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Planning Report

787, 782 and 166 Mains Road, Upper Mount Gravatt QLD 4122

For: Keylin UMG Pty Ltd

Date: November 2026



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Version History

Version	Description	Author	Reviewed	Date
1	Draft	G.Riley	C.Brown	15/09/2026
2	Final	C.Brown	B.Jones	23/10/2026

Executive Summary

This planning report supports a development application for residential development at 787, 782 and 166 Mains Road, Upper Mount Gravatt **(the site)**. The proposal will deliver a diverse range of residential lots and provide well-located infill freehold housing within Brisbane's established urban area, responding to demand for greater housing choice, affordability and diversity.

The site occupies a strategic location within one of Brisbane's most accessible and highly serviced suburbs. It is situated in close proximity to major public transport infrastructure, including the South East Freeway Metro network, and benefits from excellent connectivity to the broader metropolitan area via Mains Road and the Pacific Motorway. The site has access to key employment opportunities within the Upper Mount Gravatt and Mount Gravatt Major Centre, nearby Garden City precinct, the Brisbane CBD, and other regional employment nodes throughout South East Queensland via the highway network.

The locality is supported by an extensive range of existing social and community infrastructure, including major retail and commercial centres, schools, childcare facilities, healthcare services, recreational facilities and public open space. Educational opportunities are readily available through a variety of nearby primary and secondary schools, as well as tertiary institutions including Griffith Universities Nathan Campus. The site's proximity to these services and facilities supports the creation of a sustainable community where residents can access employment, education, shopping and recreation opportunities.

The proposal provides an opportunity to secure the long-term protection and management of 7.45ha of intact habitat on the slopes of Mt Gravatt for environmental management purposes. This represents more than 70% of the 10.469ha site being retained in its natural form comprising the more densely vegetated northern portion of the site, which has been identified as containing the site's highest biodiversity values, including native vegetation, wildlife habitat, ecological functions and natural landform features. The retained Environmental Management lots will remain outside the urban development footprint and continue to be privately owned and managed for conservation purposes, with access provided from the internal road by easement to support ongoing maintenance, rehabilitation and environmental stewardship.

The subdivision layout also avoids the mapped wetland and waterway areas, retains a clear and enduring edge between residential development and environmentally sensitive land, and incorporates fauna fencing along adjoining residential lots to minimise impacts on habitat and wildlife movement. Collectively, these measures balance the delivery of additional housing on the developable part of the site with the preservation and active management of the site's most environmentally significant land.

The proposed lot configuration has been informed by market demand and changing household preferences. The development provides a range of lot sizes capable of accommodating diverse housing types and household structures. This diversity of product responds to the growing need for housing choice within established urban areas while supporting efficient use of existing infrastructure.

Importantly, the proposal represents the revitalisation of land that has been underutilised for a considerable period. Historically associated with the former Klumpp Farm operations, the site no longer performs its historic agricultural function and has remained significantly underdeveloped despite its strategic urban location. The redevelopment of the land for residential purposes represents a logical and efficient transition to a use that better reflects the character, function and future planning outcomes envisaged for the surrounding area.

The proposed development has been carefully designed to integrate with the existing urban area, reflecting the established residential character of Upper Mount Gravatt while contributing positively to the ongoing evolution of the locality. Through the delivery of additional housing supply within an existing serviced area, the proposal supports broader strategic planning objectives relating to urban consolidation, housing affordability, efficient infrastructure utilisation and the creation of sustainable communities.

Overall, the proposal will transform an underutilised site into a high-quality residential neighbourhood that makes effective use of existing infrastructure and services, provides housing choice for future residents, and delivers a positive planning outcome consistent with the intent of the planning scheme.

Compliance with Assessment Benchmarks

This report provides an analysis of the suitability of the proposed development within the local context and with regard to the relevant planning scheme provisions. A detailed analysis of the physical characteristics and the locational and legislative context of the site has been carried out through a review of all the relevant state and local planning instruments.

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Summary

Site and Planning Framework

Table A below provides a summary of the key site details and relevant planning framework information.

Table A – Site and Planning Framework Details

Site Details	
Address	787 Mains Road, Upper Mount Gravatt 4122 782 Mains Road, Upper Mount Gravatt 4122 166 Mains Road, Upper Mount Gravatt 4122 4A Cleary Street, Upper Mount Gravatt (Access restriction strip)
Real Property Description	Lot 3 on RP138498 Lot 2 on RP138498 Lot 1006 on SL9128 Lot 84 on RP123786
Area (subject to survey)	Lot 3 - 73,310m^2 Lot 2 - 26,590m^2 Lot 1006 - 4,790m^2 Lot 84 - 8m^2 Total site area 104,698m^2
Owner/s	KEYLIN UMG PTY LTD A.C.N. 653 584 322 & Brisbane City Council (ARS only)
Easement/s	N/A
Local Planning Matters	
Local Government	Brisbane City Council
Planning Scheme	Brisbane City Plan 2014 – Version 36
Strategic Framework	N/A
Zone	Low Density Residential Zone and Environmental Management Zone
Local Plan	Mt Gravatt corridor neighbourhood plan

Overlays	787 Mains Road (3/RP138498)
	▪ Airport environs overlay
	  ○ Procedures for air navigation surfaces (PANS)
	  ○ BBS zone - Distance from airport 3-8km
	▪ Bicycle network overlay
	▪ Biodiversity overlay
	  ○ High ecological significance sub-category
	  ○ High ecological significance strategic sub-category
	  ○ Matters of state environmental significance (MSES) sub-category
	  ○ Matters of state environmental significance (MSES) sub-category
	▪ Bushfire overlay
	  ○ High hazard area sub-category
	  ○ Medium hazard area sub-category
	  ○ High hazard buffer area subcategory
	▪ Critical infrastructure and movement network overlay
	  ○ Critical infrastructure and movement planning area sub-category
	▪ Dwelling house character overlay
	▪ Flood overlay
	  ○ Overland flow flood planning area
	▪ Heritage overlay
	  ○ Local heritage place sub-category
	▪ Road hierarchy overlay
	  ○ Arterial road
	▪ Streetscape hierarchy overlay
	  ○ Subtropical boulevard – out of centre verge width 3.75m/4.25m
	▪ Transport noise corridor overlay
	  ○ Noise corridor – Brisbane – Queensland development code MP4.4 Noise Category 1, 2 and 3 sub-category

	○ State designated noise corridor – state-controlled road – (mandatory area): Category 0: Noise level < 58 dB(A), Category 1: 58 dB(A) – 63 dB(A), Category 2: 63dB(A) – 68dB(A) ▪ Waterway corridors overlay ○ Local waterway corridor sub-category ▪ Wetlands overlay
Local Government Infrastructure Plan	Priority Infrastructure Area
Temporary Local Planning Instrument/s	N/A
State Planning Matters	
State Planning Policy	▪ Biodiversity ○ MSES - Regulated vegetation (intersecting a watercourse) ○ MSES - Regulated vegetation (category B) ○ MSES - Regulated vegetation (essential habitat) ○ MSES - Regulated vegetation (category C) ○ MSES - Wildlife habitat (koala habitat areas - core) ○ MSES - Wildlife habitat (endangered or vulnerable) ○ MSES - Wildlife habitat (special least concern animal) ▪ Natural Hazards Risk and Resilience ○ Flood hazard area - local government flood mapping area ○ Bushfire prone area (potential impact buffer) ▪ Transport Infrastructure ○ State-controlled road ▪ Strategic Airports and Aviation Facilities ○ Wildlife hazard buffer zone
Development Assessment Mapping	▪ Seq Regional Plan Triggers ○ SEQ Regional Plan land use categories (Urban footprint) ▪ Water Resources ○ Water resource planning area boundaries ▪ Native Vegetation Clearing ○ Regulated vegetation management map (Category A and B extract) ▪ Koala Habitat Area ○ Core koala habitat area ▪ State Transport Corridor ○ State-controlled road ▪ Areas Within 25m of a State Transport Corridor ○ Area within 25m of a State-controlled road

Development Application Details

Table B below provides an overview of the development application.

