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DTS Group Qld Pty Ltd – Urban Planning

177-183 Douglas Street, Oxley QLD 4075

Development Permit for Reconfiguring a Lot (2 into 16 Lot Subdivision)

On behalf of
Focas Investments Pty Ltd and SJLAG Pty Ltd

October 2026

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Impact Assessable Development Application Report

177-183 Douglas Street, Oxley QLD 4075

Being Described as Lots 23 & 24 on RP29491

On behalf of

Focas Investments Pty Ltd and SJLAG Pty Ltd

October 2026

Document History				
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Table of Contents

Executive Summary i
Site Details i
Application Details i
Synopsis i

1 Introduction 1
1.1 Level of Assessment 1

2 Site Characteristics 3
2.1 Site Details 3
2.2 Planning Scheme Mapping 4
2.3 Topography 7
2.4 Frontage and Access 7
2.5 Urban Services 7
2.6 Pre-Lodgement Meeting 8

3 The Proposed Development 14
3.1 Summary 14
3.2 Lot Arrangement 14
3.2.1 Residential Density 15
3.3 Engineering, Infrastructure and Services 16
3.3.1 Water Supply 16
3.3.2 Sewer Reticulation 16
3.3.3 Stormwater Management 16
3.3.4 Earthworks 17
3.4 Access 17
3.4.1 Douglas Street 17
3.4.2 Costalot Street 18
3.5 Servicing Arrangement 18
3.6 Traffic Impact 19
3.7 Ecological Impacts 19

4 Town Planning Framework 22
4.1 Planning Act 2016 22
4.2 Categories of Development and Benchmarks 22
4.3 Public Notification 22
4.4 Referral Agencies 23
4.4.1 State Development Assessment Provisions 23
4.5 South East Queensland Regional Plan 23
4.6 State Planning Policy 23
4.7 Local Government Infrastructure Plan 24
4.8 Temporary State Planning Policy 24

5 Categorising Instrument – Brisbane City Plan 2014 25
5.1 Strategic Framework 25
5.2 Emerging Community Zone 25
5.2.1 Purpose 25
5.2.2 Overall Outcomes 25
5.3 Darra-Oxley District Neighbourhood Plan 27
6 Assessment Benchmarks 28
6.1 Primary Codes 28
6.2 Secondary Codes 28
6.3 Overlay Codes 28
Conclusion 29
7 Appendices ..... A

Tables

Table 1 Level of Assessment & Applicable Assessment Benchmarks 1
Table 2 Brisbane City Plan 2014 Interactive Mapping 4
Table 3 Pre-Lodgement Meeting Key Items 8
Table 4 Lot Configuration Details 14

Figures

Figure 1 Locational Context 3
Figure 2 Aerial Photograph 4
Figure 3 BCC As Constructed Services 8
Figure 4 Proposed Subdivision Layout 14
Figure 5 Proposed Servicing Arrangement 16
Figure 6 Lawful Points of Discharge 16
Figure 7 Extent of Existing Biodiversity Area 19
Figure 8 Photographs of Western (Rear) Portion of Site 20
Figure 9 Core Koala Habitat Area Overlay 23

Appendix

Appendix A *Code Assessment* ..... *A*
Appendix B *Subdivision Proposal Plan* ..... *A*
Appendix C *Civil Engineering Plans* ..... *A*
Appendix D *Environmental Assessment Report* ..... *A*
Appendix E *Traffic Engineering Report* ..... *A*
Appendix F *Flood & Stormwater Management Plan* ..... *A*

Executive Summary

Site Details

Address:	177-183 Douglas Street, Oxley QLD 4075
Lot Descriptions:	Lots 23 & 24 on RP29491
Zone:	Emerging Community Zone
Neighbourhood Plan:	Darra-Oxley District Neighbourhood Plan (Portal Street Precinct – NPP-004)
Total Site Area:	7,466m²
Registered Landowners:	SJLAG Pty Ltd & Focas Investments Pty Ltd

Application Details

Application:	Reconfiguring a Lot (2 into 16 Lots & Road Reserve)
Application Type:	Development Permit
Assessment Level:	Impact Assessable
Applicant:	**Focas Investments Pty Ltd and SJLAG Pty Ltd** C/- DTS Group Qld Pty Ltd PO Box 3128 WEST END QLD 4101
DTS Reference:	BNE210815

Synopsis

This Development Application is for a Development Permit being a Reconfiguring a Lot to subdivide two (2) lots into sixteen (16) residential lots and new road. The proposal adopts a lot configuration that is consistent with the established and intended residential scale in the area, and which provides a logical extension of the existing road network.

The development application is accompanied by a Subdivision Proposal Plan **(Appendix B)** and relevant technical reporting which demonstrates the proposal's compliance with Acceptable Outcomes and Performance Outcomes of the relevant codes of the *Brisbane City Plan 2014*.

1 Introduction

This Impact Assessable Development Application Report accompanies an application which seeks a Development Permit for a Reconfiguring a Lot being a 2 into 16 Lot subdivision.

The subject land parcel of this application is located at 177-183 Douglas Street, Oxley, being described as Lots 23 & 24 on RP29491 (hereafter referred to as "the subject site"). The locational context of the subject site is illustrated in **Figure 1** and **Figure 2** of this report.

The site is mapped within the Emerging Community Zone and the Darra-Oxley District Neighbourhood Plan (Portal Street Precinct – NPP-004) of the *Brisbane City Plan 2014*. The development has been assessed against the desired outcomes, intents and acceptable solutions of the relevant Planning Scheme codes as well as relevant state and regional provisions. The below reporting has been prepared to logically address the town planning considerations relevant to the application for Reconfiguring a Lot, and, based on assessment, demonstrate sufficient urban planning grounds to warrant approval.

Having regard to the definition of "development" at Schedule 2 of the *Planning Act 2016*, the proposal is considered to constitute Reconfiguring a Lot and is sought to be accompanied by a Development Permit.

Accompanying this report are the following supporting reports and plans:

- **Code Assessment** prepared by DTS Group QLD Pty Ltd, attached under **Appendix A**;
- **Subdivision Proposal Plan** prepared by DTS Group QLD Pty Ltd, attached under **Appendix B**;
- **Civil Engineering Plans** prepared by Urban Engineering Solutions Pty Ltd, attached under **Appendix C**;
- **Environmental Assessment Report** prepared by 28 South Environmental Pty Ltd, attached under **Appendix D**;
- **Traffic Engineering Report** prepared by L + R, attached under **Appendix E**;
- **Flood & Stormwater Management Plan** prepared by Engeny Australia Pty Ltd, attached under **Appendix F**.

1.1 Level of Assessment

The proposed development is for Reconfiguring a Lot. **Table 1** provides an assessment against Part 5 of the *Brisbane City Plan 2014* and has determined that the applicable level of assessment for this application is **Impact Assessment**, by virtue of the application for Reconfiguring a lot in the Emerging Community Zone involving *"a reconfigured lot that is less than 10ha with no associated MCU".*

Table 1 Level of Assessment & Applicable Assessment Benchmarks

City Plan 2014	Level of Assessment	Assessment Benchmarks
Zoning		
Emerging Community Zone	**Impact Assessment**	**The Planning Scheme including:** • **Subdivision Code** • **Emerging Community Zone Code** • **Prescribed secondary codes**
Neighbourhood Plan		
Darra-Oxley District Neighbourhood Plan *(Portal Street Precinct – NPP-004)*	No Change	**Darra-Oxley District Neighbourhood Plan Code**

City Plan 2014	Level of Assessment	Assessment Benchmarks
Overlays		
Airport Environs Overlay *(OLS, PANS, BBS Zone – Distance from airport 0-3km, LI – Zone C – 150 Candela – 1200m wide 3000m from runway strip, LI – Within 6km – Max intensity of light sources 3 deg above horizon sub-categories)*	Not Applicable	Not Applicable
Bicycle Network Overlay *(Local Cycle Route)*	**Code Assessment**	**Bicycle Network Overlay Code**
Biodiversity Areas Overlay *(High ecological significance strategic, Matters of state environmental significance sub-categories)*	**Code Assessment**	**Biodiversity Areas Overlay Code**
Community Purposes network Overlay	**Code Assessment**	**Community Purposes Network Overlay Code**
Critical Infrastructure and Movement Network Overlay *(Critical infrastructure and movement planning area sub-category)*	Not Applicable	Not Applicable
Potential and Actual Acid Sulfate Soils Overlay *(Land above 5m AHD and below 20m AHD sub-category)*	Not Applicable	Not Applicable
Road Hierarchy Overlay *(District Road)*	**Code Assessment**	**Road Hierarchy Overlay Code**
Streetscape Hierarchy Overlay *(Neighbourhood Street Minor)*	**Code Assessment**	**Streetscape Hierarchy Overlay Code**

2 Site Characteristics

2.1 Site Details

The subject site is located at 177-183 Douglas Street, Oxley, being described as Lots 23 & 24 on RP29491. The allotment has a total area of 7,466m² and a frontage of approximately 49.5m to Douglas Street along the eastern property boundary. The site is currently improved by two single-storey detached residential dwelling houses and ancillary structures, which are currently accessed via Douglas Street. The site is predominantly cleared, with some vegetation existing within the western region of the site and along the property boundaries.

