and Gonzales Street.
- Lot 2 (housing Unit 2) is 151.7m² with a frontage to Laver Street.
- Lot 3 (housing Unit 3) is 201.9m² with frontages to Laver Street and Mains Road.

6.5m wide access easements (including volumetric [up to the underside of the building], where the building is cantilevered over the driveway) on the southern boundary to provide vehicle access for all dwellings and lots to Gonzales Street.

The stormwater discharge for all lots will be via the kerb and channel to Laver Street.

Some minor earthworks and retaining is required given the fall of the land towards Laver Street.

The building is well designed and articulated with varying setbacks, deep balconies, variations in façade treatments and materials and presents well to its surrounds. Refer to proposal, landscape and civil plans below.

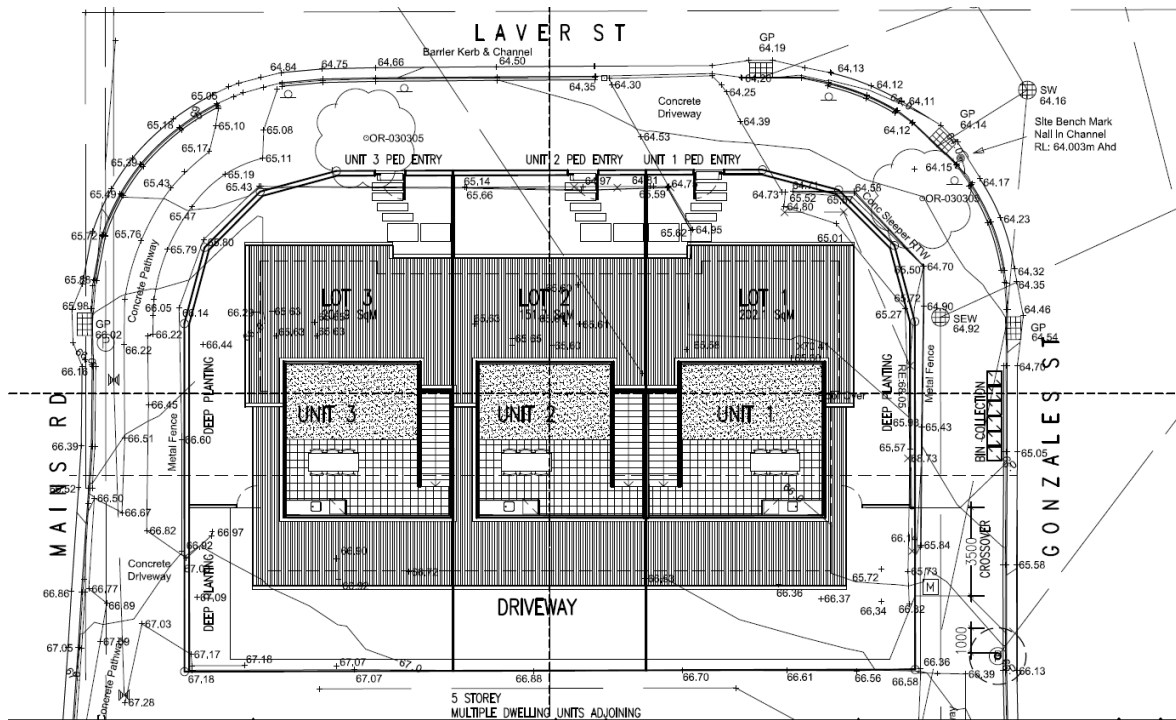


Figure 3-1 Site Plan
Source: Local Focus Design

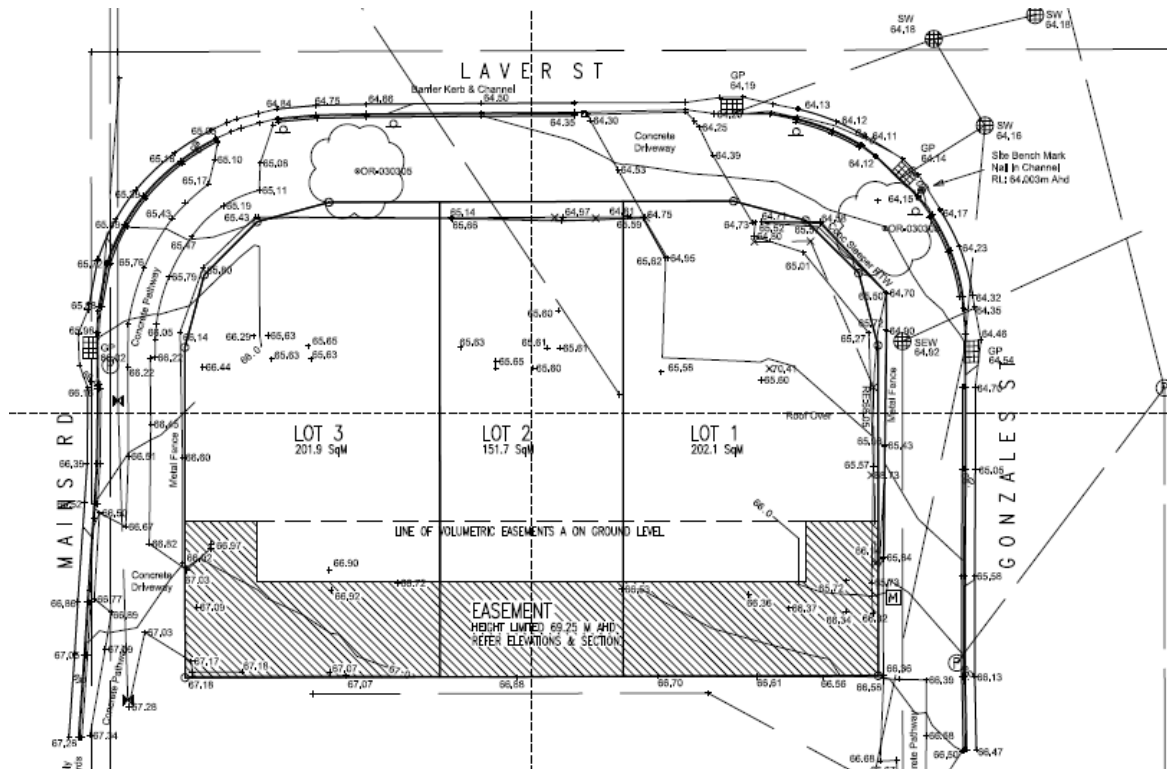
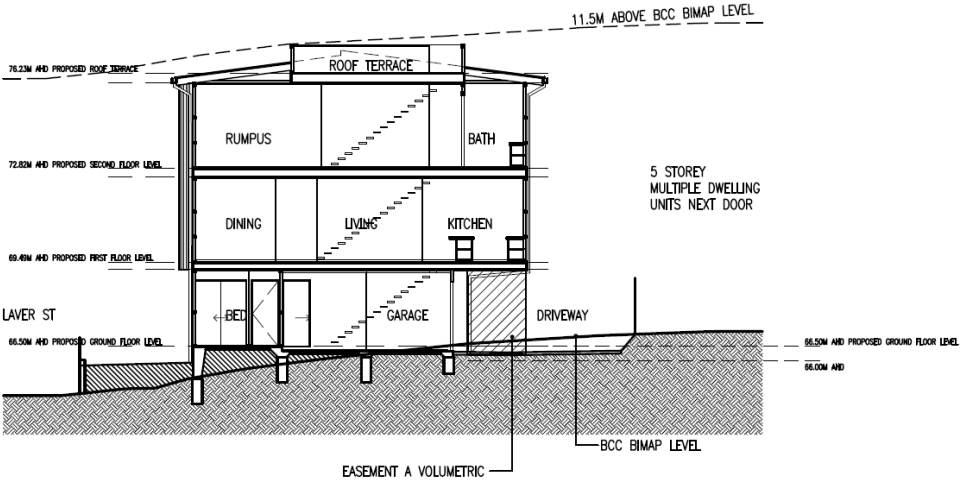


Figure 3-2 Proposed Lot Plan
Source: Local Focus Design



PROPOSED CROSS SECTION VIEW

Figure 3-3 Proposed Section Showing Building Height and Volumetric Component of Easement Arrangement