Table B – Development Application Details

Development Application Details	Reconfiguring a Lot	Preliminary Approval
Development Particulars	Development permit – Reconfiguring a Lot	Preliminary Approval for a Material Change of Use that includes a Variation Request
Description	4 into 52 Lots plus bio basin, new road and access easement	▪ Variation to the underlying zoning ▪ Removal of the heritage overlay to the underlying sites
Category of Assessment	Impact assessment	Impact assessment
Public Notification	Required – 15 business days	Required – 30 business days
Assessment Manager	Brisbane City Council	Brisbane City Council
Referral(s)	Schedule 10, Part 9, Subdivision 2, Table 1 – State transport corridors and future State transport corridors (Aspect of development stated in schedule 21) (Planning Regulation 2017)	
Applicant Details		
Applicant	Keylin UMG Pty Ltd	

Applicant Representative	Therefor Group
Contact Person	Clare Brown – Associate (Planning) (07) 3666 5200 cbrown@thereforgroup.com.au
Reference:	25-0597P

Supporting Material

Table C below provides an overview of the supporting material which accompanies this application and has been incorporated and referenced throughout this report.

Table C – Supporting Material

	Document Title	Prepared By	Date
	Cover Letter	Therefor Group	15.09.2026
	DA Form 1	Therefor Group	
	Searches	Therefor Group	15.09.2026
	Owner's Consent	Therefor Group	22.10.2026
Appendix A	Code Compliance Statements	Therefor Group	
Appendix B	Plan of Reconfiguration (Rev C)	Therefor Group	29.10.2026
Appendix C	Low Density Residential Overlay Plan	Therefor Group	23.10.2026
Appendix D	Road Traffic Noise Assessment	MWA Environmental	28.10.2026
Appendix E	Bushfire Hazard Management Plan	Therefor Group	26.10.2026
Appendix F	Civil Servicing Report	360 Civil Design	22.10.2026
Appendix G	Ecology Report	Therefor Group	26.10.2026
Appendix H	Landscape Concept Plan	Therefor Group	22.10.2026
Appendix I	Stormwater Management Plan	Biome	19.10.2026
Appendix J	Traffic Impact Statement	ITE Consulting	29.10.2026

1. Introduction

This Planning Report has been prepared on behalf of Keylin UMG Pty Ltd (Applicant) in support of a development application over 787, 782, and 166 Mains Road, Upper Mount Gravatt QLD 4122 and formally described as Lots 2 and 3 on RP138498, and Lot 1006 on SL9128 (**site**). The application also includes Lot 84 on RP123786 being an access restriction strip (ARS), whereby consent from Council has been sought to allow the application to be lodged. This development application seeks development approval from Brisbane City Council (**Council**) for the following aspects of development (**proposed development**).

- Development Permit – Reconfiguring a Lot (4 into 52 lots plus bio basin, new road and access easement)
- Preliminary Approval - Material Change of Use that includes a Variation Request

The development application is subject to **impact assessment** and will be publicly notified for a minimum of 30 business days due to the inclusion of a Preliminary Approval (variation request) aspect of development.

This report addresses the merits of the proposed development and provides an in-depth discussion and assessment of the proposed development with respect to the relevant provisions of the state and local planning instruments, the *Planning Act 2016* (**Planning Act**) and other relevant legislation.

In conjunction with the supporting material, this report aims to outline the facts and circumstances which weigh in favour of approval of the proposed development, and demonstrate it should be approved, subject to reasonable and relevant conditions.

Specifically, this report provides the following to assist in assessment of the development application:

- An overview of the key aspects of the proposed development.
- A summary of the planning merit and alignment with the planning intent for the site and wider area.
- A site analysis which provides details of the key characteristics of the site and surrounding area, including relevant development approval/s.
- A summary of the technical analysis which has informed the design of the proposed development.
- An overview of the state planning framework as it relates to the site, including referral details and some commentary on the proposed development's alignment with the state planning interests, where relevant.
- An overview of the local planning framework as it relates to the site, including some commentary on the proposed development's alignment with the local planning intent.



Figure 1. Subject site (source: BCC interactive mapping)

2. Site Analysis

2.1 Overview

The site, shown in the below aerial, is located at 787 (Pink), 782 (Blue) and 166 (Orange) Mains Road, Upper Mount Gravatt QLD 4122. The site is irregular in shape and comprises a total area of 104,698m^2.



Figure 2. Aerial imagery of site (NearMap)

2.2 Site Characteristics and Servicing

Table D below provides an overview of the key site characteristics and servicing information.

Table D – Site Characteristics and Servicing Information

Site Characteristics	
Existing Use / Improvements	As shown in the aerial imagery above, the site is currently mostly covered by uncleared vegetation, with a heritage dwelling house (Klumpp's Farmhouse) located to the south, which is to be relocated and fully reconstructed on 2 O'Grady Street (Lot 60 on RP123786). The area subject to the ROL is partly cleared, with additional vegetation further north on the subject sites. The site is improved by surrounding low-density residential development.
Access and Frontage	The site has frontage of ~270m to Klump Road and 14m to Clearly Street.
Easement/s	N/A
Topography	The site is sloped in varied directions, with council contours indicating a maximum elevation (on area subject to proposed development) of approximately RL 78m to the north, falling to approximately RL 56m to the southern boundary fronting Klumpp Road.
Vegetation	The site contains mixed vegetation, with dense vegetation to the north of the site, and scattered vegetation remaining in the area subject to proposed development to the south of the site. Please see the attached **Ecology Report** for further information.
Waterways and Waterbodies	The site contains a mapped wetland/waterway to the north (see attached **Site Searches**). The waterway is not on land subject to the proposed development and will not be impacted.
Contaminated Land / Environmental Management	Lot 3 on RP138498 is identified on the Environmental Management register in association with petroleum product or oil storage. The EMR listing has been recognised in the preparation of the development application and is disclosed accordingly. The remaining lots are not identified on the register (see attached **Site Searches**).
Servicing Information	
Water	Water infrastructure is located in Cleary Street and will be extended through the new internal road to service all lots.

Sewer	The site will connect into the exiting sewer via the adjoining property at 4 O'Grady Street. This is detailed in the Engineering Report.
Stormwater	Stormwater will be collected and drained to the bio basin (Lot 900) in the southern portion of the site. The basin will discharge into the existing outlet to Klumpp Road (see attached **Site Searches**).
Electricity, Gas and Telecommunications	The site currently not connected to these services, however existing infrastructure is located nearby.

2.3 Context

The surrounding locality is characterised by an established low-density residential pattern and protected vegetation.

Surrounding development is characterised by:

- North – Vegetation (Mt Gravatt Reserve), Griffith University, Yarranlea Primary School.
- East – Established low density residential.
- South – Pacific Motorway, established low density residential, Westfield Mt Gravatt.
- West – Pacific Motorway, Mount Gravatt Cemetery, Queensland Sports and Athletics Centre (QSAC).