In the broader context, the site is located in the suburb of Oxley and is situated north of the Ipswich Motorway, west of Oxley Road, east of Centenary Highway, and approximately 2.25km south of the Brisbane River. The site is located within proximity to retail activities to the south-east and along the Ipswich Motorway to the south; medical facilities including the Canossa Private Hospital; and the Archerfield Airport to the east. The site is also located nearby to open greenspaces and community facilities including Rikki Bailey Park, Tom O'Neill Park, Oxley Golf Club, and the CJ Greenfield Community Hall and Park. The site has access to the surrounding public transportation network with bus stops along Douglas Street, and the Oxley and Darra Train Stations to the north.

The site is mapped within the Emerging Community Zone and the surrounding allotments are located within the Emerging Community, Low Density Residential, Character Residential, Industry Investigation Zone, and Open Space Zones. Accordingly, the surrounding area predominantly comprises low-rise dwelling houses on small and standard allotments, multiple dwellings, commercial establishments, low impact industry uses, and supporting community infrastructure. The site is bound by large residential parcels to the north and south, low-density residential dwellings to the west, and residential and commercial uses across Douglas Street to the east.

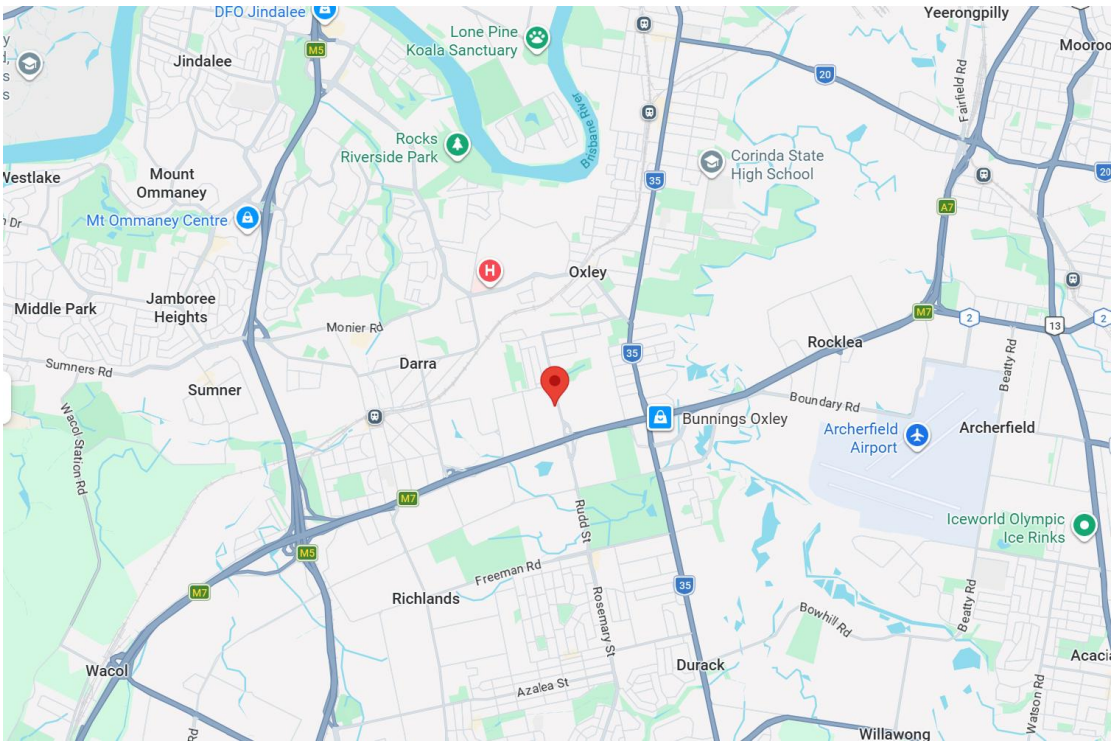


Figure 1 Locational Context
Source: Google Maps, 2026



Figure 2 Aerial Photograph
Source: Near Map, June 2026

2.2 Planning Scheme Mapping

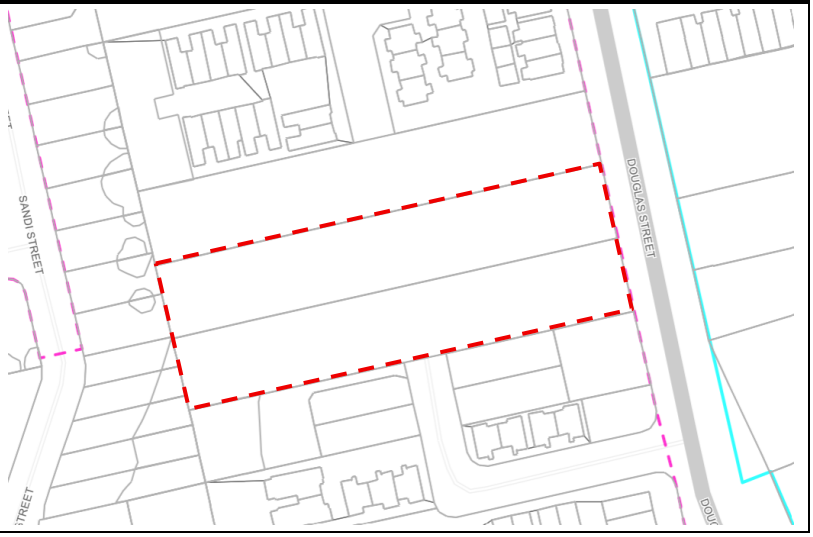
Brisbane City Plan 2014 Interactive Mapping outlines the zoning and relevant overlays applying to the subject site, refer to **Table 2** below.

Table 2 Brisbane City Plan 2014 Interactive Mapping

Flag Description	Mapped Location
Emerging Community Zone	

Flag Description	Mapped Location
Airport Environs Overlay *(OLS, PANS, BBS Zone – Distance from airport 0-3km, LI – Zone C – 150 Candela – 1200m wide 3000m from runway strip, LI – Within 6km – Max intensity of light sources 3 deg above horizon)*	
Bicycle Network Overlay *(Local Cycle Route)*	
Biodiversity Areas Overlay *(High ecological significance strategic, Matters of state environmental significance)*	

Flag Description	Mapped Location
Community Purposes Network Overlay	
Potential and Actual Acid Sulfate Soils Overlay *(Land above 5m AHD and below 20m AHD)*	
Road Hierarchy Overlay *(District Road)*	

Flag Description	Mapped Location
Streetscape Hierarchy Overlay *(Neighbourhood Street Minor)*	

2.3 Topography

According to Council mapping, the subject site has levels that vary from approximately 24.5m AHD at the western region of the site (rear), falling to a level of approximately 19m AHD at the frontage to Douglas Street along the eastern boundary. This represents a gradual slope falling in an easterly direction toward the street frontage.

2.4 Frontage and Access

The subject site has a frontage of 49.5m to Douglas Street along the eastern property boundary. The existing dwelling houses on the site currently access Douglas Street via two crossovers located at the street frontage.

2.5 Urban Services

The subject site is located within an established urban area and is connected to reticulated water and sewerage infrastructure located in the road reserve of Douglas Street. The site is within proximity to stormwater drainage infrastructure in Douglas Street and to the minor roads to the north and south.

The proposed development will be connected to existing urban infrastructure as necessary. Refer to the Civil Engineering Plans, attached under **Appendix C**, for further details.