Source: Local Focus Design

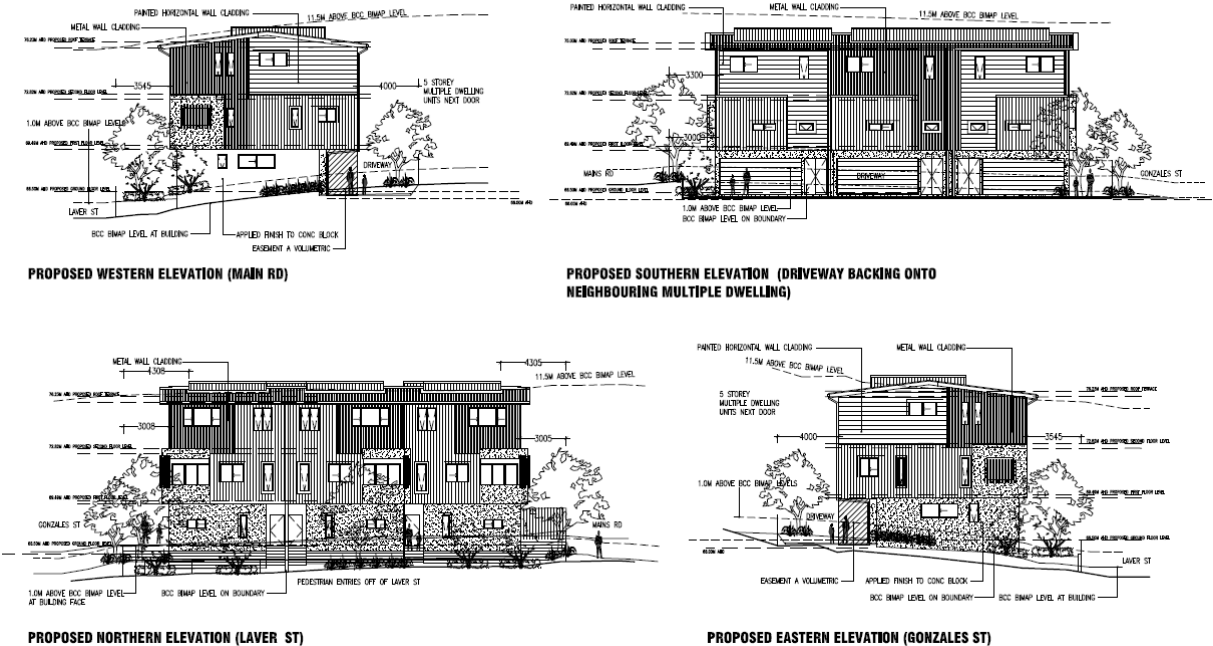


Figure 3-4 Proposed Elevations

Source: Local Focus Design



Figure 3-5 Landscape Concept Plan – Site Plan
Source: AS Design

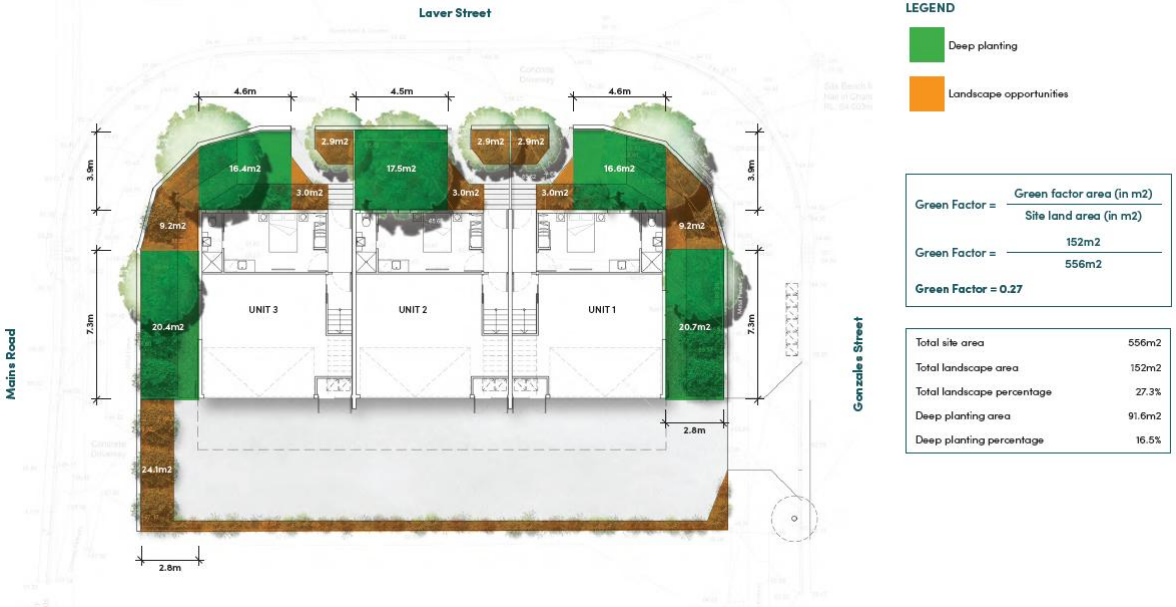


Figure 3-6 Landscape Concept Plan – Deep Planting and Landscape Areas
Source: AS Design