The site context therefore reflects a low-density residential development pattern, supported by surrounding infrastructure and services.

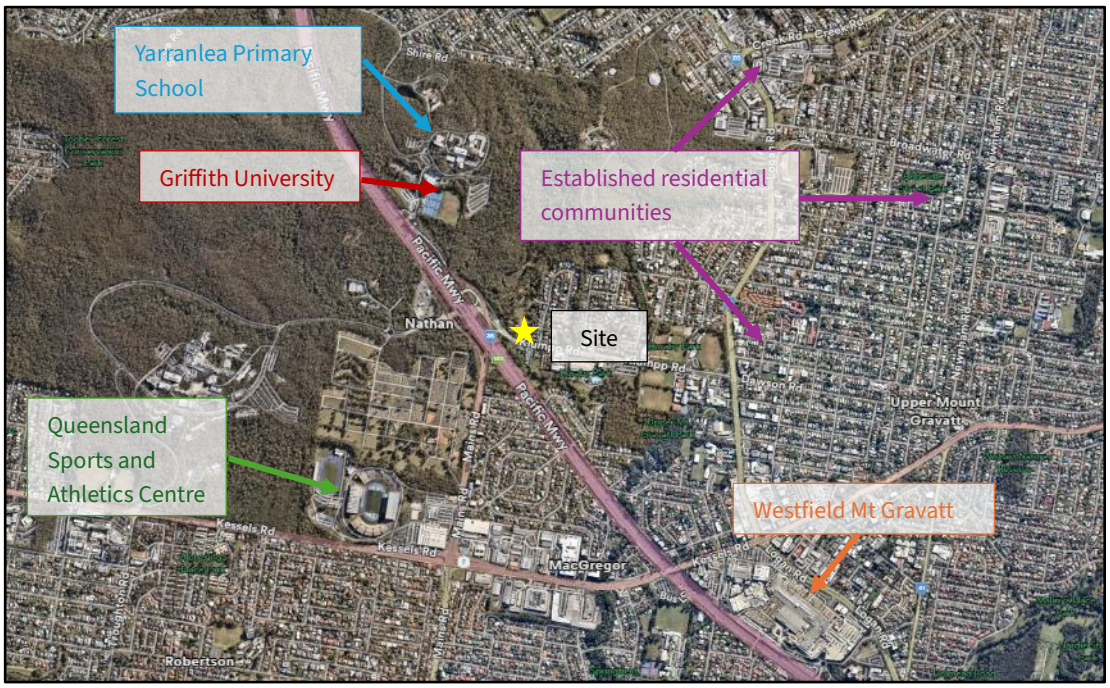


Figure 3. Surrounding Context (NearMap)

2.4 Development Application and Approval History

Subject Site

Table E below provides an overview of the application and approval history of the site, where relevant.

Table E – Site Application and Approval History

Council Reference	Description	Approval Date
A005898817	Development Permit for Material Change of Use – Multiple Dwelling (84 Townhouses)	Withdrawn

3. Proposed Development

The proposed development seeks to subdivide four (4) lots into 52 lots, bio basin, new road and access easements. The following sections of this report outline the details of the proposed development and any key matter relevant to council's assessment.

The site is designated within the Low density residential and Environmental Management zones and located in Upper Mount Gravatt area. The proposed development, including layout, lot sizes, frontage width and road have been designed in compliance with the requirements of the Brisbane City Council City Plan 2014.

3.1 Overview

The proposal involves the redevelopment of a significant site within the Upper Mount Gravatt area. The site has been vacant for several years and has a long history with the surrounding area, being known as having the existing Klumpp farmhouse on site, which is registered as a Local heritage place.

The Klumpp farmhouse, under a separate development application, is seeking to be removed, and reconstructed on 2 O'Grady Street, Upper Mount Gravatt to maintain its importance to the area and ensure the visibility of the dwelling is achieved.

This development proposal seeks the establishment of 52 lots, with 50 lots to accommodate dwelling houses which will provide much needed homes to the market. The proposed lots have been designed with a size and frontage that aligns with the intended density and character of the low-density residential zone, the Upper Mt Gravatt neighbourhood plan and the sites proximity to public transport, educational establishments and employment opportunities. The preliminary approval (variation request) component seeks to ensure future dwelling houses can be subject to accepted development (where meeting all relevant provisions) through varying the underlying zoning and the removal of the heritage overlay of the property.

The reconfiguration includes 50 residential lots ranging from 304m^2 – 984m^2 (developable area), with an additional two (2) lots which will be retained as environmental management lots that will have access via the proposed access easement from the internal road. The proposed development includes a bio basin located to the south of the developable area, a new road network, providing access to each proposed lot from Cleary Street (approval is sought to remove the access restriction strip 4A from Cleary Street – Lot 84 on RP123786).

3.2 Key Aspects

Table F below provides a summary of the key aspects of the proposed development.

3.2.1 Summary

Table F – Key Aspects of Proposed Development

Component	Development Detail
Existing lots	Lot 3 on RP138498 Lot 2 on RP138498 Lot 1006 on SL9128 Lot 84 on RP123786
Proposed new lots	50 new lots plus access easements
Proposed lot size range	304m^2 – 984m^2
Average lot size	408m^2
Minimum frontage	10.5m
Staging	N/A
Easement/s	Access benefiting lots 11 & 12 (burdening Lot 12) Access benefiting lots 27,50, Lot 2 on RP138498 & Lot 1006 on SL9128 (burdening Lots 27, 50, Lot 2 on RP138498 & Lot 1006 on SL9128)

3.2.2 Lot Layout

The proposed Plan of Subdivision is attached and reproduced in **Figure 4** below. The key aspects of the subdivision are:

- 50 residential lots to support future construction of detached dwelling houses.
- 29 lots under 400m^2, remaining 21 lots over 400m^2
- All proposed lots to be accessed from the internal road network, extending from Cleary Street, with lots 11 and 12 via an access easement.
- Bushfire management zone to be established in the rear portion of lots 20-27 and lot 50. Noting, this area does not impact upon the building envelope area.
- Existing lots 1006 on SL9128 and Lot 2 on RP138498 are intended to be retaining and managed as privately owned environmental land. An access easement is proposed to be established from the internal road to service these lots.

The proposed residential lots range from 304m^2 – 984m^2, with an average size of 408m^2. Each of the proposed allotments are designed to ensure a future dwelling can be accommodated on site, with access achieved from the internal new road extending from Cleary Street. Proposed frontage widths range from 10.5m to 41.6m, which will provide a mix of housing choice and diversity within the future streetscape of dwelling houses.

The proposed Environmental Management zoned lots will continue to contribute to the protection, conservation and enhancement of the site's ecological and landscape values. Consistent with the purpose and overall outcomes of the Environmental Management Zone (EMZ), the lots will provide for the ongoing stewardship of environmentally sensitive areas, including the protection of native vegetation, wildlife habitat, ecological functions and natural landform features. The lots are not intended for urban, intensive or commercial development, but rather will remain in a low-impact state and be actively managed to support biodiversity outcomes and the long-term environmental integrity of the area. Private ownership will facilitate ongoing maintenance, rehabilitation and environmental management responsibilities, ensuring the land continues to perform its environmental function while remaining compatible with the surrounding pattern of development envisaged by the planning scheme.