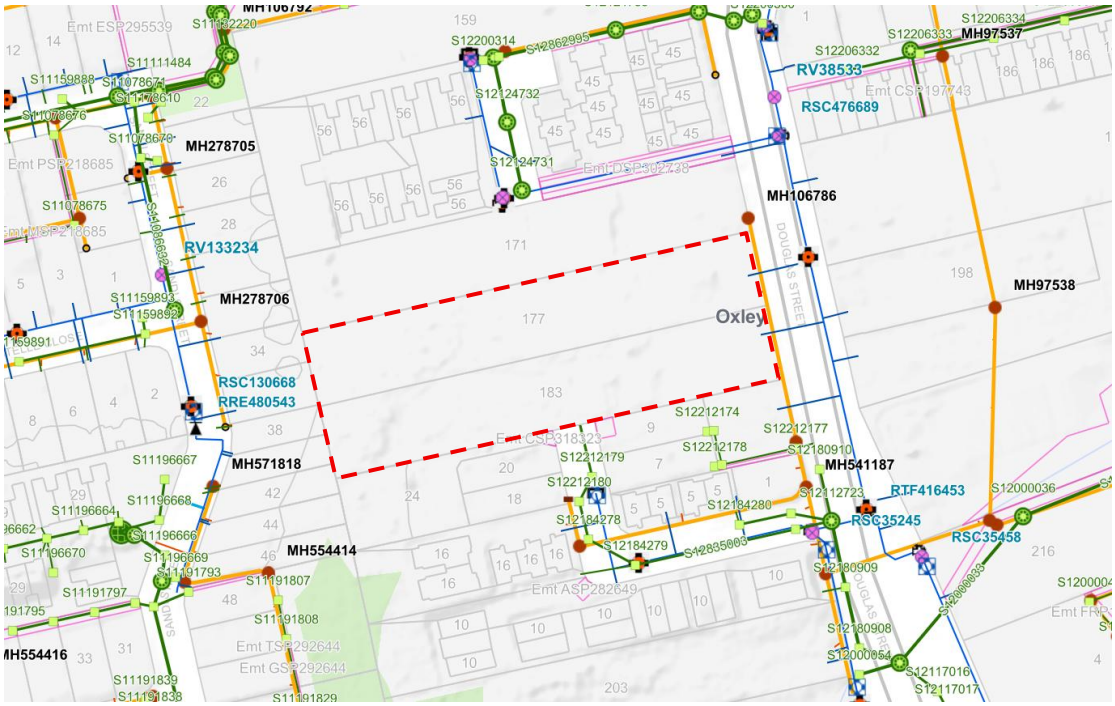


Figure 3 **BCC As Constructed Services**
Source: Brisbane City Council, 2026

2.6 Pre-Lodgement Meeting

A pre-lodgement meeting with Council was held on 3 August 2026 to discuss the proposed development seeking a Development Permit for Reconfiguring a Lot over the subject site (Council Reference: ASR-19961-N0P). The applicant has carefully considered the advice from Council. Where practical, the applicant has sought to respond to advice through improvements to the development design and supporting technical documents.

Table 3 below provides responses to Council's key items from the pre-lodgement meeting.

Table 3 **Pre-Lodgement Meeting Key Items**

Council Item	Applicant Response
Layout, Lot Size & Density	
The development proposes an average lot size of 324sqm excluding proposed lots 13 and 14 being lots greater than 900sqm as per footnote two (2) of table 9.4.10.3.B part 3 of the Subdivision code. The EC zone anticipates an average lot size for the development of 350sqm provided all lots comply with minimum rectangle dimension requirements. It is recommended the subdivision layout be revised to align more closely with the average lot size requirement as envisioned in CP2014. *It is recommended all lots meet the minimum rectangle dimension requirements to be eligible for the 350sqm average lot size which will need to be clearly demonstrated in a future application.*	All lots are able to achieve the minimum rectangle dimension of 9m x 15m. Refer to the Subdivision Proposal Plan, attached under **Appendix B**, for further information.
Where a performance outcome PO1 of the Subdivision code is sought, it will need to be demonstrated the proposed development:	Refer to **Section 3.2** of this report for detailed discussion.

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.*	
Where the minimum rectangle dimension in the performance outcome cannot be met, the overall outcomes of the Subdivision code will need to be addressed, including but not limited to demonstrating the lots are of an appropriate size, dimensions and arrangement suited to their intended use, and are arranged and configured to complement the pattern of development in the locality.	All lots are able to achieve the minimum rectangle dimension of 9m x 15m.
Where an average lot size of 350sqm and applicable rectangle dimension is provided, the development will likely be consistent with the intent of the CP2014 zone and neighbourhood plan, notwithstanding onsite constraints that will need to be addressed ensuring onsite ecological values are protected. A reduction in yield may be required to accommodate CP2014 requirements.	Noted. Refer to **Section 3.2** of this report for detailed discussion.
There are some concerns about the development response to the protection and enhancement of ecological values which will likely impact the layout and density of the development. This is discussed further herein	An Environmental Assessment Report has been prepared, attached under **Appendix D**, which demonstrates the proposal's compliance with Council's requirements.
The future development application will likely not require structure plan showing how the adjacent and surrounding area can be logically and efficiently developed in this instance, however the Structure plan planning scheme policy will need to be addressed.	Noted.
Access & Servicing Arrangements	
A traffic report, endorsed by an RPEQ, is required to demonstrate that the proposal complies with the Traffic, access, parking and servicing (TAPS) Planning scheme policy (PSP). Any performance solutions proposed for consideration need to be detailed as part of an RPEQ signed traffic report.	A Traffic Engineering Report has been prepared by L + R, attached under **Appendix E**, in support of the proposed development.
Direct lot access to Douglas Street for lots 1 to 5 can be supported in this instance. Generally, direct lot access to a District Road is not supported, however, the proposed outcome is	Noted. The direct access to Douglas Street for Lots 1-5 is proposed.

generally consistent with the road environment along Douglas Street.	Refer to the Traffic Engineering Report, attached under **Appendix E**, for detailed discussion.
All other lots achieve access via the Costalot St extension. The proposed 6.5m wide reciprocal access easement to lots 13 and 14 can be supported.	Noted. The access to Costalot Street for Lots 6-16 is proposed. Refer to the Traffic Engineering Report, attached under **Appendix E**, for detailed discussion.
Each lot requires an area at the Douglas Street or Costalot Street kerbside for presentation of 2 mobile bins, each with an area of 900mm x 900mm square. The bins of lots 13 and 14 can be presented in the easement splays.	The proposed development provides suitable areas for each lot for the purpose of bin presentation. Refer to the Traffic Engineering Report, attached under **Appendix E**, for detailed discussion.
The temporary access easements proposed at the interim termination of Costalot Street is problematic. While the proposed easements provide for a T-head manoeuvring area for an RCV to turn around, it does not account for parked vehicles within the driveway which could potentially encroach. An easement over a small lot and driveway is not acceptable as this is unlikely to be maintained clear of parked vehicles and available for the turning of large vehicles.	The specified temporary access easements have been removed from the development.
Where an interim turning facility for RCV, emergency vehicles and other large vehicles is proposed this must be demonstrated to operate independently from any lot driveways, also considering the need for bin presentation and any infrastructure on the lot frontage. Alternatively, an easement over a full lot may be required until such time as the road is extended.	Refer to the Traffic Engineering Report, attached under **Appendix E**, for detailed discussion.
Any future application will need to address the requirements for refuse as stated in the Refuse Planning Scheme Policy (Refuse PSP) and Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP).	Refer to the Traffic Engineering Report, attached under **Appendix E**, for assessment against the Refuse PSP and TAPS PSP.
Ecology	
While a 24-m wide ecological corridor is proposed, significant incursion into mapped areas still occurs and is not supported. *A future development application will need to be supported by an ecological report and tree survey confirming the ecological values of the site and demonstration that a significant portion of these values will be retained and protected.* *A significant residual impact to biodiversity / ecological values will only be supported where all on-site mitigation measures have been or will be undertaken and impacts have been demonstrated to be unavoidable.*	An Environmental Assessment Report has prepared by 28 South Environmental Pty Ltd, attached under **Appendix D**, in support of the proposed development.
Provide an assessment against Section C of the Biodiversity Overlay Code.	Refer to **Appendix D** for detailed assessment against the Biodiversity Overlay Code.

In lieu of specific guidelines from the Qld Government, to determine the area of koala habitat being interfered with, a polygon should be generated around any native vegetation (see VM Act definition) within (either entirely or partially) the mapped koala habitat area. The polygon should represent the outermost projection of the vegetation canopy cover and be based on the maximum area generated around vegetation. The amount of koala habitat being cleared is determined by any part of the development footprint within both the generated polygon and mapped koala habitat area. *i. Provide an assessment of the area of interference with koala habitat for the proposed development, or* *ii. Demonstrate that there will be no interference with koala habitat area for the proposed development.*	Refer to the Environmental Assessment Report, attached under **Appendix D**, for detailed discussion on koala habitat impacts.
If development is not exempted development under Schedule 24 of the Planning Regulation 2017 (e.g. interference with koala habitat exceeds 500m2 for the premises), the application will require a referral to the State Assessment Referral Agency for assessment and the State Development Assessment Provisions Code 25: Development in South East Queensland koala habitat areas as per Schedule 10, Part 10, Division 3, Subdivision 3 of the Planning Regulation 2017 will need to be addressed.	The development application will require referral to SARA. State Code 25 has been completed and is attached under **Appendix D**.
The proposed development requires the assessment of Significant Vegetation under the Vegetation Planning scheme policy and PO19 of the Subdivision Code. The proposed development will likely result in the removal of a large portion of significant vegetation on the site which will need to be justified as a performance outcome.	Refer to the Environmental Assessment Report, attached under **Appendix D**, for detailed discussion on significant vegetation.
Undertake a detailed assessment of the existing vegetation on the site to identify any 'Significant Vegetation' as defined by the Vegetation Planning Scheme Policy. The survey (accurate to ±100 mm) and assessment is to identify the listed items.	Refer to the Environmental Assessment Report, attached under **Appendix D**, for vegetation surveys and assessment.
If significant vegetation is identified, provide a Vegetation Retention Plan that demonstrates any retention of significant vegetation.	Refer to the Environmental Assessment Report, attached under **Appendix D**, for the Vegetation Retention Plan.
If works encroach into the TPZs of any trees identified to be retained, a report from a qualified arborist (AQF level 5 Arboriculture) is required to demonstrate no negative impacts on the long-term health of the trees.	Refer to the Environmental Assessment Report, attached under **Appendix D**, for detailed discussion on tree impacts.