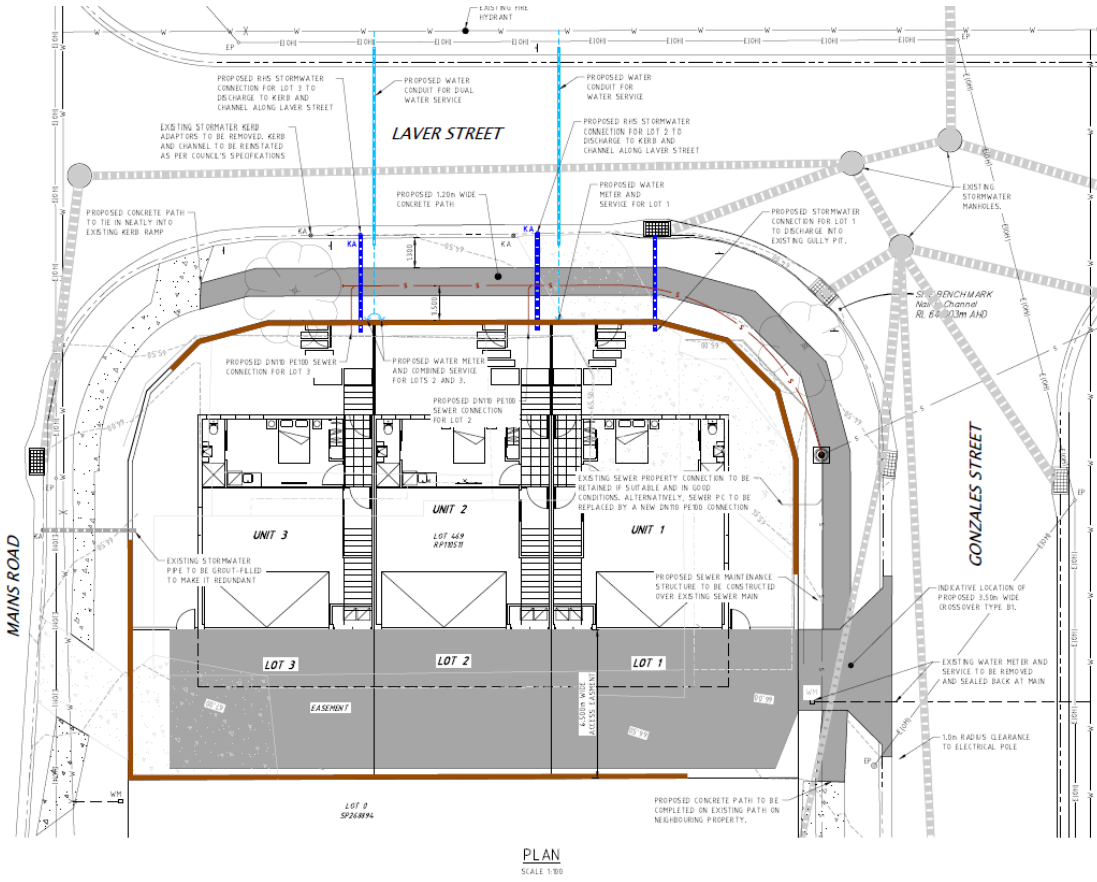


Figure 3-7 Preliminary Services Plan
Source: Civil Works

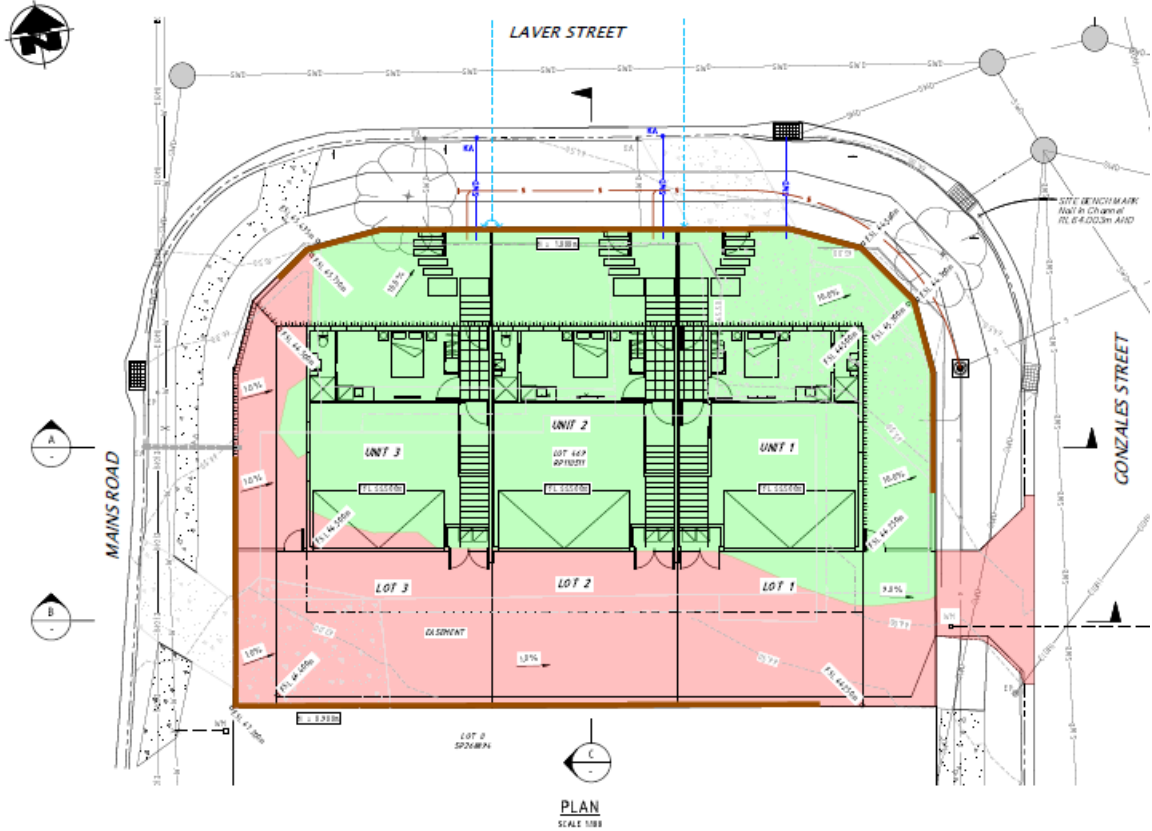


Figure 3-8 Earthworks Plans
Source: Civil Works

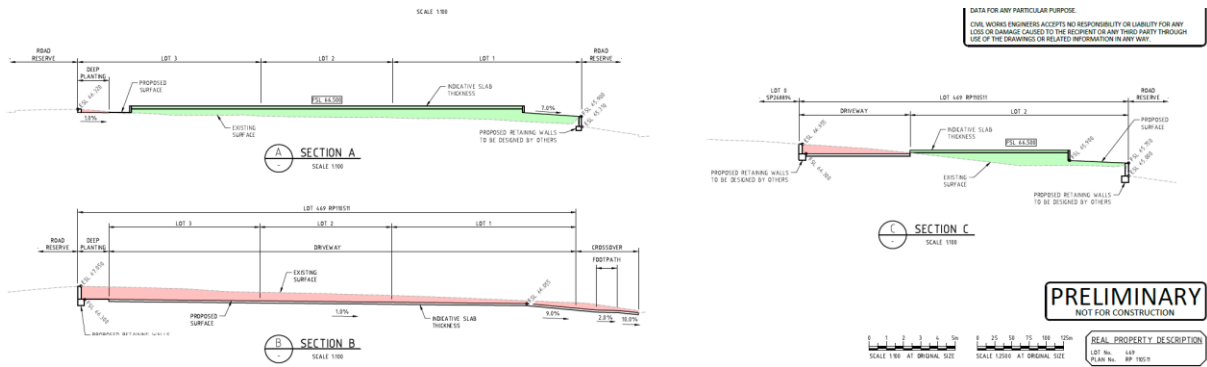


Figure 3-9 Earthworks Plans (Sections)
Source: Civil Works

3.2. Supporting Documentation

This report is accompanied by the supporting information identified in the Table below.

| Document / Plan / Report | Consultant | Location |
|--------------------------------|--------------------|------------|
| Site Survey | JW Surveys | Appendix A |
| Proposal Plans | Local Focus Design | Appendix B |
| Traffic Engineering Assessment | BMC Traffic | Appendix C |
| Landscape Concept Plan | AS Design | Appendix D |
| Civil Engineering Report | Civil Works | Appendix E |
| Stormwater Management Plan | Civil Works | Appendix F |

Table 3-1 Consultants Supporting Information

3.1.1. Survey Plan

JW Surveys have prepared a contour and detail survey for the Site and proposal (see **Appendix A**).

3.1.2. Proposal Plans

The proposal plans prepared by Local Focus Design (see **Appendix B**) incorporate:

- Site Plan
- Subdivision Plan
- Floor Plans
- Elevations
- Sections

3.1.3. Traffic Engineering Assessment Report

The Traffic Engineering Assessment undertaken by BMC Traffic provides an assessment of the car parking and transport impacts of the Proposal. A response to Council’s TAPS code and State Code 1 is also provided in the report (see **Appendix C**).

The report concludes:

- *The car parking requirement for the three townhouses is 6 resident plus 1 visitor spaces.*
- *Each dwelling has a double garage, meeting the resident parking requirement.*
- *Visitor parking for Unit 3 could be accommodated in tandem, behind the garage.*
- *A relaxation for visitor parking for Unit 1 and Unit 2 is sought, with further discussion regarding the suitability included in the body of this report.*
- *The bicycle parking requirement for residents and their visitors is met within each garage.*
- *Accessibility of car parking spaces has been tested and swept path assessments have confirmed appropriate accessibility.*
- *The crossover is a 3.5m Type B1 crossover, to achieve separation to the existing power pole.*
- *Direct pedestrian connection for each unit’s front door to Laver Street is proposed. Internal connection is also proposed from each garage to the unit.*
- *Kerbside refuse collection is proposed, with ample kerbside frontage for the presentation of bins.*
- *A dedicated bin storage area is incorporated for each dwelling.*

3.1.4. Landscape Concept Plan & Irrigation Strategy

AS Design have prepared a Landscape Concept Plan that includes:

- Landscape Concept Plan
- Plant Palette
- Landscape Works Code assessment
- Response to Landscape Works Code

The landscape package should be viewed in conjunction with the architectural package prepared by Local Focus Design. Refer to **Appendix D**.

4.3. Civil Engineering Documentation

The Civil Engineering Report prepared by Civil Works concludes:

This report addresses the applicable Brisbane City Council code compliance requirements for the project and confirms that the development can be adequately serviced by existing and proposed infrastructure, and that the development can be generally undertaken in accordance with the relevant engineering codes.

The findings of the Erosion Hazard Assessment have determined that the site is a 'medium risk' for soil erosion and sediment run-off during construction.

Final arrangement and site infrastructure requirements are to be confirmed during the detailed design phase.

Refer to **Appendix E**.

The Site-Based Stormwater Management Plan prepared by Civil Works concludes:

In summary, the proposed development complies with Chapter 7 – Stormwater Drainage of the Brisbane Planning Scheme Policy. The assessment demonstrates that appropriate stormwater management measures are provided and that the development will not cause adverse impacts or create an actionable nuisance to surrounding properties. Accordingly, the proposal satisfactorily addresses Council's requirements and supports approval of the application.

Refer to **Appendix F**.

The abovementioned documents also provide responses to Council's:

- Stormwater code
- Filling and Excavation code
- Infrastructure Design code

4. STATUTORY FRAMEWORK

This section addresses components of the statutory planning framework relevant to the assessment of the proposed development.

4.1 Planning Act (PA) 2016

The PA2016 is the statutory instrument for the State of Queensland under which development applications are assessed by local and state governments.

4.1.1 Level of Assessment

The level of assessment for this application is **Impact**. Under Section 45(5) of the Planning Act:

- (5) *An impact assessment is an assessment that:*
- (a) *must be carried out:*
 - (i) *against the assessment benchmarks in a categorising instrument for the development;*
and
 - (ii) *having regard to any matters prescribed by regulation for this subparagraph; and*
 - (b) *may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.*

Assessment benchmarks are described in Section 30 of the Planning Regulation 2017:

- (1) *For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.*
- (2) *Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks:*
 - (a) *the assessment benchmarks stated in:*
 - (i) *the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (ii) *the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (iii) *a temporary State planning policy applying to the premises;*
 - (b) *if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;*
 - (c) *if the local government is an infrastructure provider—the local government's LGIP*

- (3) *However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.*

An assessment of the application has been undertaken against relevant assessment benchmarks described in Section 30 of the Planning Regulations outlined above.

4.1.2 Public Notification

Section 53(1) of the PA2016 states:

An applicant must give notice of a development application if:

- (a) any part of the application requires impact assessment;*
- or*
- (b) the application includes a variation request*

The application requires Impact assessment and therefore notice of the application will be undertaken in accordance with the PA2016.

4.1.3 Referral

Under Section 54(2) of the PA2016:

(2) A referral agency, for a development application, is:

- (a) the person prescribed by regulation as a referral agency for applications of that type;*
- or*
- (b) if that person's functions have been devolved or delegated to another person—the other person; or*
- (c) if the Minister has decided that a person is a referral agency under section 48(6)—that person.*

Part 4, Section 22(1) of the Planning Regulation states that:

Schedules 9 and 10 prescribe:

- (a) for section 54(2)(a) of the Act, the referral agency for the development applications stated in the schedules.*

Referral of the application to the State Assessment and Referral Agency (SARA – Department of Transport and Main Roads [DTMR]) **is required** as the Site is within 25m of a state-controlled road and 100m of a state-controlled intersection – see **Figure 4-1**.

4.2 State Planning Requirements

4.2.1 State Planning Policy (SPP) 2017

The SPP was released on 3 July 2017. It is a state planning instrument made under Chapter 2 Part 2, Section 10 of the Planning Act.

The SPP outlines 17 state interests that must be considered in every planning scheme across Queensland. These state interests are arranged under five broad themes:

- liveable communities and housing
- economic growth
- environment and heritage
- safety and resilience to hazards
- infrastructure.

As prescribed in Section 26(2)(a)(ii) of the Planning Regulation, the SPP represents an assessment benchmark and the assessment manager must have regard to SPP's, if it is not identified and addressed in the planning scheme.

When a local planning scheme has not yet been updated to incorporate the SPP state interests, the council will assess a development application using the assessment benchmarks in the SPP.

Part 2 Section 2.1 of City Plan indicates that the SPP was integrated into the planning scheme and therefore assessment against the SPP is not required.

4.2.2 State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) define the state's interest in development assessment. It contains the matters the state assessment and referral agency (SARA) considers when assessing a development application on behalf of the chief executive. When submitting a development application to the SARA, the applicant is required to demonstrate how the application complies with the applicable state code(s) in SDAP. State Code 1 has been responded to in the Codes report and in **Appendix A**.

4.2.3 SEQ Regional Plan 2023

The Site is within the area of the South-East Queensland Regional Plan (Regional Plan) 2023. Under Section 26(2)(a)(i) of the Planning Regulation, the Regional Plan represents an assessment benchmark. The assessment manager must have regard to regional plan, if it is not identified as being appropriately reflected in the planning scheme. The Regional Plan is reflected within the Strategic Framework of the Brisbane City Plan 2014. The Site is included in the Urban Footprint Land Use Area of the Regional Plan that is intended to accommodate urban development.