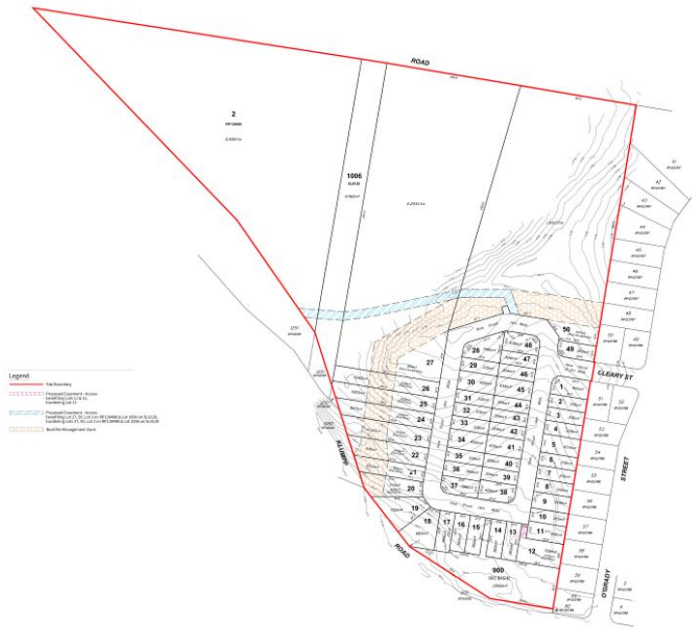


Figure 4. Proposed Plan of Subdivision

3.2.3 Lot size

It is acknowledged that the proposed subdivision includes a number of lots under 400m^2. The proposed development has been appropriately assessed having regard to the intent of the Low density residential zone, the Subdivision Code and the strategic framework of Brisbane City Plan. While a component of the proposed lots are below 400m^2, the proposal is still able to achieve compliance with the overall intent of the Low Density Residential zone, acknowledging the land size is not the only component of delivering a low density residential outcome and is not the only contributing factor to future building design outcomes.

The proposal achieves the relevant performance outcomes which will allow the delivery of housing choice, and a range of detached housing outcomes which reinforces the intended low-density residential character of the locality whilst responding to the market demand of housing choice and affordability.

It is to be acknowledged that the subject site is not a conventional suburban infill site located. The site occupies a highly accessible urban location immediately adjoining a major transport corridor and within convenient walking distance of the Upper Mount Gravatt Busway Station and the broader South East Metro network. The site also benefits from close proximity to existing infrastructure, such as:

- Garden City Major Centre
- Significant employment opportunities
- Educational facilities
- Open space networks; and
- Community infrastructure.

Given the existing services and infrastructure, the site lends itself to providing a range of lot sizes and product type, which is achieved with lots under the 400m² benchmark. The planning scheme seeks to accommodate population growth within Brisbane's existing urban footprint and encourages housing diversity and efficient land use outcomes in locations capable of supporting increased residential activity. The proposal directly contributes to these strategic planning objectives through a range of lot sizes and frontages. All lots are intended to accommodate detached dwelling houses and will continue to exhibit the built form characteristics associated with low-density suburban development.

The size of a lot, in isolation, is not determinative of character outcomes. It should be considered that neighbourhood character is derived from the ultimate built form presentation, landscaping outcomes, building setbacks, site cover, streetscape interface and overall subdivision design. The proposed lots are capable of accommodating functional detached dwellings, private open space areas, landscaping and on-site parking arrangements consistent with the planning scheme requirements. Consequently, the development will present as a low-density residential neighbourhood.

When considered in the context of the site's strategic location, accessibility to high-frequency public transport, proximity to a Major Centre, existing infrastructure capacity and ability to maintain detached dwelling outcomes, the proposed lots achieve the underlying purpose and intent of the Low density residential zone notwithstanding variation from the nominated lot size benchmark. The proposal therefore represents an appropriate performance-based outcome that better advances the strategic outcomes of Brisbane City Plan than strict compliance with the numerical lot size measure alone.

3.2.4 Access easement

Access to Lots 2 and Lot 1006 will be achieved from the proposed access easement from the internal road. New lots 11 and 12 will also be accessed via an access easement.

3.2.5 Road Layout

The proposed development seeks approval for the continuation of road from Cleary Street, which extends from the existing road network to the east.

The proposed road is a continuation of Cleary Street within the existing eastern residential development, which has a road width of ~15m. The proposed road circulates throughout the proposed residential development, providing direct access to each of the residential lots.

3.2.6 Carparking

The proposed layout has been designed to ensure all lots can accommodate on site car parking through the frontage and depths of the allotments.

3.2.7 Refuse and servicing

Refuse and servicing will be via the new road created. Proposed Lots 11, 12 and 13 will have bin pads identified along the frontage of Lot 13. These are shown on the engineering plans.

3.2.8 Earthworks

The development area of the site has an existing levels of approximately RL 56.5 to RL 78. As part of the proposed development, earthworks are required to ensure future dwellings can occur on relatively flat building pads. This is shown in the earthworks plan contained within the civil engineering package, refer to **Appendix F**.

3.2.9 Provision of Infrastructure

Water

An existing water main is located within Cleary Street. The proposal will extend this main through the new internal road. Each lot will have their own connection. This is shown on the engineering plans.

Sewer

The development is proposed to connect into the existing gravity sewer, located in the south west corner of the adjoining site – 4 O'Grady Street (Lot 59 on RP123786).

Stormwater

All new lots will grade to the internal road, and stormwater will drain to the proposed bio basin (Lot 900). Stormwater will ultimately discharge to Klumpp Road as per the existing arrangement. This is further detailed in the Biome Consulting report within **Appendix I.**

Electricity, gas and telecommunications

Existing services for electricity, NBN and telecommunications are located nearby to the site and connections will be made for each new allotment. A new pad mount transformer is also proposed opposite lot 48. Refer to the attached **Searches** for further information.

3.3 Proposed Variation Request

In accordance with Section 50 of the Planning Act 2016, the application states the way in which the approval is sought to vary the effect of the Planning Scheme. The proposed Variation Request is supported by the following plans which are referenced and form part of the overriding provisions:

- Land use plan
- Heritage overlay amendment plan

The objective of the proposed Variation Request is to do the following:

- Vary the underlying zoning of the future residential lots, allowing them to be assessed under the low density residential zone (LDRZ). This will ensure they are accurately assessed under the LDRZ provisions when considering the built form benchmarks within the dwelling house and dwelling house (small lot) code. This is referred to on the submitted plans by the Preliminary Approval (and referred to herein as Proposed Land Use Plan).
- Vary the heritage overlay over the site, removing it as an assessment benchmark for future dwelling houses. This is a result of the existing local heritage place (Klumpp farmhouse), being reconstructed on the adjoining lot and therefore, the overlay should not continue to prevail over the wider land holding. Retaining the overlay results in all future dwelling houses being subject to Code Assessment, without the option to be accepted development against the dwelling house code and or dwelling house (small lot) code. This is referred to on the submitted plans by the Preliminary Approval (and referred to herein as the Proposed Heritage Overlay Amendment Plan).

Purpose of the Variation Request

This Preliminary Approval seeks to vary the effect of City Plan by removing the Heritage Overlay from the subject site (and subsequently updating the relevant area adjoining heritage land parcels) and varying the underlying zoning of the site to ensure all of the future residential lots are within the LDRZ, with the site currently having a spilt zoning of LDRZ and Environmental Management zone (EMZ).