Alternate alignments and construction methodologies (e.g. tunnel boring, retaining walls, etc.) must be implemented to ensure retention of trees.	Refer to the Environmental Assessment Report, attached under **Appendix D**, for detailed discussion on tree impacts.
Details on how these works will be undertaken, including detailed construction methodology (e.g. machinery size/type, method of construction), identification of access tracks (where required), location of tree protection fencing, and any additional root and trunk protection measures to be implemented must be provided. All works proposed must be supported by a detailed Arborist assessment by a Level 5 AQF arborist.	Refer to the Environmental Assessment Report, attached under **Appendix D**, for detailed discussion.
Stormwater Management & Treatment	
A Lawful Point of Discharge is to be demonstrated. Guidelines as to what Council constitutes to be a satisfactory Lawful point of discharge may be found in City Plan 2014, Infrastructure Design PSP (ID PSP), section 7.6	Refer to the Flood & Stormwater Management Plan, attached under **Appendix F**, for details regrading the lawful point of discharge.
A Site Based Stormwater Management Plan report prepared by an RPEQ will be required to demonstrate compliance with the outcomes within this Code. The report is to be prepared in accordance with the ID PSP Section 1.	A Flood & Stormwater Management Plan has been prepared by Engeny Australia Pty Ltd, attached under **Appendix F**, in support of the proposed development.
The proposal is high-risk site from a water quality perspective; therefore, the applicant is required to address section B of the Stormwater Code. Prepare a Site Based Stormwater Quality Management Plan in accordance with the Infrastructure Design Code and associated Infrastructure Design Planning Scheme Policy, Section 7. In this instance, a performance solution could be viewed favourably with regard to water quality.	Refer to the Flood & Stormwater Management Plan, attached under **Appendix F**, for further information and **Appendix A** for assessment against the Stormwater Code and Infrastructure Design Code.
The development is to provide for the orderly development of stormwater infrastructure by providing a drainage connection for the upstream catchment, sized for ultimate catchment conditions. Further information about this may also be found in the Infrastructure Design PSP, Section 7.6.	Refer to the Flood & Stormwater Management Plan, attached under **Appendix F**, for detailed discussion regarding stormwater management.
Stormwater easements will be required as specified in section 7.10 of the Infrastructure Design PSP.	Refer to the Flood & Stormwater Management Plan, attached under **Appendix F**, for detailed discussion regarding stormwater management.
An Erosion and Hazard Assessment Form is required to be lodged with any development application that will result in soil disturbing activity.	An Erosion and Hazard Assessment Form has been completed and will be submitted as part of this application.
Additional	
Subdivision Code *An engineering report prepared by an RPEQ will be required to demonstrate compliance with the*	Refer to **Appendix A** for detailed assessment against the Subdivision Code and to **Appendix E** for the Traffic Engineering Report.

outcomes within this Code. Reference should also be made to the Model Code for Neighbourhood Design: A Code for Reconfiguring a Lot and the Planning (Walkable Neighbourhoods) Amendment Regulation 2020 became active on 28 September 2020.	
Filling and Excavation Code *Identify the extent of cut and filling proposed and demonstrate compliance with City Plan 2014– Filling and Excavation Code. Concept earthworks plans for the development are required showing retaining walls and existing and proposed levels.*	Refer to **Appendix A** for detailed assessment against the Filling and Excavation Code.
Infrastructure Design Code *Infrastructure to the development will need to be provided in accordance with the outcomes within this Code. An engineering report prepared by an RPEQ will be required to demonstrate compliance with the outcomes within this Code. The report is to be prepared in accordance with the ID PSP. Non-trunk road frontage works are required being closure and removal of all redundant crossovers and roof water outlets, including reinstatement of concrete kerb and channel, verge, and associated works.*	Refer to **Appendix A** for detailed assessment against the Infrastructure Design Code.
Streetscape Hierarchy Overlay Code *Provision of streetscape works on new roads will be required in accordance with PO1 and PO2 of the Streetscape hierarchy overlay code. Streetscape works and/or linear land dedication to existing roads will also be required as per the Streetscape hierarchy overlay code.*	Refer to **Appendix A** for detailed assessment against the Streetscape Hierarchy Overlay Code.

3 The Proposed Development

3.1 Summary

The proposed application seeks development approval for a Development Permit for Reconfiguring a Lot on land located at 177-183 Douglas Street, Oxley, being described as Lots 23 & 24 on RP29491. It is proposed to reconfigure the 7,466m² site into 16 residential allotments. The proposed subdivision configuration has been designed with consideration of the existing site characteristics, services and environmental features, as well as the recent residential development directly south of the site.

The proposed development responds to the opportunities and constraints of the site and will be of a scale that is consistent with the established low density residential uses in the area. The proposal is able to comply with the relevant performance and / or acceptable outcomes of the Emerging Community Zone Code, Darra-Oxley District Neighbourhood Plan Code, Subdivision Code, Biodiversity Areas Overlay Code, and all other prescribed secondary and overlay codes under the *Brisbane City Plan 2014*.

The components of the proposal are outlined in the following sections.

3.2 Lot Arrangement

The proposed development involves the establishment of 14 x small lots and 2 rear access lots **(Figure 4)**. The average lot size is approximately 323.9m² (excluding Lots 13 and 14). The development involves the creation of a new road (extension from Costalot Street) located in the centre of the site, facilitating access to Lots 6-16.

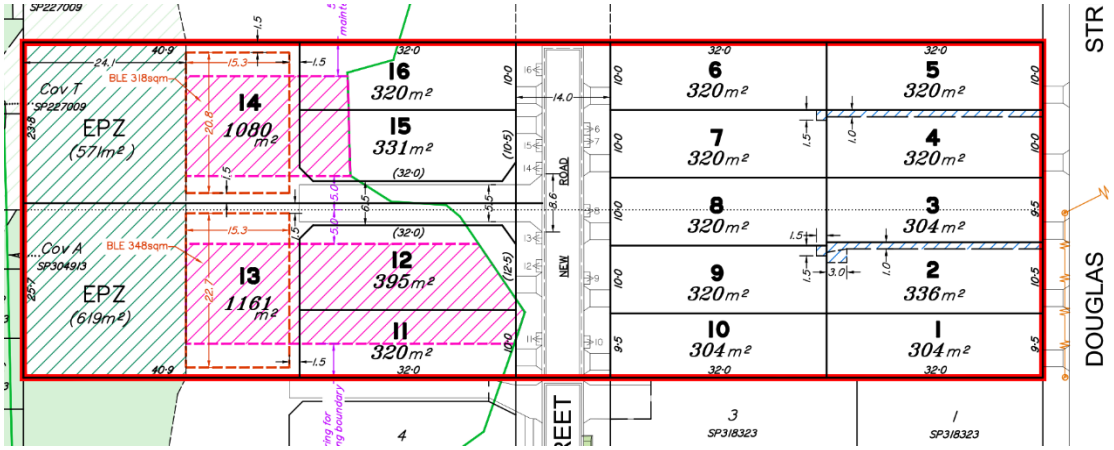


Figure 4 Proposed Subdivision Layout

Source: Excerpt from Subdivision Proposal Plans, attached under Appendix B

Table 4 illustrates the breakdown of the proposed lot dimensions:

Table 4 Lot Configuration Details

Lot	Area	Frontage Width	Lot Dimensions	Vehicle Access
1	304m²	9.5m	9.5m x 32m	Crossover to Douglas Street
2	336m²	10.5m	10.5m x 32m	Crossover to Douglas Street
3	304m²	9.5m	9.5m x 32m	Crossover to Douglas Street
4	320m²	10m	10m x 32m	Crossover to Douglas Street
5	320m²	10m	10m x 32m	Crossover to Douglas Street
6	320m²	10m	10m x 32m	Crossover to Costalot Street (new road)
7	320m²	10m	10m x 32m	Crossover to Costalot Street (new road)
8	320m²	10m	10m x 32m	Crossover to Costalot Street (new road)