Figure 4-1 State-Controlled Road Triggers

Source: DAMS Mapping

5. LOCAL PLANNING REQUIREMENTS & ASSESSMENT

The BCP2014 is the applicable planning scheme. The relevant provisions are identified and addressed below.

5.1 Assessable Development and Level of Assessment

The Proposal is for a Multiple Dwelling (3 townhouses) that are to be individually titled (creating 3 freehold lots) and is assessable development under the Brisbane City Plan 2014 (BCP2014) requiring a Development Permits for:

- Material Change of Use (MCU) - Multiple Dwelling (3 townhouses); and
- Reconfiguring a Lot (ROL) – 1 into 3 lot subdivision and access easements.

The demolition of the existing post-war dwelling house over the Site is not assessable development under the BCP2014. The removal of vegetation over the Site is not assessable development under the BCP2014.

The Site is included within the Medium Density Residential (MDR) zone. The level of assessment for a multiple dwelling (5-storeys or less) is **Code**. However, the level of assessment for the application is **Impact** as the proposed lot sizes do not achieve the minimum code assessable lot size (800m²) where applying for an ROL development permit over land included within the MDR zone.

5.2 Assessment Benchmarks

The assessment benchmarks for the application are the entirety of BCP2014 (including the strategic framework), including the below codes:

| State Development Assessment Provisions | Responding Consultant |
|---|-----------------------|
| State Code 1 | BMC Traffic & Urbicus |
| Zone Code | |
| MDR Medium Density Residential | Urbicus |
| Development Codes | |
| Multiple Dwelling Code | Urbicus |
| Subdivision Code | Urbicus |
| Neighbourhood Plan Code | |
| Mt Gravatt Corridor Neighbourhood Plan Code | Urbicus |
| Overlay Codes | |
| Airport Environs Overlay Code | Urbicus |
| Bicycle Network Overlay Code | Urbicus |
| Community Purposes Network Overlay Code | Urbicus |
| Critical Infrastructure and Movement Network Overlay Code | Urbicus |
| Road Hierarchy Overlay Code | Urbicus |
| Streetscape Hierarchy Overlay Code | Urbicus |
| Transport Noise corridor overlay code | Urbicus |
| Transport Air Quality Corridor overlay code | Urbicus |

Prescribed Secondary Code

| | |
|---|-------------|
| Filling and Excavation Code | Civil Works |
| Infrastructure Design Code | Civil Works |
| Landscape Work Code | AS Design |
| Outdoor Lighting Code | Urbicus |
| Park Planning and Design code | Urbicus |
| Stormwater Code | Civil Works |
| Transport, Access, Parking and Servicing Code | BMC Traffic |

5.3 Strategic Framework

The Proposal requires assessment against the Strategic Framework. The BCP2014 includes a Strategic Framework which sets the policy direction for the planning scheme. Under the Strategic Framework the Site is included in the Suburban Living Area Land Use.

Under Brisbane CityShape the Site is located within or adjacent to the:

- Griffith University Nathan Campus (10-12)
- Upper Mt Gravatt Garden City Regional Activity Centre

Refer to **Figures 5-1 & 5-2**.



Figure 5-1 SFM-002 Brisbane CityShape 2031 Land Use Strategic Framework Map

Source: *BCC Eplan*

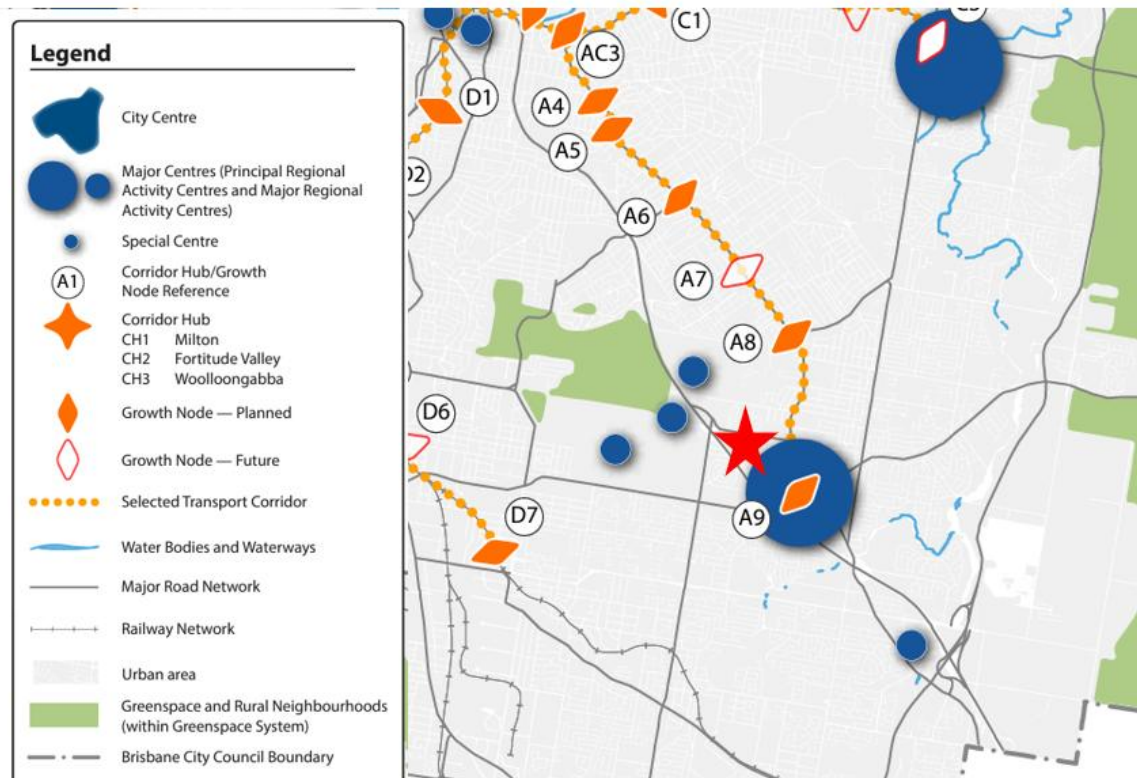


Figure 5-2 SFM-003 Brisbane Selected Transport Corridors and Growth Nodes Strategic Framework Map

Source: *BCC Eplan*

In responding to the Strategic Framework the following comments are provided:

- **Brisbane's Suburban Living Areas** represent the majority of established residential suburbs in Brisbane, where growth occurs in response to local needs and impacts on local amenity and values are carefully considered. Brisbane's Suburban Living Areas include centres, community facilities, medium and high density residential and industrial uses, as indicated in neighbourhood plans and the zoning pattern.

The Site is included in the MDR zone. The proposed development form and density is consistent with the intended strategic outcomes and is in response to the Sites proximity to nearby centres, parkland and key transport corridors and stations (bus).

- **Brisbane's Growth Nodes on Selected Transport Corridors** provide for:
 - Growth in dwellings and jobs to be concentrated in identified nodes along Selected Transport Corridors to ensure access to employment, services and infrastructure.
 - A range of higher density housing forms and clusters of activity around hospitals, universities and other Special Centres that have easy access to public transport along Brisbane's transport corridors.

A response to the Specific Outcomes and Land use strategies for Brisbane's Growth Nodes on Selected Transport Corridors is provided below.

| Specific Outcomes & Land Use Strategies | Response |
|--|---|
| <p>SO1</p> <p>Growth Nodes on Selected Transport Corridors provide opportunities for a range of more intense urban form, mix of land uses and activities that are tailored to the locality and catchment's community needs in accordance with the applicable land use strategies.</p> | <p>The Site is located nearby major road networks (i.e. Pacific Motorway, Kessels Road nominated within SFM-002 Brisbane CityShape 2031 Land Use Strategic Framework Map (Figure 5-2).</p> |
| <p>L1.1</p> <p>Growth Nodes on Selected Transport Corridors, identified on the Brisbane selected Transport Corridors and Growth Nodes Strategic Framework Map, are focused on land within the centre zone on the following transport corridors that are described in more detail below:</p> <ul style="list-style-type: none"> a. Logan Road transport corridor—Kangaroo Point to Macgregor; b. Gympie Road and Northern Busway transport corridor—Royal Brisbane Hospital to Carseldine; c. Old Cleveland Road and Eastern Busway transport corridor—Stones Corner to Carindale; d. Brisbane South Rail transport corridor—Princess Alexandra Hospital to Coopers Plains; e. Kingsford Smith Drive transport corridor—Newstead to Hamilton; f. Brisbane South-west Rail transport corridor—Milton to Wacol; g. Enoggera Road and North-west Rail transport corridor—Kelvin Grove to Mitchelton; h. Brisbane North-east Rail transport corridor—Bowen Hills to Northgate; i. Brisbane East Rail transport corridor—Buranda to Cannon Hill. | <p>The Site is located within the MDR Zone and is located in close proximity to Garden City (south-east of site). As well as being situated in proximity to Kessels Road & Logan Road.</p> |
| <p>L1.2</p> <p>Planned Growth Nodes on Selected Transport Corridors provide for future growth in accordance with a neighbourhood plan.</p> | <p>The proposed development complies with the intent of the Mt Gravatt Corridor neighbourhood plan Code.</p> |
| <p>SO2</p> <p>Growth Nodes on Selected Transport Corridors provide an integrated urban form and exhibit leading practice in urban and public domain design and social and environmental outcomes.</p> | <p>Not Applicable. Proposal is for private residential use.</p> |
| <p>L2.1</p> <p>Development provides for a mix of uses, densities and urban form which support walkable, self-contained communities that:</p> <ul style="list-style-type: none"> a. reduce vehicle-based trips; b. provide choice of housing types; c. provide access to employment, retail and commercial services, recreational opportunities and community facilities; d. protect residential amenity commensurate with its location. | <p>The proposal provides for higher density residential development that maximises its proximity to transport infrastructure and nearby centres. Future residents will have access to services, jobs, public transport, community facilities and recreational facilities.</p> |