The purpose of the Heritage Overlay is to identify and conserve places of cultural heritage significance and ensure that development protects and enhances the heritage values of those places. The overlay's ongoing application is predicated on the existence of a heritage place possessing cultural heritage significance. In this instance, the heritage place which gave rise to the overlay mapping (Klumpp Farmhouse) is sort to be lawfully removed and reconstruction on adjoining land (2 O'Grady Street – Lot 60 on RP123786) pursuant to a separate development approval. As a consequence, the site will no longer contain the heritage fabric, character or cultural heritage values that the overlay was intended to protect.

Planning Assessment

The continued application of the Heritage Overlay is no longer aligned with the physical circumstances of the land and does not advance the strategic purpose of the planning scheme. Retention of the overlay would impose additional assessment requirements directed towards the conservation of heritage values that no longer exist on the site.

The proposed variation therefore:

- Aligns the planning framework with the current condition of the land;
- Removes an overlay that no longer performs an identifiable planning function;
- Avoids unnecessary and unwarranted development assessment requirements;
- Maintains the integrity of the planning framework by ensuring planning controls are applied only where a legitimate planning purpose exists; and
- Does not result in any adverse impacts on heritage values, given no heritage place remains on the site.

The variation does not undermine the overall intent of City Plan and does not diminish the protection of the heritage values or character and is seeking for the mapping to reflect the updated situation of the local heritage place. This variation will ensure that the planning controls applying to the site accurately reflect the site's existing characteristics and planning constraints.

3.3.1 Zone boundary amendment

As part of the variation request, the application seeks to amend the LDR zone to reflect proposed lot layout. The lot layout has been designed to reflect:

- The natural connection of Clearly Street and geometry of the existing road alignment.
- Inclusion of addition land that is currently zoned LDR, into the Environmental Management zone.
- The contours of the site, following the natural ridge line and stormwater catchments.
- Consideration of environmental aspects and value, including the ability to clearly delineate between public road and private property.
- Consideration of the catchment based nature of infrastructure servicing the development.

The proposed extension of the Low Density Residential Zone over the residential lots in the northern portion of the site is a logical and appropriate refinement of the zoning framework. It responds directly to:

- the physical characteristics of the land;
- the proposed subdivision layout; and
- the established pattern of urban development in the locality.

As illustrated in the subdivision concept, the proposed residential lots continue the existing residential neighbourhood to the east and south, extending the established urban structure in an orderly manner. The proposed road network extends naturally from the existing road reserve connections, creating an integrated and legible street pattern consistent with the surrounding residential area. The zoning boundary should therefore reflect the practical extent of the development footprint, rather than create an arbitrary distinction between land that will function as part of the same residential neighbourhood.

The proposed zoning extension also aligns with the site's topography. The residential lots are located on land capable of accommodating urban development and are integrated with the site's natural contour pattern. The proposed zone boundary follows a clear transition point across the site.

The location of existing and retained vegetation has also informed this variation request. The applicant acknowledges the areas of environmental significance and vegetated land on the site, and seeks to ensure these areas are retained and protected from development. The proposed variation creates a clear distinction between developable residential land and land intended to remain undeveloped, establishing a more recognisable and enduring urban edge than the existing zoning arrangement.

The proposed zoning extension is also supported by servicing considerations. The road layout and stormwater management strategy have been designed on an integrated basis, with drainage infrastructure responding to the site's natural catchment characteristics. The residential lots within the zoning extension can be efficiently serviced by the planned stormwater network and associated infrastructure, without creating isolated development pockets or requiring inefficient infrastructure extensions. The proposed zoning variation therefore reflects the land that can be practically serviced as part of the overall urban development outcome.

Accordingly, the extension of the Low Density Residential Zone is considered both appropriate and necessary to facilitate a coordinated, well-planned residential community that responds to the site's physical and environmental attributes.

The extent of amendment sought is 3949m^2 as shown in **Figure 5** below.

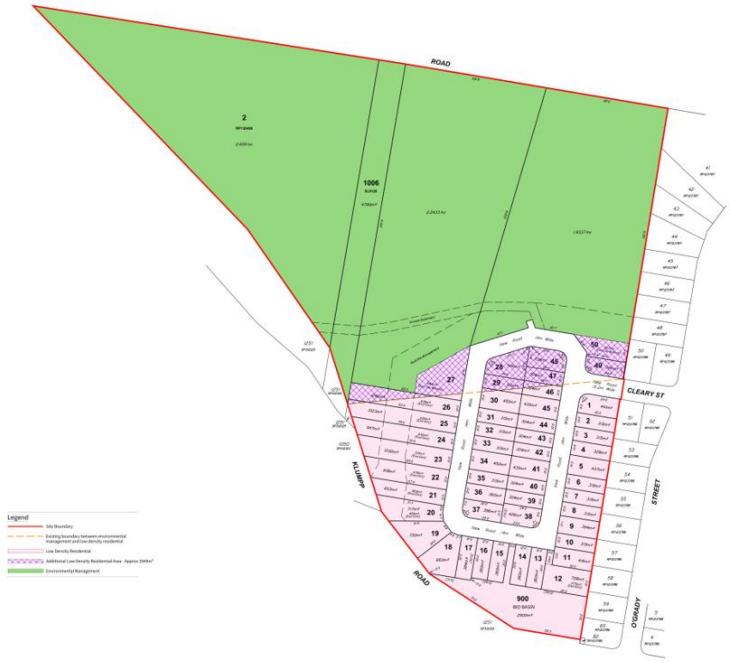


Figure 5. Additional Low Density Residential Area (Therefor Group)

4. Technical Analysis

The proposed development will involve works and other outcomes which require technical assessment. A number of technical reports have been prepared to accompany this development application and are summarised below.

4.1 Bushfire Hazard Management Plan & Assessment

A Bushfire Hazard Assessment and Management Plan has been prepared by Therefor Group for the development, and is included within **Appendix E**. The assessment identifies one bushfire hazard area (HA1), comprising approximately 5.87 ha of contiguous remnant and regrowth vegetation to the north and north-west of the development footprint, which is classified as a High potential bushfire hazard.

An integrated approach is proposed for bushfire management plan across the site. A 20 m-wide Bushfire Management Zone is proposed to ensure adequate separation of future dwellings to the HA1. Additionally, Lots 20–27 and Lot 50 require future habitable buildings, Class 10a structures and decks to be located where modelled radiant heat is no more than 29 kW/m^2, effectively keeping buildings outside the BAL-29 contour demonstrated in **Figure 6**.

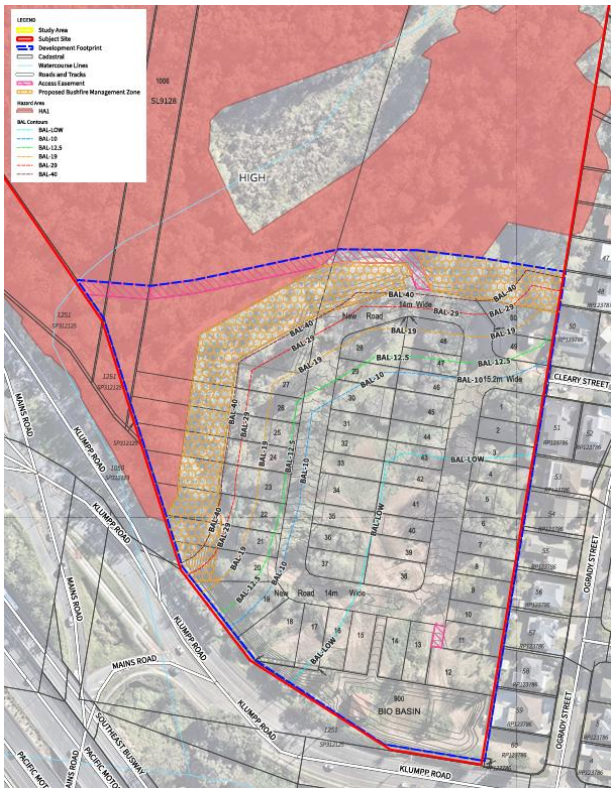


Figure 6. BAL Contours (Therefor Group)

The assessment concludes that, subject to implementation and ongoing maintenance of the recommended mitigation measures, the proposed subdivision can achieve a tolerable bushfire-risk outcome and satisfying the relevant bushfire assessment benchmarks.