Lot	Area	Frontage Width	Lot Dimensions	Vehicle Access
9	320m^2	10m	10m x 32m	Crossover to Costalot Street (new road)
10	304m^2	9.5m	9.5m x 32m	Crossover to Costalot Street (new road)
11	320m^2	10m	10m x 32m	Crossover to Costalot Street (new road)
12	395m^2	12.5m	12.5m x 32m	Crossover to Costalot Street (new road)
13	1,161m^2	Rear access lot	25.7m x 40.9m	Shared access easement & crossover to Costalot Street (new road)
14	1,080m^2	Rear access lot	23.8m x 40.9m	Shared access easement & crossover to Costalot Street (new road)
15	331m^2	10.5m	10.5m x 32m	Crossover to Costalot Street (new road)
16	320m^2	10m	10m x 32m	Crossover to Costalot Street (new road)

Lots 12-14 are able to comply with the minimum size requirements prescribed under Table 9.4.10.3.B of the Subdivision Code, and Lots 1-11 and 15-16 require a performance outcome for AO1. All lots are able to comply with the minimum lot dimension requirements prescribed under Table 9.4.10.3.B. The performance outcomes being sought in relation to lot size are acceptable when considering the context of the site, including being within immediate proximity to multiple dwelling developments which involve residential densities similar to or greater than the proposal. For example:

- The property to the north, at 45 Costalot Street (previously 163 Douglas Street) has been subdivided and developed for multiple dwellings (28 units, average density of 1 dwelling / 235m^2) under a previous approval (Council Reference: A004584393, approved 25/08/2017)
- The property south of 187 Douglas Street, at 199 Douglas Street and 1, 5 and 16 Costalot Street (previously 193 Douglas Street), has been subdivided and developed for multiple dwellings dwelling houses under a previous approval (Council Reference: A003682737, approved 26/06/2014).
- There is a current lot subdivision development application (4 into 35 lots) located at 174 Dowding Street, Oxley, proposing a similar design to this development, seeking lots with a frontage width of 7.5m (Council Reference: A006653092).

The subject site is one of two properties in the immediate vicinity that have not been subdivided and developed for multiple dwellings / dwelling houses with access via Costalot Street. The proposal maintains lot areas and frontages which are consistent with the established and emerging character of the surrounding neighbourhood. Specifically, the proposed layout results in small lots with minimum 10m frontage (except for Lots 1, 3 and 10), and large rear access lots that will include areas of retained vegetation in the Environmental Protection Zone (EPZ).

Refer to **Appendix A** for assessment against the Subdivision Code.

3.2.1 Residential Density

The Subdivision Code under the *City Plan 2014* requires development in the Emerging Community Zone not to exceed a density of 18 dwellings per hectare where the neighbourhood plan does not provide sufficient information on the density of lots. The Darra-Oxley District Neighbourhood Plan requires the scale of development is *"consistent with the anticipated density and assumed infrastructure demand".*

The development proposes 16 residential lots at a density of approximately 12.23 dwellings per hectare, clearly complying with the requirements of the Subdivision Code. The site is adjoined to the south by a recently constructed townhouse development and to the west by newly created 10m wide residential allotments. The development complies with the neighbourhood plan in that the proposed lots are consistent with the established residential character surrounding the subject site.

3.3 Engineering, Infrastructure and Services

As detailed in **Section 2.5** of this report, the site is readily serviceable by all required urban services. The Civil Engineering Plans, attached under **Appendix C,** provide details of the existing and proposed servicing arrangement in accordance with the appropriate standards.

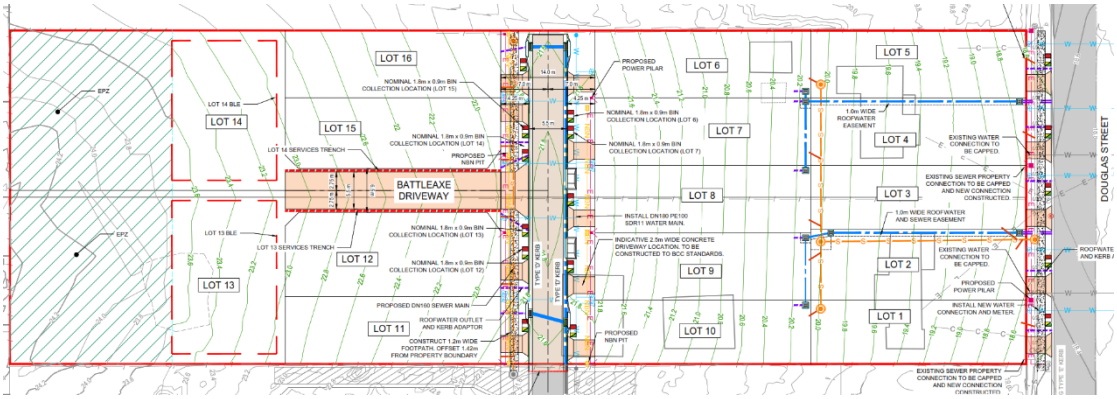


Figure 5 Proposed Servicing Arrangement
Source: Excerpt from Civil Engineering Plans, attached under Appendix C

3.3.1 Water Supply

As illustrated in the Civil Engineering Plans (refer **Appendix C**), there are existing water mains located within the verges of both Costalot Street and Douglas Street. The proposed servicing arrangement sees an extension of both services.

3.3.2 Sewer Reticulation

Similarly, sewer reticulation mains are located within the verges of Costalot Street and Douglas Street. The development proposes to service Lots 1 – 10 via the extension of sewer from the Douglas Street verge and through private property. Lots 11 – 16 are serviced via an extension of the main located in the western verge of Costalot Street. Refer to the Civil Engineering Plans **(Appendix C)** for details.

3.3.3 Stormwater Management

The subject site generally falls east towards Douglas Street. The existing site currently discharges to three locations, being Douglas Street (north and south) and Costalot Street **(Figure 6)**. These three locations are considered the lawful points of discharge for the site.



Figure 6 Lawful Points of Discharge
Source: Excerpt from Flood & Stormwater Management Plan, attached under Appendix F

Concept servicing plans attached under **Appendix C** illustrate that Lots 1-5 and 11-16 are graded to their road frontage and discharge roofwater to the kerb via kerb adaptors (Douglas Street for Lots 1-5 and Costalot Street for Lots 11-16). Lots 6-10 are graded to the rear and drain to inter-allotment drainage pits, piped in 1.0m wide roofwater easements along the Lot 2/3 and Lot 4/5 boundaries to kerb adaptors in Douglas Street. Road runoff from the Costalot Street extension is collected by gully pits and piped to the existing gully pit in Costalot Street. The northern end of the Costalot Street extension is a sag against the northern boundary. The sag gully pits and the pipe running south through the road crest to the existing Costalot Street network are sized to capture and convey flows up to and including the 1% AEP event, so that no overland flow is discharged onto Lot 25 on RP29491. All surface and subsoil flows are directed to a lawful point of discharge, preventing seepage, concentration of run-off or ponding on adjacent land.

The site involves an area greater than 2,500m^2 and will result in more than six lots, which results in the need to satisfy water quality assessment benchmarks. A performance-based stormwater quality management strategy treating the development runoff and enhancing the landscaping along the road is proposed with application of two street tree pits **(Figure 5)**. Given the infill nature of the development and constrained road reserve, it is considered an acceptable outcome is achieved.

As discussed in the Flood and Stormwater Management Report, attached under **Appendix F**, the WBNM software was used to undertake the hydrological changes for the development, assessing events up to the 1% AEP. The outflows from this assessment were then used to assess the downstream impacts of the development within TUFLOW. The report outlines that there is a minor increase in flows south down Douglas Street, however, no impacts are estimated to occur downstream of the site. As such it is considered the at the development proposal achieves non-worsening and no actionable nuisance has been created. From this, no on-site detention is recommended for this site.

Refer to the Flood and Stormwater Management Plan, attached under **Appendix F**, for further information.

3.3.4 Earthworks

As illustrated in the Civil Engineering Plans, attached under **Appendix C**, the proposed earthworks comprise formation of the Costalot Street extension and lot shaping, with a total cut of 776m³, total fill of 305m³, and net cut of 472m³ (survey to design surface, excluding topsoil stripping, bulking, service trenching and pavement boxing). Cut and fill depths are generally within 0.25m, with fill of up to 0.5m on Lots 6-10 and localised cut of no more than 0.75m. The total height of cut and fill does not exceed 1m. Lots 1-5 and 11-16 grade at approximately 3.5% to 5.5% to their road frontage and Lots 6-10 grade at approximately 5% to 6.2% to the rear, generally following the existing fall from approximately RL 24.2 at the western boundary to RL 18.4 at Douglas Street.