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| <p>L2.2</p> <p>Development for some limited commercial uses in a Growth Node may be provided for within the applicable neighbourhood plan, to act as a separating buffer for residential development from adverse air and noise impacts created by the transport corridors.</p> | <p>Not applicable. Proposal is for private residential use.</p> |
| <p>L2.3</p> <p>Development in a Growth Node is to face lower order streets as identified in any existing neighbourhood plan and not just address the road or railway line within the transport corridor.</p> | <p>The proposed building addresses Mains Road and is orientated to a lower order road.</p> |
| <p>L2.4</p> <p>Development is of a scale and density that is commensurate with the capacity of the transport network and reflects capital, recurrent and planned expenditure on infrastructure networks.</p> | <p>The Site is well serviced by existing infrastructure. The proposal will provide housing for additional persons with access to this infrastructure.</p> |
| <p>L2.5</p> <p>Development provides an enhanced standard of urban and public domain and environmental and social outcomes.</p> | <p>The proposal involves landscaped upgrades adjacent to the Mains Road frontage.</p> |
| <p>L2.6</p> <p>Mixed use development offers a choice of housing types and appropriate community infrastructure.</p> | <p>The proposal provides for multiple dwellings contributing to a choice of housing.</p> |
| <p>SO3</p> <p>Growth Nodes on Selected Transport Corridors are based on railway stations and land within the centre zone which are focus points of activity, accessibility and employment.</p> | <p>Not applicable.</p> |
| <p>L3</p> <p>Centres within Growth Nodes:</p> <ol style="list-style-type: none"> a. reflect their distinctive identity, built form, intensity and land use mix; b. are intensive mixed use nodes of commercial, retail and residential activities and local services and facilities; c. are developed in accordance with agreed transit oriented development principles in the applicable neighbourhood plan; d. are developed using design principles aimed at protecting health and amenity for residents and workers and protecting environmental values; e. have high-quality access to high- frequency public transport services within a walkable catchment; f. have a high-quality public domain which provides high levels of pedestrian and cycle accessibility and permeability with safe and direct connections between public transport stops, the centre and surrounding neighbourhoods; g. provide a variety of housing types that accommodate the community's different life stages including aged-care accommodation and dwellings of various configurations and sizes; | <p>The proposal is located nearby Growth Nodes. The additional development densities proposed will complement the future development of this growth node by accommodating additional residents who will frequent the centre and high frequency public transport.</p> |

| | |
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| <p>h. provide a network of high-quality public spaces such as urban commons and local recreation parks to satisfy local community needs.</p> | |
| <p>SO4 Growth Nodes on Selected Transport Corridors protect the character and amenity of the surrounding Suburban Living Areas within which they are located.</p> | <p>The proposal offers a multiple dwellings contributing to a mix of housing choice and mitigates amenity concerns through design features.</p> |
| <p>L4 Development is of a scale and mass that provides an appropriate transition in building height and bulk to the Suburban Living Areas in particular those adjoining neighbourhoods that are sensitive to the physical and visual character and amenity of adjoining neighbourhoods with lower development intensities and building heights.</p> | <p>The design incorporates landscaping, building setbacks, building articulation & screening to mitigate visual impact to the adjoining dwelling houses towards the north.</p> <p>Site provides an opportunity to deliver higher density residential development with minimal impact on the character or amenity of surrounding sites.</p> <p>Refer to Section 8.</p> |

5.4 Site Zoning

The Site is located within the MDR Medium density residential zone.



Figure 5-3 Zoning Map

Source: BCC Interactive Mapping

5.5 MDR Medium Density Residential zone

The purpose of the medium density residential zone is to provide for:

- a. medium density multiple dwellings; and
- b. community uses, and small-scale services, facilities and infrastructure, to support local residents.

Response: The proposed multiple dwellings at a medium density, form and scale contributes and supports the Medium Density zone intent and sought outcomes.

5.5.1 Development location and uses overall outcomes

| Development location and uses overall outcomes | Nature of proposal |
|---|--|
| Development provides for a mix of well-designed, location-responsive medium rise and medium density residential development of up to 5 storeys and located on suitable sites, in well-located parts of the city, including the inner city and in close proximity to significant centres or along growth corridors or on the periphery of centres. | Complies. The proposed multiple dwelling is well-designed, location-responsive high rise and high density development. |
| Development allows for urban consolidation and better use of physical and social infrastructure, capitalising on the zone's strategic location and amenity and proximity to key destinations. | Complies. The proposed development will allow for urban consolidation and better use of physical and social infrastructure, capitalising on the zone's strategic location and amenity and proximity to key destinations. |
| Development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres. | Complies. The proposed development will support the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres. |
| Development provides for co-existence of dwelling houses, dual occupancies or multiple dwellings. | Complies. The proposal is for a multiple dwelling. |
| Development retains an existing dwelling house that is located on land within the Heritage overlay or Pre-1911 building overlay. | Not Applicable. The Site is not located within the Heritage overlay. |
| Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to find suitable accommodation throughout their life cycle: <ol style="list-style-type: none"> i. meets amenity expectations of residents; ii. meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan if rooming accommodation; iii. meets the bulk and building height requirements of the Retirement and residential care facility code if a residential care facility or retirement facility. | Complies. The proposed multiple dwelling will provide housing diversity and enable people to find suitable accommodation throughout their life cycle. |
| Development for complementary residential accommodation options including short-term accommodation support, and meet the needs of visitors to, nearby destinations, such as hospitals, to provide housing diversity. | Complies. The proposed multiple dwelling will support and meet the needs of immediate community by providing housing diversity. |
| Development for a dwelling unit may occur as part of a non-residential use. | Not Applicable. The proposed development is for multiple dwelling. |
| Development reflects and supports the level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a medium density, but predominantly permanent residential environment. | Generally complies. Refer to Section 8. |
| Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code. | Not Applicable. |

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| Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code. | Not Applicable. The proposed development is for multiple dwelling. |
| Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to: <ul style="list-style-type: none"> i. have a gross floor area of less than 250m²; ii. serve local residents' day-to-day needs; iii. not undermine the viability of a nearby centre. | Not Applicable. The proposed development is for multiple dwelling. |
| Development which would result in the co-location of new non-residential uses may only occur along an active frontage identified on Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings. | Not Applicable. The proposed development is for multiple dwelling. |
| Development for a home-based business may operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents. | Not Applicable. The proposed development is for multiple dwelling. |
| Development for any other non-residential use serves a local community need only, such as a childcare centre or a substation. | Not Applicable. The proposed development is for multiple dwelling. |

5.5.2 Development form overall outcomes

| Overall Outcomes | Nature of proposal |
|--|--|
| Development for a residential building occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the Medium density residential zone and reinforces a distinctive subtropical character of medium rise buildings with a landscaped streetscape and recreation areas. | Complies: The proposed height, bulk and scale accords with the Medium density zone and the development and precinct is enhanced by landscaping and deep planting areas. |
| Development comprises medium rise, medium-high density residential buildings of predominantly apartment style multiple dwellings, 3 to 5 storeys in height. | Complies: The proposed height of 3 storeys accords with the relevant outcome intent. |
| Development provides for a building to have a building height and bulk that responds to: <ul style="list-style-type: none"> i. the nature of adjoining dwellings; ii. site characteristics, including the shape, frontage, size, orientation and slope. | Complies: The proposed height and bulk accords with the relevant sought outcomes. |
| Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture by having a lower height and/or smaller bulk than in the High density residential zone, acknowledging this zone's role as a transition area between higher and lower rise/lower density zones. | Complies: The proposed height and bulk accords with the relevant sought outcomes and no transition is required. |
| Development for a housing type other than a dwelling house is of a scale and bulk that enables the buildings to co-exist comfortably with dwelling house and dual occupancy uses in adjoining lower density zones. | Complies. The proposed multiple dwelling is of a scale and bulk that enables the buildings to co-exist comfortably with dwelling house and dual occupancy uses in adjoining sites. |

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| Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone. | To be conditioned. |
| Development supports a subtropical character by ensuring that: <ul style="list-style-type: none"> i. building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; ii. residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces. | Complies. The proposed development will support the subtropical character. |
| Development provides quality private and public open spaces and landscaping, including deep planting, which softens the scale of the dwellings, provides spaces for outdoor activity areas and encourages outdoor living. | Complies. The proposed development will provide quality private open spaces and landscaping. The proposed building's design & height responds to the local context including its orientation, views, and establishes a high density development within walking distance of public transport stations, etc. |
| Development provides for a building design that interfaces with the street and other adjoining public spaces, including via habitable uses at ground level (with parking located below or behind buildings unless a dwelling house or dual occupancy) which provides surveillance and encourages activation of parks and streets. | Complies. |
| Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be: <ul style="list-style-type: none"> i. suitably located and orientated on the site; ii. designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street. | Complies: The development is designed and orientated to minimise noise source from Mains Road, however, includes interface to Laver Street for maintaining surveillance of the Street. |
| Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development. | Complies. The proposed development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics. |

5.6 Neighbourhood Plan

5.6.1 Mt Gravatt Corridor Neighbourhood Plan

The Site is identified within the Mt Gravatt Corridor neighbourhood plan, Kessels Road precinct – NPP-004 and Kessels Road medium density residential sub-precinct – NPP-004b.