4.2 Engineering Assessment

A Civil Engineering Assessment has been undertaken by 360 Civil in support of the development application, refer to **Appendix F.** The accompanying information provides an assessment of the proposal in respect to utilities (water, sewer, power, telecommunications and gas); bulk earthworks and stormwater drainage. The report identifies the proposed development can be appropriately serviced by all relevant infrastructure.

4.3 Environmental Assessment

An environmental assessment has been undertaken by Therefor Group and is provided within **Appendix G**. The assessment has determined that the proposed residential subdivision has been designed to concentrate development within the previously disturbed southern portion of the site, while retaining the principal native woodland and habitat areas to the north and west.

Approximately 0.65 ha of mapped Koala Habitat Area will be affected by earthworks and bushfire management, including the removal of 37 non-juvenile koala habitat trees. Accordingly, assessment against State Code 25 has been undertaken and the

application will be referred to SARA. It is anticipated that an environmental offset will likely be required for the resulting significant residual impact.

Category C vegetation and locally mapped biodiversity values are affected, however no Category B remnant vegetation clearing is proposed. The development also avoids mapped waterway and wetland areas, with the broader northern and western habitat network retained.

Fauna fencing is proposed in the rear portion of lots 18-27 as they adjoin the environmental areas of the site to allow fauna to move safely between retained habitat areas.

4.4 Landscape Concept Plan

A Landscape Concept Plant has been prepared and is attached within **Appendix H.** The plan identifies the future streetscape of the new internal road, landscape palettes and a fence and wall plan.

Given the site characteristics and existing overlays, the proposal includes a number of fencing options, including:

- Acoustic fencing
- Privacy screen fencing
- Pool fencing
- Fauna fencing
- Retaining walls

All of these aspects have been informed by the project team and are further delivered within their specialist reporting.



Figure 7. Fencing & Wall Plan, Landscape Plan

4.5 Noise Impact Assessment

MWA Environmental have undertaken a Road Traffic Noise Assessment, this will be provided in due course for Council's review and assessment.

4.6 Traffic Impact Assessment

A Traffic Impact Assessment report has been prepared by ITE consulting and is attached within **Appendix J**. Entry to the site will be via the extension of Clearly Street, which will provide access for servicing as well. The modelling indicates that development-generated traffic will not materially affect the operation of the Klumpp Road/O'Grady Street intersection, which remains within capacity. While the right-turn movement from O'Grady Street operates at capacity, this is an existing condition and is not caused by the development. The road safety assessment concludes that the additional traffic results in a negligible change in crash risk, with no mitigation works required.

4.7 Site Based Stormwater Management Plan

A Site Based Stormwater Management Plan prepared by Biome has been prepared and is included within **Appendix I.** In order to address the management of stormwater quantity and quality, a single stormwater treatment basin has been proposed with an estimated detention volume of 930m^3 and a bioretention filter area of 310m^2. It is also concluded that a lawful point of discharge will be achieved at all four discharge locations.

5. State Planning Framework

5.1 Planning Act 2016

The *Planning Act 2016* (**Planning Act**) and its subordinate legislation is the statutory framework for decision making in relation to land use and development in Queensland.

The proposed development constitutes the following aspects of "development" as defined in Schedule 2 of the Planning Act:

- Reconfiguring a lot
- Material Change of Use

5.1.1 Category of Assessment

In accordance with section 43 of the Planning Act, the relevant categorising instrument for this development application is the Brisbane City Plan 2014 (**planning scheme**). As identified in **Section 6.2.1** of this report, the planning scheme categorises the proposed development as **impact assessable**.

Section 45(5) of the Planning Act states:

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 matters outlined in section 45(5)(a)(i) above are identified in **Section 6.2** of this report and subsequently addressed.

With respect to section 45(5)(a)(ii), the matters Planning Regulation prescribes are:

- The matters stated in Schedules 9 and 10 of the Planning Regulation for the development.
- The planning scheme (see **Section 6**).
- The regional plan for the region, to the extent it is not identified in the planning scheme as being appropriately integrated.
- The State Planning Policy, to the extent it is not identified in the planning scheme as being appropriately integrated.
- Any designation applying to the premises.
- Any temporary State Planning Policy applying to the premises.
- Any development approval for, and any lawful use of, the premises or adjacent premises (see **Section 2.4**).
- The common material.

Unless otherwise stated, the following sections assess the development application against the above matters.

In respect to section 45(5)(b), an assessment of 'other relevant matters' is included in **Section 7** of this report.

5.1.2 Variation Request Assessment

Section 61(2) of the Planning Act states:

An application that is a variation request is to be assessed with consideration to:

a) the result of the assessment of that part of the development application that is not the variation request; and
b) the consistency of the variations sought with the rest of the local planning instrument that is sought to be varied; and
c) the effect the variations would have on submission rights for later development applications, particularly considering the amount and detail of information included in, attached to, or given with the application and available to submitters; and
d) any other matter prescribed by regulation

With respect to Part(b) above, the proposed variation is consistent with the intent of the site as presented in the local planning instrument. No further assessment of the heritage overlay is required.

5.2 Planning Regulation 2017

The purpose of the *Planning Regulation 2017* (**Planning Regulation**) is to prescribe instruments and address matters provided for under the Planning Act and provide the mechanics for the operation and implementation of the Planning Act.

5.2.1 Schedules 9 and 10 (Assessable Development and Referrals)

Schedules 9 and 10 of the Planning Regulation outlines various types of development which are prohibited development, assessable development or development requiring referral agency assessment. The Development Assessment Mapping System (**DAMS**) assists to identify development assessment triggers and referrals under the Planning Regulation.

The mapping (refer attached **Site Searches**) and the regulation have been reviewed in the context of this development application and the following is confirmed:

- The proposed development **is not** prohibited development.
- The proposed development **is not** assessable development.
- The proposed development **does** require referral, and further detail is set out in **Table G** below.

Table G – Referral Summary

Referral Trigger	Aspect of Development	Referral Agency	State Code(s)
Schedule 10, Part 9, Subdivision 2, section 21	Assessable development – all or part of the premises are within 25m of a state transport corridor; and the total number of lots is increased.	Chief Executive	State Code 1 – Refer to **Code Compliance Statements.**

5.2.2 Schedule 12A (Reconfiguring a Lot)

Schedule 12A of the Planning Regulation identifies the assessment benchmarks for walkable neighbourhood design for particular subdivision.

In accordance with Schedule 12A, Part 1 of the Planning Regulation, the proposal is required to undertake assessment against the assessment benchmarks contained in Schedule 12A, Part 2. An assessment against these criteria is provided in the **Code Compliance Statements**.