Where fill on Lots 6-10 meets the northern and southern site boundaries, the edge will be battered or retained by a low wall wholly within the site. Any retaining wall will be no more than 1m high, wholly contained within the site, clear of the environmental protection zone (EPZ) at the rear of Lots 13 and 14, and designed and certified by a Registered Professional Engineer Queensland in accordance with the structures standards of the Infrastructure design planning scheme policy. Walls within 750mm of a boundary will have a maintenance-free finish. Any fill will be clean fill only, free of construction rubble, debris and weed material.

Refer to the Civil Engineering Plans, attached under **Appendix C,** for further information.

3.4 Access

3.4.1 Douglas Street

As discussed within the Traffic Engineering Report, attached under **Appendix E**, the development will gain direct access to Douglas Street for Lots 1-5 via 2.5m wide individual vehicle crossovers at the eastern boundary, generally in accordance with Council Standard Drawing BSD-2022.

It is acknowledged that Douglas Street is classified as a District Road (Major Road) under Council's Road Hierarchy Overlay and that direct lot access is typically not permitted via a Major Road, as per Council's Infrastructure design Planning Scheme Policy (PSP). As discussed with Council at a pre-lodgement meeting, dated 3 August 2026, a performance outcome is sought for direct access to Douglas Street for Lots 1-5. It is noted that Council have provided written support of the proposed arrangements in this instance given the surrounding road environment along Douglas Street, as discussed further below.

Like the existing dwellings on site, the entire Douglas Street road corridor provides direct lot access. As such, there is significant precedent of vehicles turning in and out of driveways along this section of road. At each of the five proposed crossovers, there are no permanent obstructions to sight lines in either direction, with both roundabouts to the north and south clearly visible. As such, sight distance in excess of 83m can be achieved, generally in accordance with AS2890.1.

It is noted that the crossover to Lot 1 will be positioned clear of the adjacent bus stop on Douglas Street (Translink Stop ID: 010131). The crossover will be located clear of the 12.5m bus set down length (governed by the J-pole position) and will only partially be located within the 10m departure zone. The bus stop will therefore maintain the minimum arrival and departure zone allowances for an intermediate bus stop (without indented bay) as prescribed in Translink's Public Transport Infrastructure Manual (PTIM) 2015. The crossover to Lot 1 will have no impact on existing bus stop operations.

3.4.2 Costalot Street

The development also involves the creation of a new road (extension from Costalot Street) located in the centre of the site, facilitating access to Lots 6-16. The new portion of Costalot Street has been designed as a 14m wide Local Street, consistent with the existing form of the road to the south and generally in accordance with Council's Infrastructure PSP.

Lots 6-12 and 15-16 will gain direct access to the new road via 2.5m wide single dwelling driveways. Rear Lots 13 and 14 will gain access to the new portion of Costalot Street via a 6.5m wide shared access easement and a 5.5m wide Type B1 crossover. The shared access easement has been designed generally in accordance with Council's rear lot access requirements outlined in Council's TAPS PSP.

The traffic engineering review **(Appendix E)** of the layout suggests that the development will provide vehicle access which will not have a significant impact on the safety, efficiency, function, convenience of use or capacity of the road network, satisfying PO3 of the TAPS Code.

3.5 Servicing Arrangement

The proposed subdivision will facilitate servicing for Council's side loading domestic refuse collection vehicle (RCV), as prescribed for a Local Street in Council's Infrastructure PSP.

Until such time that the lot to the north (171 Douglas Street) is developed and the ultimate Costalot Street corridor can be formed, an RCV will be required to perform a turnaround manoeuvre during servicing. The proposed development will facilitate turnaround for an RCV via the 5.5m wide shared driveway for Lots 13-14.

The proposed subdivision includes appropriate locations for wheelie bin presentation at each individual lot frontage. It is noted that this includes Lots 13-14, which can be presented within the easement splays at the kerb. The bins for Lot 6 will be temporarily placed at the frontage of Lot 7 to limit the second RCV reverse manoeuvre to approximately 20m, generally in accordance with the Refuse PSP.

A swept path assessment of Council's side loading domestic RCV has been enclosed within **Appendix E**. The demonstrated turnaround manoeuvre will be temporary until such time that the lot to the north is developed, and the ultimate Costalot Street corridor can be formed. It is proposed to provide yellow 'no standing' line marking to facilitate the turnaround manoeuvre.

3.6 Traffic Impact

Traffic associated with the proposed development has been forecast using a peak hour trip generation rate of 0.83 – 0.84 trips per dwelling based on the Transport for New South Wales (TfNSW) (formerly RMS) Guide to Transport Impact Assessment (2024) for low density residential dwellings.

The proposed development is anticipated to generate up to 14 trips (combined in and out) in a single peak hour. This represents approximately one (1) trip every 4-5 minutes, which will have no material impact on the surrounding road network. Given the development will generates less than 25vph, it is not considered to be a Major development as defined under the TAPS PSP. As such, no further traffic assessment is deemed necessary to address the proposed developments traffic impacts.

Refer to the Traffic Engineering Report, attached under **Appendix E**, for further information.

3.7 Ecological Impacts

The subject site is mapped within the High Ecological Significance Strategic and Matters of State Environmental Significance sub-categories of the Biodiversity Areas Overlay **(Table 2).**

The western extent of the site is mapped under the Biodiversity Areas Overlay as containing a High Ecological Significance Strategic corridor. This average 40m wide corridor appears to be associated with the mapped waterway corridor for a tributary of Oxley Creek located approximately 250m north-east of the site. This mapped HES Strategic corridor then extends south down the western extent of the site and ultimately leads to a 'T', extending both east and west **(Figure 7)**. Connectivity to the Oxley Creek tributary is served from the site by Douglas Street and the small lot residential development to the north, which has removed almost all vegetation and compromised the drainage line.



Figure 7 Extent of Existing Biodiversity Area

Source: Near Map, June 2026

Importantly, this corridor does not necessarily appear to reflect areas of high ecological value, function or wildlife connectivity, but has been designed by BCC for future potential to provide this connectivity as a strategic environmental outcome. Connected vegetated values are limited to canopy trees within the backyards of lots along Douglas Street north of the site and by recent

development to the west and south-west at Portal Street. Portal Street development to the west has retained the intent of this corridor through a 20-25m wide corridor along the eastern property boundary. The proposal will also retain the intent of this corridor through a 24m wide corridor along the western boundary (approximately 1,190m^2); forming an average 33m wide corridor when combined with the existing corridor and covenants to the east. These areas have been specifically configured to retain the majority of native canopy vegetation and mapped ecological values, including koala habitat, while maintaining continuity with adjoining retained environmental corridors. The EPZ will provide for the long-term protection of retained vegetation and will be supported by rehabilitation and management measures aimed at enhancing habitat condition, connectivity and ecological function over time. This arrangement also aligns with the corridor created by development permits at 187 Douglas Street, Oxley (A005456583) and 163 Douglas Street, Oxley (A004584393).

The proposed development application will result in a minor encroachment into mapped Koala Habitat Areas ("KHA"). The Subdivision Concept Plan **(Appendix B)** illustrates a total encroachment (purple hatching) of 1,056m^2. It is understood that the development exceeds the 500m^2 threshold outlined within Item (k) of Exempted Development as defined in the *Planning Regulation 2017*. Consequently, under Part 10, Division 3 16B (2)(a), the application requires referral to SARA for assessment. The minor encroachment has been supported by a detailed assessment against State Code 25, demonstrating the suitability of the proposal (refer to **Appendix D**).

Moreover, as demonstrated in the photographs below **(Figure 8)**, the rear portion of the site that is mapped as koala habitat area does not contain significant understorey vegetation, with a large portion of the property being previously cleared. The proposed development will remove several trees to facilitate future residential use of proposed Lots 14 and 15 and will retain the majority of existing vegetation in the rear portion of the site.



Figure 8 Photographs of Western (Rear) Portion of Site

Accordingly, the proposed development has been designed and configured in response to the ecological features on and adjacent to the site (to the west), as well as the surrounding residential development pattern. The proposal provides an Environmental Protection Zone and a designated building location envelope within Lots 13 and 14 to minimise potential impacts on the existing ecological values. The proposed environmental protection area generally aligns with the existing environmental areas provided to the north and south of the site. The development footprint plans for future dwelling houses are 318m^2 and 348m^2 and are generally compliant with the requirements under the Biodiversity Areas Overlay Code.

The development application is accompanied by an Environmental Assessment Report prepared in accordance with Council's Biodiversity PSP, including a Tree Survey Plan and Tree Schedule and a Vegetation Management Plan **(Appendix D)**. A large number of trees will be retained within this corridor and rehabilitation undertaken to assist in creating a functional corridor. A total of 91 trees (23 species) were identified during the site survey, and the

development proposes to retain 38 (or 41.8%) of the trees identified on the property. While vegetation removal is required to facilitate the development, impacts are predominantly restricted to vegetation of lower ecological value and edge areas adjoining retained habitat.