The purpose of the Mt Gravatt corridor neighbourhood plan code is to provide finer grained planning at a local level for the Mt Gravatt corridor neighbourhood plan area. The purpose of the Mt Gravatt corridor neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area. The overall outcomes for the neighbourhood plan area are:

| Overall Outcomes | Nature of Proposal |
|---|--------------------|
| The Upper Mt Gravatt precinct (Mt Gravatt corridor neighbourhood plan/NPP-001) is the main focus of the plan given its function as a Major Centre. The Major Centre is highly accessible by most modes of transport and serves as a focal point for employment, administration, cultural, entertainment, retail and service activities on the south side of Brisbane. | Not applicable. |

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| <p>The Mt Gravatt central precinct (Mt Gravatt corridor neighbourhood plan/NPP-002) and Logan Road precinct (Mt Gravatt corridor neighbourhood plan/NPP-003) are more local service and retail focused, while the Kessels Road precinct (Mt Gravatt corridor neighbourhood plan/NPP-004) serves both local and city-wide retail catchments.</p> | <p>Not applicable.</p> |
| <p>The Upper Mt Gravatt precinct (Mt Gravatt corridor neighbourhood plan/NPP-001) and Mt Gravatt central precinct (Mt Gravatt corridor neighbourhood plan/NPP-002) concentrate higher density mixed use development within core sub-precincts, which create the heart of each activity centre. Each is supported by a mixed use frame sub-precinct with a lesser intensity of development. Adjacent residential sub-precincts support the development of transit oriented communities, while scaling down to the surrounding lower density urban areas.</p> | <p>Not applicable.</p> |
| <p>Multiple dwellings are not accommodated in the Low density residential zone, including where in a precinct.</p> | <p>Not Applicable. The Site is not identified within the Low density residential zone.</p> |
| <p>Development exhibits high-quality built form and landscaping, including unique landmark sites at major intersections and deep-planted subtropical shade tree species, which enhance the image of the Mt Gravatt corridor, achieving a strong subtropical character.</p> | <p>Complies. The proposed development will exhibit high-quality built form and landscaping.</p> |
| <p>Streets are designed as pedestrian places with development maintaining a human scale to the street. Development contributes to the creation of wider footways in locations of high pedestrian traffic. Activation of the street is ensured through building design and a mix of uses at ground level. Vehicle entrances, servicing and parking are designed and located to facilitate an enjoyable, safe pedestrian environment.</p> | <p>Not Applicable. The proposal is for multiple dwelling.</p> |
| <p>Development is co-located with transit to encourage public transport use, walking and cycling to reach employment, retail, community, entertainment, recreation and education facilities.</p> | <p>Complies. The proposed multiple dwelling is co-located with transit to encourage public transport use, walking and cycling to reach employment, retail, community, entertainment, recreation and education facilities.</p> |
| <p>A safe and efficient road network, including motorways, inter-regional freight corridors, arterial, and suburban and local roads, is preserved and enhanced to support increased business and residential vehicular trips.</p> | <p>Not Applicable. The proposal is for multiple dwelling.</p> |
| <p>An integrated network of high-quality accessible open space is protected, including the Mt Gravatt Outlook Reserve and Mt Gravatt Showgrounds, which are major recreational assets locally and city-wide. A system of green space areas, plazas, community facilities and boulevard streets support the needs of existing and future residents.</p> | <p>Not Applicable. The proposal is for multiple dwelling.</p> |
| <p>Maintaining existing community facilities, improvements to existing parks and new public domains through the area supports the intensification of urban nodes and meets the needs of existing and future residents.</p> | <p>Complies. The proposed development will maintain existing community facilities, improvements to existing parks and new public domains through the area supports the intensification of urban nodes and meets the needs of existing and future residents.</p> |
| <p>Development does not compromise the provision, function and operation of the Queensland Government's existing road and future transport upgrades.</p> | <p>Complies. The proposed development will not compromise the provision, function and operation of the Queensland Government's existing road and future transport upgrades.</p> |
| <p>Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed</p> | <p>Complies. The proposed development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where</p> |

| | |
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| at a greater height, scale and form where there is both a community need and an economic need for the development. | there is both a community need and an economic need for the development. |
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Kessels Road precinct (Mt Gravatt corridor neighbourhood plan/NPP-004) overall outcomes are:

| Overall Outcomes | Nature of Proposal |
|---|---|
| This precinct reinforces its existing role as a showroom. The surrounding medium density residential areas support the Upper Mt Gravatt precinct and capitalise on high-frequency public transport. | Not Applicable. The proposal is for multiple dwelling. |
| Uses considered consistent with the outcomes sought include showrooms where in the District centre zone precinct of the District centre zone, and medium density residential where in the Kessels Road medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-004b), except where in the Low density residential zone. | Not Applicable. The proposal is for multiple dwelling. |
| Development in the Kessels Road corridor sub-precinct (Mt Gravatt corridor neighbourhood plan NPP-004a): <ul style="list-style-type: none"> i. reinforces and protects the showroom uses along Kessels Road, which require large floor plates not suitable within the Upper Mt Gravatt precinct (Mt Gravatt corridor neighbourhood plan/NPP-001); ii. maintains allotments greater than 2,500m² unless facilitating the primary use/purpose of the sub-precinct; iii. creates a network of shared driveways, access ways and service roads between sites to minimise access to Kessels Road; iv. ensures that landscaped buffers to adjoining residential development minimise visual and amenity impacts. | Not Applicable. |
| Development in the Kessels Road medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan NPP-004b): <ul style="list-style-type: none"> i. provides medium density residential development to the east of the showroom area along Kessels Road, supporting the adjacent Upper Mt Gravatt precinct (Mt Gravatt corridor neighbourhood plan NPP-001), except where in the Low density residential zone; ii. responds to the flood hazard and waterway corridor along Mimosa Creek; iii. provides a new park to meet the needs of residents; iv. to the north along the eastern side of Mains Road, additional medium density residential development takes advantage of its close proximity to Griffith University and direct access to high-frequency public transport accessing the South East Busway. Pedestrian connectivity across Mains Road is improved. | Complies. The proposal is for multiple dwelling taking advantage for medium density development in close proximity to education and higher transport corridors. |

5.7 Applicable Overlays

The following overlays apply to the Site:

Overlays

- Airport environs overlay
- Bicycle network overlay
- Bushfire overlay
- Community purposes network overlay
- Critical infrastructure and movement network overlay
- Dwelling house character overlay
- Road hierarchy overlay
- Streetscape hierarchy overlay
- Transport air quality corridor overlay
- Transport noise corridor overlay

Where assessment against an overlay code is triggered, it has been addressed within the Code Report.

It should be noted that only a minor portion of the Site is included within the Bushfire Overlay (buffer area). The nearest vegetation is north/ northwest of the Site on the western side of Mains Road. The Site is surrounded by roadway and the adjoining site to the south has been developed for multiple dwellings. Given this, we do not believe that a Bushfire Hazard assessment is required for the development assessment phase of the project. Any bushfire assessment can be undertaken at the building approval phase.