5.3 Regional Plan

The site falls within the bounds of the South East Queensland Regional Plan 2023 (**ShapingSEQ**). ShapingSEQ provides the framework for managing growth, change, land use and development in the SEQ Region to the year 2046.

5.3.1 SEQ land use category

As shown in **Figure 8** below, the site is located within the Urban footprint defined by ShapingSEQ. Land within the urban footprint is considered generally suitable for urban development subject to consideration of State and local planning constraints and assessment matters. The proposed development is consistent with this intent.

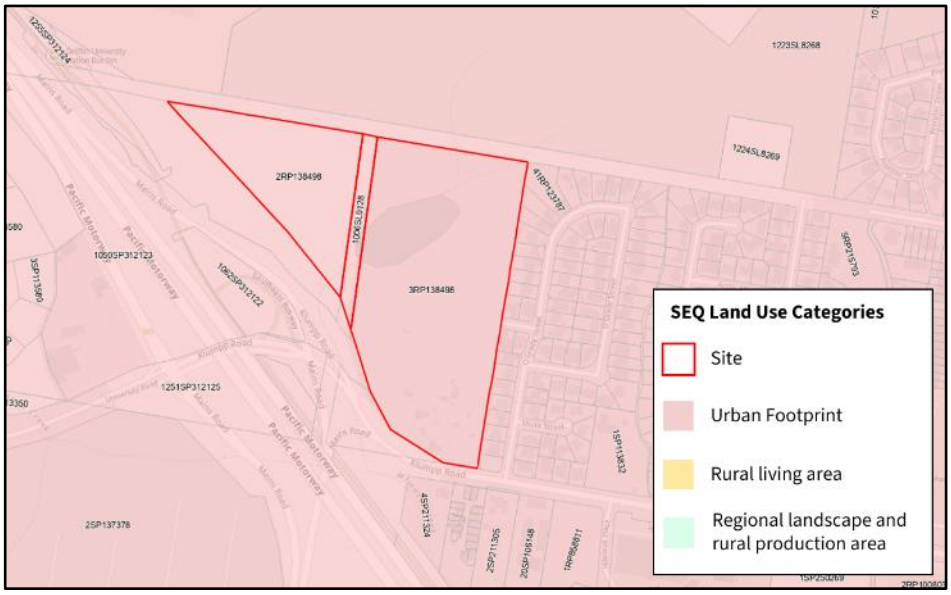


Figure 8. SEQ land use category (DAMS Mapping)

5.4 State Planning Policy

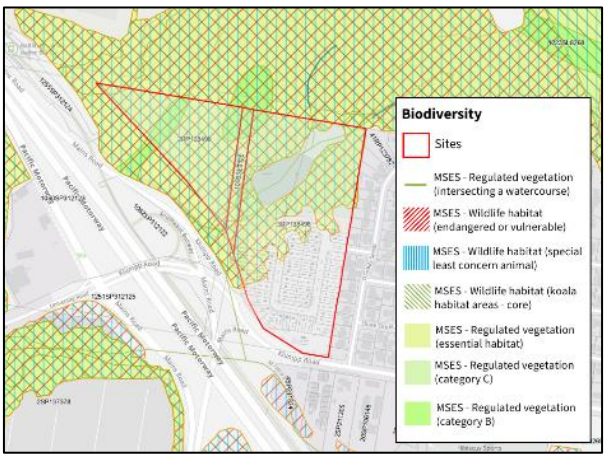
The current State Planning Policy (July 2017) (**SPP**) relates to 17 separate State interests grouped together under 5 broad themes and provides direction to local governments in preparation of planning documents and assessment of development applications. Where one or more State interest policies are not integrated into a local government's planning scheme, the local government must, to the relevant extent, have regard to Part C (purpose and guiding principles), D (State interests) and E (State interest policies of the SPP.

Pursuant to Part 2.1 of the planning scheme, the only items of the SPP which have not been integrated are:

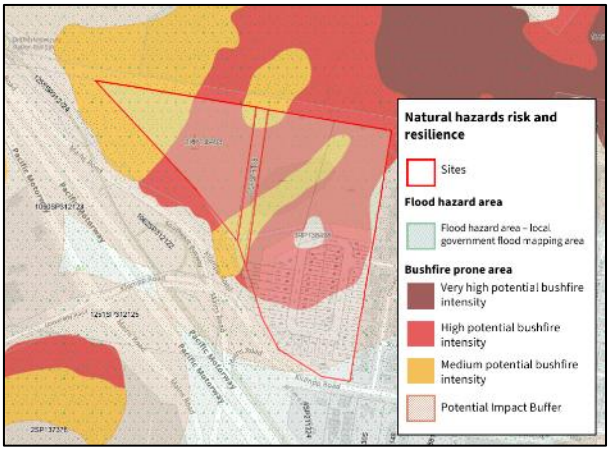
- State interest – Natural hazards, risk and resilience – The bushfire prone area in the planning scheme does not reflect the State mapping layer.
- State interest – Strategic airports and aviation facilities – The building restricted area is not identified in the planning scheme.

State interest matters are spatially defined as layers included in the SPP interactive mapping system to assist local government, the community and industry understand and interpret where and how state interest policies apply in land use planning and development. An excerpt of this mapping is included below (**Table I)** and a full copy of the SPP report can be found in the **Site Searches**.

Table I – SPP Mapping

SPP Mapping	Summary
	**Biodiversity** As articulated in the supporting map, the development footprint of the proposed reconfiguration is minorly impacted by the Biodiversity SPP mapping. The site is mapped under the following sub-categories of this mapping: ▪ MSES - Regulated vegetation (intersecting a watercourse) ▪ MSES - Regulated vegetation (category B) ▪ MSES - Regulated vegetation (essential habitat) ▪ MSES - Regulated vegetation (category C) ▪ MSES - Wildlife habitat (koala habitat areas - core) ▪ MSES - Wildlife habitat (endangered or vulnerable) ▪ MSES - Wildlife habitat (special least concern animal)

Please refer to the **Ecology Report** attached for justification of potential development impacts.

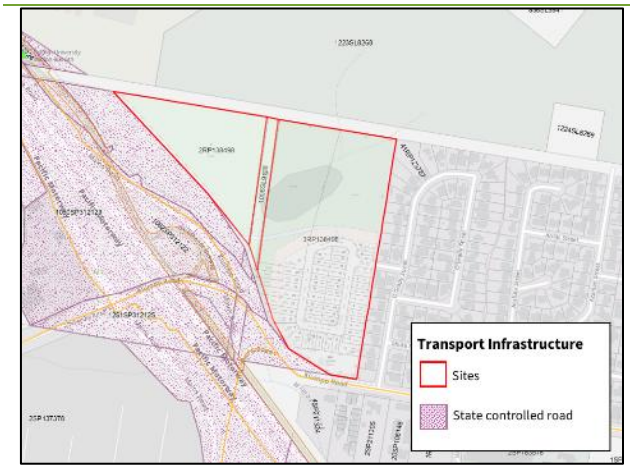


Natural Hazards risk and resilience

As articulated in the supporting map, the development footprint of the proposed reconfiguration is impacted by the Natural hazards risk and resilience SPP Mapping. The site is mapped under the following sub-categories of this mapping:

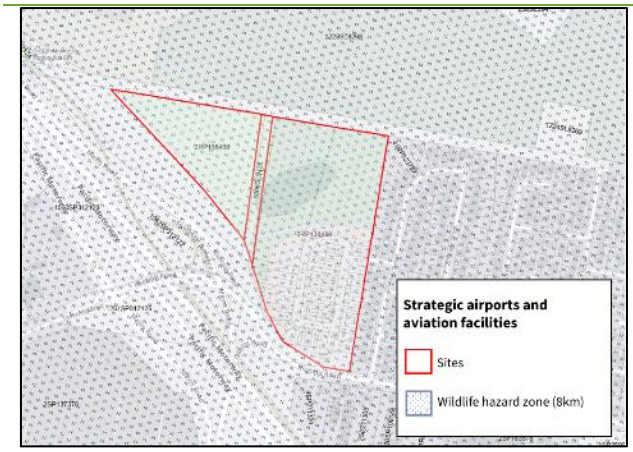
- Flood hazard area - local government flood mapping area
- Bushfire prone area – high and medium potential bushfire intensity, potential impact buffer

Please refer to the **Bushfire Hazard Management Plan** attached for justification of potential development impacts.