Refer to the Environmental Assessment Report, attached under **Appendix D**, for further information.

4 Town Planning Framework

4.1 Planning Act 2016

This section provides an overview of the legislative context of the application under the provisions of the *Planning Act 2016* and under related legislation including the *Planning Regulation 2017* and the Development Assessment Rules.

4.2 Categories of Development and Benchmarks

The development proposed by this application includes Reconfiguring a Lot that is made Impact Assessable under the *Brisbane City Plan 2014*, in accordance with section 45 (2) of the *Planning Act 2016*.

In this regard, the benchmarks for a categorising instrument as set out in section 45(3) (a) of the Act have been considered by this report.

> *"(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."*

The relevant assessment benchmarks are described in section 30 of the Planning Regulation 2017, and state:

> *"(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."*

The category of development and the relevant assessment benchmarks are identified in **Section 1.1** of this report. Furthermore, the application is made impact assessable and the relevant benchmarks are addressed in **Appendix A** of this report.

The proposal is not made assessable under Schedule 10 of the *Planning Regulation 2017*.

4.3 Public Notification

Section 53 of the *Planning Act 2016* identifies the circumstances when the notification stage of the development assessment process applies as follows:

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

As identified in **Section 1.1** of this report, the application is Impact Assessable, and therefore public notification is required to be carried out in accordance with the *Planning Act 2016*.

4.4 Referral Agencies

The Referral Agencies triggered by this proposal and their jurisdictions have been established with reference to section 55(2) of the *Planning Act 2016* and Schedules 9 and 10 of the *Planning Regulation 2017*.

The subject site is impacted by the Core Koala Habitat Area Overlay **(Figure 9).** The proposed development application will result in a minor encroachment into mapped Koala Habitat Areas ("KHA"). The Subdivision Concept Plan **(Appendix B)** illustrates a total encroachment (purple hatching) of 1,056m^2. It is understood that the development exceeds the 500m^2 threshold outlined within Item (k) of Exempted Development as defined in the *Planning Regulation 2017*. Consequently, the development application requires referral to the Department of State Development, Infrastructure, Local Government and Planning under Schedule 10, Part 10, Division 3, Subdivision 3, Table 1 of the *Planning Regulation 2017*

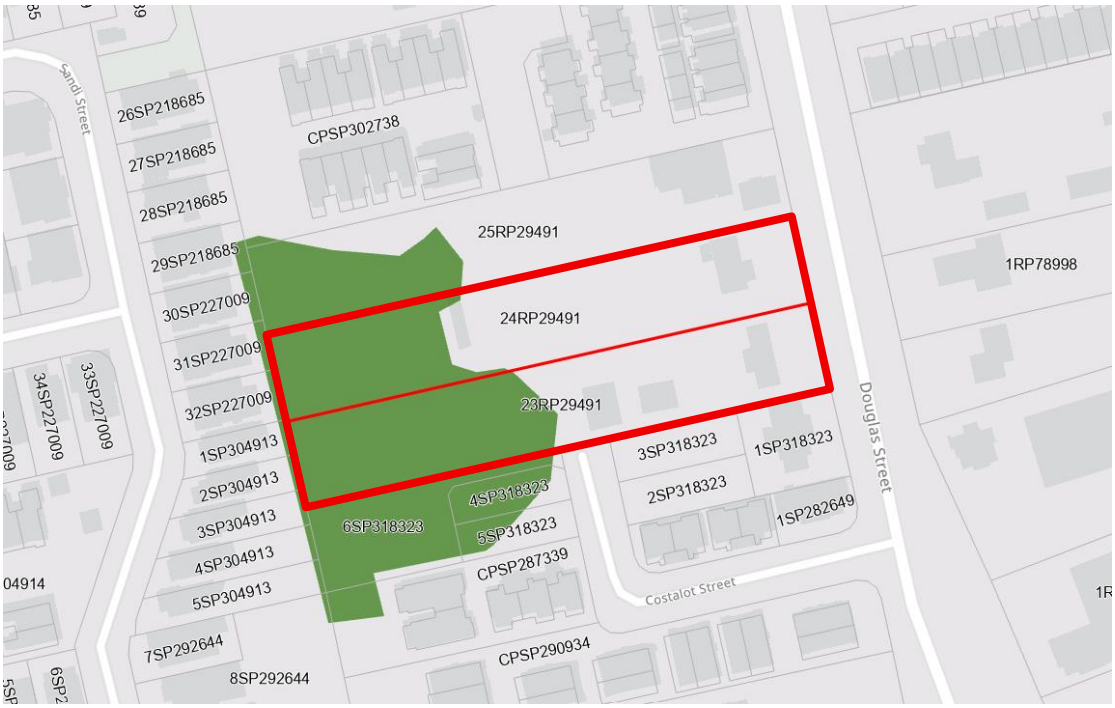


Figure 9 Core Koala Habitat Area Overlay
Source: Queensland Government DAMS, 2026

4.4.1 State Development Assessment Provisions

A review of Appendix 1, Table 2 of the State Development Assessment Provisions (SDAP) identifies that the proposed development will be assessed against:

- **State Code 25:** Development in South East Queensland koala habitat areas

Refer to **Appendix D** for assessment against the code.

4.5 South East Queensland Regional Plan

The South East Queensland Regional Plan identifies the subject site within the Urban Footprint regional land use classification. The intent of areas within the Urban Footprint is to provide for the region's urban development need to 2031. The Urban Footprint is intended to support urban uses such as "housing, industry, business, infrastructure, community facilities and urban open spaces." The proposal seeks approval for reconfiguring a lot within an established residential area and is clearly appropriate for the development of "urban activities".

4.6 State Planning Policy

The State Planning Policy has been reviewed relative to the subject site, in particular the development assessment requirements within Part E. The applicant considers that the SPP is

not applicable due to the location of the site and the nature of the works being proposed. Furthermore, the subject site is situated within the Brisbane City Council administrative area, and the application is made assessable under the *City Plan 2014*.

Part 2, Section 2.1 of the *City Plan 2014* identifies that the SPP was integrated into the planning scheme, with the exception of the Bushfire Prone Area State Mapping Layer. A review of State mapping confirms that the site is not identified as being subject to bushfire hazard and no further conflict has been identified.

4.7 Local Government Infrastructure Plan

As per Council mapping, the site is not currently subject to any future infrastructure projects. Douglas Street is identified as an existing trunk road; however, no further upgrades are anticipated.

4.8 Temporary State Planning Policy

The proposal is not subject to a Temporary State Planning Policy.

5 Categorising Instrument – Brisbane City Plan 2014

5.1 Strategic Framework

The proposed development is Impact Assessable and is assessable against the planning scheme. As demonstrated in the following section, the proposal complies with the zone code and therefore the broader planning scheme's strategic framework.

5.2 Emerging Community Zone

5.2.1 Purpose

Section 6.2.6.2 (1) of the *City Plan 2014* outlines the Purpose for the Emerging Community Zone as to:

(a) identify land that is intended for an urban purpose in the future; and
(b) protect land that is identified for an urban purpose in the future from incompatible uses; and
(c) provide for the timely conversion of non-urban land to land for urban purposes.

The proposal is consistent with the Purpose of the Emerging Community Zone in that it provides for the timely conversion of two undeveloped and underutilised land parcels into a low density residential development that is consistent with the established and emerging character of the surrounding neighbourhood.

5.2.2 Overall Outcomes

Section 6.2.6.2 (2) of the *City Plan 2014* outlines the purpose of the Emerging Community Zone will be achieved through the following Overall Outcomes:

(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:

(i) Theme 2: Brisbane's outstanding lifestyle and Element 2.2 – Brisbane's housing and accommodation choices;

(ii) Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values;

(iii) Theme 5: Brisbane's CityShape, Element 5.5 – Brisbane's Suburban Living Areas, Element 5.6 – Brisbane's Greenspace System and Element 5.7 – Brisbane's Future Suburban Living Areas.

(b) Development is carried out in an orderly sequence, within the context of the site and the city, and is informed by a coordinated and integrated structure planning process that demonstrates the development is:

(i) appropriate for the site's location within the city and its local context;

(ii) accessible to necessary supporting infrastructure, services and facilities;

(iii) responsive to development constraints, character and environmental values and site characteristics.

(c) Development including dwelling house, dual occupancy, rooming accommodation, multiple dwelling, a residential care facility and a retirement facility contributes to contained, sustainable and functional communities that provide housing:

(i) for suburban living generally as anticipated in the Low density residential zone; or

(ii) at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages; or

(iii) at a larger scale and greater dwelling density appropriate for the site's location and commensurate with ease of access to services, facilities and high frequency public transport.