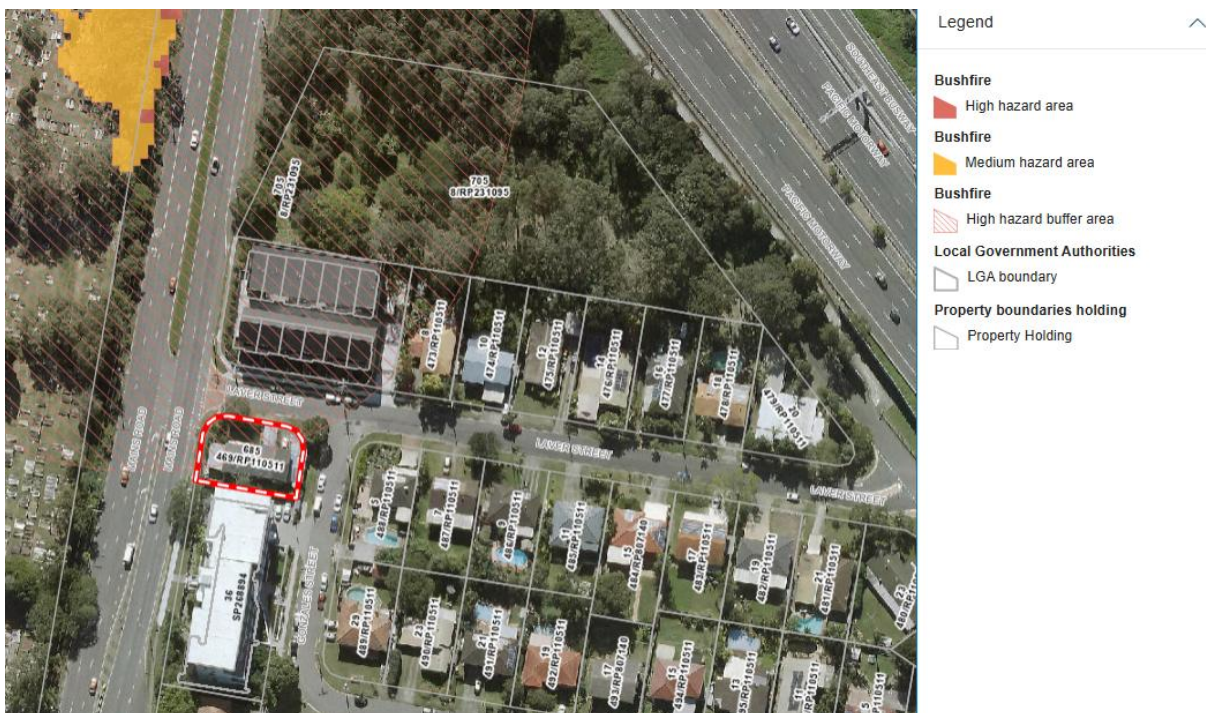


Figure 5-4 Bushfire Overlay
 Source: BCC Interactive Mapping

6. DEVELOPMENT CODES

6.1 Multiple Dwelling Code

| Overall Outcomes | Nature of Proposal |
|--|--|
| <p>Development has a site area and frontage width that is sufficient for the scale and form of a multiple dwelling development, to deliver a comfortable living environment with minimal impacts on neighbours.</p> | <p>Complies. The site area and frontage width are sufficient for the scale and form of a multiple dwelling development.</p> |
| <p>Development is orientated and designed to contribute to a safe, attractive and walkable neighbourhood.</p> | <p>Complies. Proposed development is orientated and designed to contribute to a safe, attractive and walkable neighbourhood.</p> |
| <p>Development that is in proximity of a railway or bus station, is public transit supportive and designed to facilitate high levels of activity and surveillance of the station and the interface to the street.</p> | <p>Complies. The proposed design supports casual surveillance of the relevant pedestrian pathways to all street frontages.</p> |
| <p>Development does not isolate or negatively impact on the development potential or future residential amenity of adjoining sites.</p> | <p>Complies. Proposed development will not isolate or negatively impact the development potential or future residential amenity of adjoining sites. Adjoining sites can be developed into the future.</p> |
| <p>Development has a bulk, scale, form and intensity that is consistent with the existing and intended neighbourhood structure for the area as expressed by zone, zone precinct and neighbourhood plan outcomes, having regard to:</p> <ul style="list-style-type: none"> i. the location and street context of the site; ii. its proximity to an activity centre, higher capacity public transport services, or other community facilities; iii. the capacity of infrastructure. | <p>Complies. Proposed development is of bulk, scale, form and intensity that integrates with the existing and intended neighbourhood structure for the area and is consistent with the location and street context of the site, proximity to an activity centre, and the capacity of infrastructure.</p> |
| <p>Development is designed to facilitate future intensification of uses at ground level, where in proximity to high-frequency public transport.</p> | <p>Not applicable. The Proposal is for townhouses.</p> |
| <p>Development in the Infill housing zone precinct of the Character residential zone includes a range of detached and attached building forms and is of an intensity that reflects the lower density form and character of these zones.</p> | <p>Not applicable. The Site is not located within the specified zone.</p> |
| <p>Development is of a height that is appropriate to the strategic and local context and meets community expectations consistent with the following:</p> <ul style="list-style-type: none"> i. 15 storeys in the Up to 15 storeys zone precinct of the High density residential zone; ii. 8 storeys in the Up to 8 storeys zone precinct of the High density residential zone; iii. 5 storeys in the Medium density residential zone; iv. 3 storeys in the Up to 3 storeys zone precinct of the Low-medium density residential zone; v. 2 or 3 storeys in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone; vi. 2 storeys in the 2 storey zone precinct of the Low-medium density residential zone; vii. 2 storeys in the Infill housing zone precinct of the Character residential zone. | <p>Complies: The development proposes a 3 storey multiple dwelling consistent with the Medium density residential zone intent and sought outcomes.</p> |
| <p>Development provides setbacks and separation of buildings that contribute to the amenity of residents within and adjoining the site and to Brisbane's high-quality subtropical streetscapes and public spaces.</p> | <p>Complies. Proposed development is generally compliant with the relevant setback provisions. Refer to Section 7 of the Report</p> |
| <p>Development in or adjoining lower density residential areas uses side boundary setbacks and built form height</p> | <p>Not Applicable. The adjoining site to the south is located within the Medium Density Residential Zone.</p> |

transitions to manage the interface with those areas and reflect the amenity, form and character and subtropical landscape of those areas.

Development positively contributes to the amenity of the immediate streetscape and pedestrian environment with highly articulated building facades, varied roof form elements, high quality landscaping at the front of the site and direct pedestrian access from the development to the street.

Development ensures that the proportion of built and natural features, including buildings, design features, services and infrastructure, on-site open spaces and landscaping, provide:

- i. an attractive streetscape interface and reduction in the dominance of built form at a street level that contributes to Brisbane's character and identity, high-quality subtropical streetscapes and public space network;
- ii. a high level of amenity for occupants and adjoining residents including access to open and landscaped spaces, natural light, sunlight and breeze to support outdoor subtropical living.

Development of adaptable housing meets the needs of the community now and into the future.

Development provides open space consistent with the following:

- i. communal open space and covered outdoor private open spaces provided for each multiple dwelling capitalise on Brisbane's subtropical climate, maximise outdoor living opportunities and enhance amenity for residents;
- ii. large-scale multiple dwelling development provides useable high-quality communal open space for residents that is accessible and attractive;
- iii. small-scale multiple dwellings provide increased areas for private open space for each dwelling as a substitute for communal open space.

Development provides on-site landscaping that supports and contributes to Brisbane's subtropical landscape character and contributes to the microclimate of the neighbourhood and site, supports outdoor living and subtropical planting, and assists in reducing urban heat island effects, with deep-planting areas for the protection and establishment of large, subtropical shade trees.

Development provides vehicle parking and manoeuvring areas which are located and designed to integrate into the site and building and do not negatively impact on:

- i. the amenity and safety of residents or visitors to the site and adjoining premises;
- ii. the quality and amenity of the streetscape;
- iii. the provision of quality onsite landscaping and deep planting areas;
- v. the safety and efficiency of both the internal layout and the external road network.

Complies. Proposed development will contribute to the immediate streetscape and pedestrian environment with highly articulated building facades and varied roof form elements. Refer to the architectural plans.

Complies. Proposed development will ensure that the proportion of built and natural features will meet the criteria specified. Refer to the architectural plans.

Not applicable. Proposal is not for adaptable housing.

Not applicable: The development provides for dwellings on future freehold lots that include private open space in landscape.

Complies. The proposed development provides for substantial landscaping & open space areas.

Landscaping is provided to all boundaries. Two deep planting areas along the northern boundaries & along Mains Road. Refer to the Landscape Concept Plan.

Complies. Proposed development provides sufficient parking spaces that are integrated within the building's core at ground level. The design of the carparking areas are considerate of amenity, safety of residents & visitors.

Development manages its interface with adjoining residential uses to mitigate amenity impacts including protecting visual privacy through appropriate separation of buildings and screening.

Complies. Proposed development will interface with adjoining residential uses and is managed to mitigate amenity impacts including protecting visual privacy through appropriate separation of buildings and screening. Refer to the architectural plans.

Development ensures that building location and design minimises residents' exposure to air and noise pollution.

Complies. Proposed development will ensure that building location and design will minimise residents' exposure to air and noise pollution.

Development is compatible with nearby existing uses that have the potential for off-site air emissions, considers the health and wellbeing of occupants and does not adversely impact on the continued operation of those existing uses.

Complies. The proposed development is for a multiple dwelling within an anticipated high-density living area. No adverse impacts are proposed.

Development provides design elements that retain and support local character identity and strengthens site features, such as views, heritage, significant vegetation or significant corner sites, particularly where a landmark site.

Not applicable. The Site does not hold any significant character values, landmark site, view corridor & does not have any existing significant vegetation.

Development is designed, orientated, located and constructed to incorporate subtropical design and built form principles that make a positive contribution to Brisbane's built form and public realm, whilst facilitating and encouraging sustainable energy and waste reduction practices.

Complies. The proposed development incorporates subtropical design which includes substantial articulation & generous deep planting areas. Refer to the architectural plans.

6.2 Subdivision Code

| Overall Outcomes | Nature of the Proposal |
|--|---|
| <p>Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the:</p> <ul style="list-style-type: none"> i. landscape and built form character, environmental and other values of the site or locality; ii. safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises; iii. amenity of intended uses and existing surrounding residential uses; iv. comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site. | <p>Complies. This subdivision will create lots of a size that can accommodate development that is consistent with the intent of the MDR zone.</p> |
| <p>Development for reconfiguring a lot results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> i. achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site; ii. accommodate lawful uses; iii. are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development; iv. are arranged and configured to complement the pattern of development in the locality; | <p>Complies. As above. Refer to Section 7 for more detail.</p> |

- v. address development constraints that impact land use and development and mitigate adverse impacts to character and environmental values.

Development for reconfiguring a lot under the Land Title Act 1994 and the Body Corporate and Community Management Act 1997 occurs in a manner that achieves good urban design outcomes.

Development for reconfiguring a lot associated with or resulting from a material change of use provides lots and arrangement of lots for the purposes of titling and any easement relevant to the development.

Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms.

Development for reconfiguring a lot relating to existing or approved buildings does not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category and a dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the residential zones category is always to remain as a sole lot by any title or tenure.

Development for reconfiguring a lot provides infrastructure and services that:

- i. comply with the relevant standards in the planning scheme;
- ii. effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose;
- iii. maximise the quality and utility of the public realm.

Complies. Proposed subdivision will occur in a manner that achieves good urban design outcomes.

Not Applicable. The newly created lots will be utilised for residential purposes, consistent with the site's current use.

Complies. Proposed subdivision will create three new freehold lots.

Complies. Proposal involves a 1 Into 3 lots subdivision

Complies. The existing infrastructure and services will be maintained.

7. PERFORMANCE OUTCOMES

7.1 Proposed Lot Size & Site Suitability

The Site is located within the MDR zone and has an existing site area of 554m². The proposed development comprises three multiple dwellings, with each dwelling intended to be individually titled as freehold lots. The resulting lot areas are proposed as **202.1m²** (Lot 1), **151m²** (Lot 2), and **201m²** (Lot 3), and therefore, do not achieve the minimum lot area of **800m²** for new residential lots in the MDR zone. Accordingly, responses to **PO1** of the **Subdivision** and **Multiple Dwelling** codes have been provided below.