(d) Development for a dwelling house, dual occupancy or multiple dwelling or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the net developable area:

(i) at proximately 18 dwellings per hectare, predominantly comprised of dwelling houses up to 2 storeys in height; or

(ii) at proximately 24 dwellings per hectare, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 3 storeys in height, if any part of the lot frontage is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in peak periods of 7am to 9am and 4pm to 6pm, and:

A. the edge of a centre zone other than the Neighbourhood centre zone; or

B. the edge of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.

(iii) if identified in a neighbourhood plan, at proximately;

A. 5 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height and designed and sited to respond to the site constraints and ensure minimal disturbance to valued attributes, if identified as a Very-low density residential potential development area;

B. 12 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height, if identified as a Low density residential - dwelling houses potential development area;

C. 16 dwellings per hectare or as indicated, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 2 storeys in height, if identified as a Low density residential - dwelling houses and multiple dwellings potential development area;

D. 25 dwellings per hectare or as indicated, predominantly comprised of dual occupancies or multiple dwellings up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area.

(e) Development for a relocatable home park or tourist park may be established or expanded in the Emerging community zone.

(f) Development for a non-residential use contributes to contained and vital communities and:

(i) is of a bulk and scale compatible with the built form of future development intended in the immediate locality;

(ii) mitigates interface impacts on existing development;

(iii) where not indicated in a neighbourhood plan, accommodates only those uses that address local need where within an existing or future residential area, including:

A. community services and recreational facilities (childcare centre, club, community care centre, community use, educational establishment, emergency services, indoor sport and recreation, outdoor sport and recreation, park, place of worship, substation and utility installation);

B. centres serving the immediate neighbourhood (including shopping centre, shop, office, food and drink outlet, health care service, hotel, bar, small-scale service industry of less than 100m2 gross floor area, service station and veterinary service);

C. small-scale non-residential uses.

(g) Development:

(i) does not adversely affect the character or environmental values of the site identified in a neighbourhood plan, an overlay or through the structure planning process; or

(ii) if unable to avoid impacting character or environmental values, mitigates impacts and ensures a compatible density, scale and form consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.

(h) Development is well planned and integrated with surrounding land uses and infrastructure.

(i) Development provides a connected and permeable transport network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.

(j) Development does not impinge on an existing or intended use of an adjacent area.

(k) Development provides appropriate mitigation measures including adequate buffer areas between incompatible land uses.

(l) Development for an interim use such as a dwelling house on an existing lot, animal husbandry, animal keeping, aquaculture, cropping or roadside stall does not prejudice future urban development.

(m) Development provides the infrastructure required to support the development.

Response:

The proposal is consistent with and does not compromise the Overall Outcomes of the Emerging Community Zone Code as it involves the creation of a new residential development, carried out in an orderly sequence, that is consistent with the intended neighbourhood character. The subject site is located in an emerging residential area that has witnessed substantial residential growth over the last few years and has sufficient access to all requisite urban services.

5.3 Darra-Oxley District Neighbourhood Plan

The subject site is identified within the Portal Street Precinct (NPP-004) of the Darra-Oxley District Neighbourhood Plan. Section 7.2.4.1.2(2) of the *City Plan 2014* outlines the purpose of the Darra-Oxley District Neighbourhood Plan will be achieved through the following Overall Outcomes:

(a) Development in the Darra and Oxley centres results in the growth of business, services and residential choice on well-located, high-frequency public transport corridors.

(b) Development results in building form, design and landscaping and streetscape amenity that contribute to these centres becoming active destinations within their communities.

(c) Development achieves housing choice in residential areas within walking distance to the suburban centres and high-frequency public transport.

(d) Multiple dwellings are not accommodated in the Low density residential zone, including where in a precinct.

(e) Development protects strategically important industrial areas from encroachment of sensitive land uses.

(f) Development of industry areas are supported by well-located business and services in defined locations adjoining established industrial areas.

(g) Development of industry within defined separation distances manages emissions and risks that may impact on sensitive land uses.

(h) Development within the Archerfield Airport Australian Noise Exposure Forecast and airport operations area is sited and designed to ensure the safety and efficiency of the current and future operational capacity of the airport and minimise the impact of aircraft noise.

(i) 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 there is both a community need and an economic need for the development.

Portal Street precinct (Darra—Oxley district neighbourhood plan/NPP-004) overall outcomes are:

(a) The Portal Street precinct contains established sensitive land uses (such as residential uses) that are located within the defined separation areas (500m) to high impact industries, including operations in the Brickworks precinct (Darra—Oxley district neighbourhood plan/NPP-003) and industries located south of the Ipswich Motorway. While this does not prohibit development, intensification of residential uses must not constrain the ability of established industry to operate.

(b) Future redevelopment of the Brickworks precinct (Darra—Oxley district neighbourhood plan/NPP-003) for low impact industry and medium impact industry will allow this precinct to develop to its full potential.

Response:

The proposal is consistent with and does not compromise the Overall Outcomes of the Darra-Oxley District Neighbourhood Plan Code as it involves the establishment of a new residential development that consistent with the intended neighbourhood character. The proposal is located an appropriate distance from industrial zoned land so as to not impact the amenity of future residents. The proposal also protects the existing vegetation at the front and rear of the site and preserves the environmental corridor formed by other recent developments. Offset planting can also be provided within the corridor, as necessary.

Refer to **Appendix A** for assessment against the Darra-Oxley District Neighbourhood Plan Code.

6 Assessment Benchmarks

Whilst the proposed development is assessable against the entirety of the *Brisbane City Plan 2014*, the following codes are particularly relevant.

6.1 Primary Codes

- **Darra-Oxley District Neighbourhood Plan Code** – addressed by DTS Group QLD, attached under **Appendix A**
- **Subdivision Code** – addressed by DTS Group QLD, attached under **Appendix A**

6.2 Secondary Codes

- **Filling and Excavation Code** – addressed by Urban Engineering Solutions Pty Ltd, attached under **Appendix A**
- **Infrastructure Design Code** – addressed by Urban Engineering Solutions Pty Ltd, attached under **Appendix A**
- **Landscape Work Code** – addressed by DTS Group QLD, attached under **Appendix A**
- **Outdoor Lighting Code** – addressed by DTS Group QLD, attached under **Appendix A**
- **Park Planning and Design Code** – addressed by DTS Group QLD, attached under **Appendix A**
- **Stormwater Code** – addressed by Urban Engineering Solutions Pty Ltd, attached under **Appendix A**
- **Transport, Access, Parking and Servicing Code** – addressed by DTS Group QLD, attached under **Appendix A**
- **Wastewater Code** – addressed by DTS Group QLD, attached under **Appendix A**

6.3 Overlay Codes

- **Bicycle Network Overlay Code** – addressed by DTS Group QLD, attached under **Appendix A**
- **Biodiversity Areas Overlay Code** – addressed by 28 South Environmental Pty Ltd, attached under **Appendix D**
- **Community Purposes Network Overlay Code** – addressed by DTS Group QLD, attached under **Appendix A**
- **Road Hierarchy Overlay Code** – addressed by DTS Group QLD, attached under **Appendix A**
- **Streetscape Hierarchy Overlay Code** – addressed by DTS Group QLD, attached under **Appendix A**

Conclusion

This assessment report has identified and analysed the relevant planning issues of this proposed development, which requires a Development Permit for a Reconfiguring a Lot - **2 into 16 Lots and Road Reserve.**

The conclusions, which can be drawn from this assessment report, are as follows:

- The development application has been made in accordance with the requirements for development under the *Planning Act 2016* and DA Rules;
- The application seeks approval to reconfigure the land into residential lots consistent with the surrounding character;
- The proposal maintains an ecological corridor consistent with that provided by adjoining and nearby residential developments;
- The proposed development will not compromise the Purpose or the Overall Outcomes stated in Part 3 of the *City Plan 2014*;
- The proposal complies with the requirements for Impact Assessable applications under the *City Plan 2014*;
- The town planning assessment report has assessed the development against the relevant codes under Part 9 of the *City Plan 2014.*

This Assessment Report supports the development application and is recommended to Council, as the Assessment Manager, for approval subject to reasonable and relevant conditions.

7 Appendices

Appendix A
Code Assessment
by DTS Group QLD Pty Ltd

Appendix B
Subdivision Proposal Plan
by DTS Group QLD Pty Ltd

Appendix C
Civil Engineering Plans
by Urban Engineering Solutions Pty Ltd

Appendix D
Environmental Assessment Report
by 28 South Environmental Pty Ltd

Appendix E
Traffic Engineering Report
by L + R

Appendix F
Flood & Stormwater Management Plan
by Engeny Australia Pty Ltd

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