PO1 (Subdivision code)

Development results in lots and an arrangement of lots that:

- a. *enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use;*
- b. *are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;*
- c. *feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development;*
- d. *complement the streetscape, local context and character for the locality;*
- e. *address development constraints.*

PO1 (Multiple Dwelling code)

Development has a site area and frontage width that is sufficient to:

- a. *accommodate the scale and form of multiple dwelling buildings considering site features such as heritage or character buildings and slope;*
 - b. *deliver useable communal open space areas and private open spaces;*
 - c. *achieve viable areas of deep planting and landscaping to retain significant vegetation and protect or establish large subtropical shade trees;*
 - d. *achieve safe and convenient vehicle access to the site;*
 - e. *accommodate on-site parking and vehicle manoeuvring for residents, visitors and service providers;*
 - f. *accommodate the location and size requirements of service authorities and site services to minimise adverse visual and amenity impacts on neighbours and the streetscape;*
 - g. *minimise the impact of new driveways on the streetscape.*
- The existing site area is 554m² (that is, less than 800m²), with no constraints identified that would prevent the site from being developed for its intended purpose within the MDR zone.
 - The proposed lots are intended solely to facilitate the subdivision of attached multiple dwellings into individual freehold title lots, each lot capable of being independently serviced by all necessary infrastructure. Multiple dwellings are a supported use in the MDR zone.
 - The submitted plans and supporting documentation demonstrate that the intended medium density residential use can be achieved, with appropriate outcomes in terms of bulk, scale, building footprint, access, private open space, and landscaping, consistent with the relevant planning provisions and standards.
 - Access is proposed via Gonzales Street, a low-volume road, with the site able to accommodate safe vehicular access, on-site parking, and manoeuvring consistent with typical freehold lot expectations. Access and car parking areas are not visible from the primary street frontage (Laver Street).

- The proposed dwellings are appropriately separated from adjoining properties and are not expected to result in adverse impacts on neighbouring amenity or the streetscape.
- The overall development outcome is consistent with the existing development form within the immediate vicinity of the Site, noting that the surrounding area comprises a mix of post-1946 detached dwelling houses (east of the Site) and higher-density residential developments, including a recently constructed five-storey multiple dwelling adjoining the southern boundary (the only adjoining neighbour) and a three-storey townhouse complex located on the northern side of Laver Street (corner of Mains Road and Laver Street) – see **Section 2** for more detail.

Given the above-made planning representations, it is considered that the Proposal satisfies **PO1** of the **Subdivision** and **Multiple Dwelling** codes.

7.2 Site Cover and Building Setbacks

The development proposes the following front boundary setbacks and site cover:

- The front boundary setback to Laver Street is **4.1m** (in lieu of 6m) to the wall and **3.583m** (in lieu of 4m) to the balcony.
- The setback to the secondary road frontages of Mains Road and Gonzales Street are **3m** to wall (in lieu of 6m) and **2.5m** to balcony (in lieu of 4m).
- The Site does not have a rear boundary. A southern side boundary setback to the adjoining site is **3.928m** (in lieu of 4m).
- Proposed site cover is **48.6%** (in lieu of 45%). A maximum site cover is not specified in a neighbourhood plan.

Accordingly, responses to the following performance outcomes have been provided below:

- **PO3, PO6, PO7** and **PO8** of the Multiple Dwelling code; and
- **PO2** of the Mt Gravatt corridor neighbourhood plan code.

PO3 (Multiple Dwelling code)

Development height, bulk and scale, siting and layout ensures that:

- building height is consistent with the intended form and character of the local area including the predominant height of existing or approved buildings in the street;*
- where building height is greater than the acceptable outcome for building height on sites adjoining or opposite the subject site, the development sensitively reduces height towards site boundaries to a compatible scale;*
- impacts on residential amenity and privacy from overlooking, visual dominance and overshadowing are minimised and adequate levels of natural light and breezes are maintained to habitable rooms, private and communal open space for both the development and residences on adjoining and nearby sites;*
- sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening;*
- the development is consistent with the setback pattern and contributes to the character of the streetscape;*
- adequate landscape buffering is achieved, including the retention and provision of large subtropical shade trees in deep planting areas.*

PO6 (Multiple Dwelling code)

Development provides a front boundary setback that:

- a. defines the street edge;
- b. creates a clear threshold and transition from public to private space;
- c. assists in achieving visual privacy to ground-floor dwellings from the street;
- d. supports the location of balconies for casual surveillance of the street and modulation of the facade;
- e. allows for built form and facade articulation that contributes to the streetscape character and landscape;
- f. is consistent with the intended streetscape and setback pattern;
- g. facilitates landscaping appropriate to soften and screen the built form of the development from the street.

PO7 (Multiple Dwelling code)

Development provides side and rear boundary setbacks that:

- a. consider future development;
- b. minimise the impacts of development on the amenity and privacy of future and existing neighbourhood residents;
- c. support the separation of buildings to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes;
- d. contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;
- e. maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.

PO8 (Multiple Dwelling code)

Development ensures that the proportion of buildings to open space and landscaping on a site:

- a. is consistent with the intended form, character and intensity of the local area and immediate streetscape;
- b. facilitates modulation and articulation of the building form;
- c. supports residential amenity for occupants and adjoining properties;
- d. supports private outdoor subtropical living;
- e. provides for well-located and functional communal open space areas;
- f. provides for deep planting areas to retain significant vegetation and protect or establish large subtropical shade trees.

PO2 (Mt Gravatt Corridor neighbourhood plan code)

Development ensures building setbacks and design:

- a. create a uniform building line consistent with the intended character of the streetscape;
- b. ensure existing and future buildings are well separated from each other;
- c. allow reasonable access to sunlight for neighbouring dwellings and their open spaces;
- d. allow air circulation and access to breezes for neighbouring dwellings;
- e. maintain the privacy of adjoining residents.

- The Laver Street frontage has historically functioned as the primary street frontage - by way of vehicular access and dwelling orientation – versus Mains Road, which is a higher-order road. The proposed development maintains this established pattern by orienting balconies, street surveillance and the pedestrian entrances to Laver Street. Existing ancillary dwelling structures over the Site are currently built to the Laver and Gonzales street frontages. Therefore, front boundary setbacks are to be provided as part of the Proposal.

- The proposed balcony and wall setbacks are consistent with, or comparable to, the approved multiple dwelling setbacks at 2 Laver Street (Council reference A003766833) of approximately 4m. This development proposal (now constructed and completed) is of a bulk, form and scale (i.e., 3-storey townhouses) consistent with the Proposal. Accordingly, the reduced setback to Laver Street has previously been determined by Council as visually dominating or being overbearing within the streetscape. See **Figures 7-1 & 7-2** below.



Figure 7-1 Current 2026 Aerial Mapping

Source: *NearMaps*



Figure 7-2 Existing Townhouse Development immediately north of the Site (2 Laver St)

Source: *Google Maps*

- The Site has three road frontages and functions as a corner lot, with Mains Road and Gonzales Street functioning as secondary frontages. Within the planning scheme, secondary street frontages for corner lots may accommodate reduced setbacks of up to 1.5m. In this instance, the proposal provides a 3m setback, a greater setback than the prescribed 1.5m setback allowable under **A027** of the **Subdivision Code** for secondary street frontages.
- Notwithstanding the above, the proposed dwellings are well articulated and will not result in unreasonable amenity impacts or detract from the established streetscape character. The building form is limited to **three storeys**, which is below the maximum of **five storeys** permitted under the MDR Code, and therefore does not present an overbearing built form.
- The development also incorporates a high-quality landscape outcome, including deep planting within the frontage that contributes positively to the streetscape, as demonstrated in the Landscape Concept Plan (**Appendix D**). Deep Planting areas in excess of 10% (16.5%) across the Site is proposed, which will assist in softening the built form to all street frontages.



Figure 7-3 Landscape Concept Plan – Site Plan

Source: AS Design

- The adjoining site to the south (32 Gonzales Street – the only adjoining site) is a 5-storey multiple dwelling that is set back 4m from the common boundary, resulting in a total separation distance of 7.92m. A 6.5m setback to the southern side boundary is provided on the ground level. In addition, the area along the shared boundary is utilised as a car parking area, representing a non-habitable space. Accordingly, having regard to the separation distance and the non-sensitive use, the minor variation is not expected to result in adverse impacts on privacy, sunlight access, or breezes, nor does it affect the functionality of open space areas – further noting that the Proposal is for 3-storey townhouses, where the compliant building height for the Site is up to 5-storeys.
- The Site cover represents a minor exceedance (3.6%) and does not compromise the ability of the development to provide adequately sized and functional private open space, suitable for subtropical living, nor does it limit the provision of deep planting. As noted, 32% of the Site is proposed for landscaping improving streetscape and contributing to an intended outcome of attractive and well-functioning outdoor space.

Given the above made planning arguments, we believe the development proposal satisfies the above-mentioned performance outcomes.

9. RECOMMENDATIONS

This urban planning report demonstrates that the proposed development and associated development application complies with relevant provisions of the City Plan 2014 and relevant state government legislation and planning instruments. Any potential conflict with the planning scheme is limited and minor in nature and there are sufficient grounds to justify the development, despite such conflict.

On that basis the application has planning merit and should be approved subject to reasonable and relevant conditions.

10. APPENDICES

- 10.1 APPENDIX A – Site Survey prepared by JW Surveys**
- 10.2 APPENDIX B – Architectural Plan prepared by Local Focus Design**
- 10.3 APPENDIX C – Traffic Engineering Assessment prepared by BMC**
- 10.4 APPENDIX D – Landscape Concept Plan prepared by AS Design**
- 10.5 APPENDIX E – Civil Engineering Report prepared by Civil Works**
- 10.6 APPENDIX F – Stormwater Management Plan & Code prepared by Civil Works**