Transport infrastructure

As articulated in the supporting map, 787 Mains Road adjoins a state-controlled road. As stated in **Section 6.2** of this report, the proposed development triggers a referral associating this **SPP** Mapping.



Strategic airports and aviation facilities

As articulated in the supporting map, the development footprint of the proposed reconfiguration is impacted by the Strategic airports and aviation facilities SPP Mapping. The site is mapped under the following sub-categories of this mapping:

- Wildlife hazard zone (8km)

As the site is not identified as being mapped under any layers which have not been integrated in the planning scheme, no further assessment against the SPP is required.

5.5 Designated Premises

The site is not identified as being a designated premises.

5.6 Temporary State Planning Policies

No temporary State planning policies have been identified as being relevant to the site or this development application.

6. Local Planning Framework

6.1 Planning Scheme

The Brisbane City Plan 2014 (**planning scheme**) is the key local planning instrument which sets out the intent for development within the bounds of the Brisbane City Council local government area.

6.2 Category of Assessment and Assessment Benchmarks

6.2.1 Summary

Table H below summarises the category of assessment for the proposed development and the relevant assessment benchmarks (where relevant), and to have regard to the whole of the planning scheme. As identified below, the development application will be subject to **impact assessment**.

Table H – Category of Assessment and Assessment Benchmarks

Provision	Category of Assessment	Assessment Benchmark/s	Response Location
Low density residential zone	**Impact assessment**	▪ Subdivision code ▪ Low density residential zone code ▪ Filling and excavation code ▪ Infrastructure design code ▪ Landscape work code ▪ Stormwater code ▪ Transport, access, parking and servicing code	**Section 7.2.3 and 7.2.6 of this Report** and **Code Compliance Statements**.
Environmental management zone	**Impact assessment**	▪ Subdivision code ▪ Environmental management code ▪ Filling and excavation code ▪ Infrastructure design code ▪ Landscape work code ▪ Stormwater code ▪ Transport, access, parking and servicing code	**Section 7.2.3 and 7.2.6 of this Report** and **Code Compliance Statements.**
Mt Gravatt corridor neighbourhood plan	**No change**	▪ Mt Gravatt corridor urban community neighbourhood plan code	**Section 7.2.4 of this Report** and **Code Compliance Statements**
Airport environs overlay	**Not applicable**	-	-
Bicycle network overlay	**No Change**	▪ Bicycle network overlay code	**Code Compliance Statements**
Biodiversity areas overlay	**No Change**	▪ Biodiversity areas overlay code – purpose overall outcomes and all outcomes in Section C	**Code Compliance Statements**
Bushfire overlay	**No Change**	▪ Bushfire overlay code - purpose, overall outcomes and outcomes in sections A, C and D	**Code Compliance Statements**
Critical infrastructure and movement network overlay	**Not applicable**	-	-
Dwelling house character overlay	**Not applicable**	-	**-**
Flood overlay	**Not applicable**	-	**-**
Heritage overlay	**Impact assessment**	The Planning Scheme including: ▪ Heritage overlay code – purpose, overall outcomes and outcomes in sections A and C	**Code Compliance Statements**

Road hierarchy overlay	**No Change**		▪ Road hierarchy overlay code - purpose, overall outcomes and outcomes in sections C and D	**Code Compliance Statements**
Streetscape hierarchy overlay	**No Change**		▪ Streetscape hierarchy overlay code - purpose, overall outcomes and outcomes in sections A and B	**Code Compliance Statements**
Transport noise corridor overlay	**Not applicable**	-		**-**
Waterway corridors overlay	**Not applicable**	-		**-**
Wetlands overlay	**Not applicable**	-		**-**

6.2.2 Strategic framework

The Strategic Framework sets out the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs throughout Brisbane for the life of the planning scheme. As the proposal is assessable against the planning scheme, additional information has been provided below to demonstrate how the proposed changes are consistent with the planning scheme intent.

Firstly, it is considered the proposal directly aligns with the Strategic intent for "Housing for all" in Brisbane, which seeks to ensure the provision of housing in Suburban Living Areas is relevant to the various local contexts of building and landscape character of these areas. The proposal also contributes to the provision of additional housing choice to cater for residents' housing needs and purchasing ability at all life stages, ensuring adaptability to the changing needs of the city over time. The proposal is intended to accommodate single dwelling houses in a manner consistent with established development context.

The Strategic Framework comprises the following five (5) themes that collectively represent the policy intent of the scheme:

- Brisbane's globally competitive economy;
- Brisbane's outstanding lifestyle;
- Brisbane's clean and green leading environmental performance;
- Brisbane's highly effective transport and infrastructure; and
- Brisbane's CityShape.

The themes and associated elements of the strategic framework have been reviewed in the context of their relevance to the application and key elements have been identified below.

As per the Brisbane Economic Development Plan, the Mt Gravatt/Upper Mt Gravatt regions are located within the 'Population serving' area. The proposed development facilitates 50 new residential lots, fit to accommodate future dwellings, therefore, aligning with the role of the region of serving the growing population.

The proposed development is in the 'Smart suburban corridor' according to the Brisbane Game's Transport legacy report, which follows the Metro corridor from the CBD transcending through Mt Gravatt, and connecting to Eight-Mile Plains. The proposed development facilitates 50 new residential lots, fit to accommodate future dwelling houses, which will contribute to the suburban nature of the region, and encourage use of the transport corridor.

According to the Our Productive City report, the proposed development is located within the Regional Economic Cluster, surrounding the Archerfield Airport and Industrial zoning network surrounding. According to Shaping SEQ, these clusters act as high-value employment areas that generate significant economic activity. The proposed development is consistent with this framework as it facilitates residential lots that do not prejudice the ongoing operation or future development of the Regional Economic cluster, while supporting a balanced urban form in proximity to significant employment and infrastructure networks. Therefore, the proposed development will encourage the growth of the regional economic cluster by delivering additional housing supply within an established urban area, enabling potential employment opportunities to reside in proximity to key development destinations while reinforcing the efficient integration of residential communities and economic activity.

6.2.3 Zone

As shown in **Figure 9** below, the site is located in the Low density residential (LDR) and Environmental Management (EM) zone. Noting that this application seeks to vary the underlying zoning to ensure that the LDR zone is reflected across all proposed new lots. The surrounding area is also predominately located within the LDR, with some pockets of land within the Environmental management, Medium density residential, Conservation (metropolitan, and Community facilities zones).

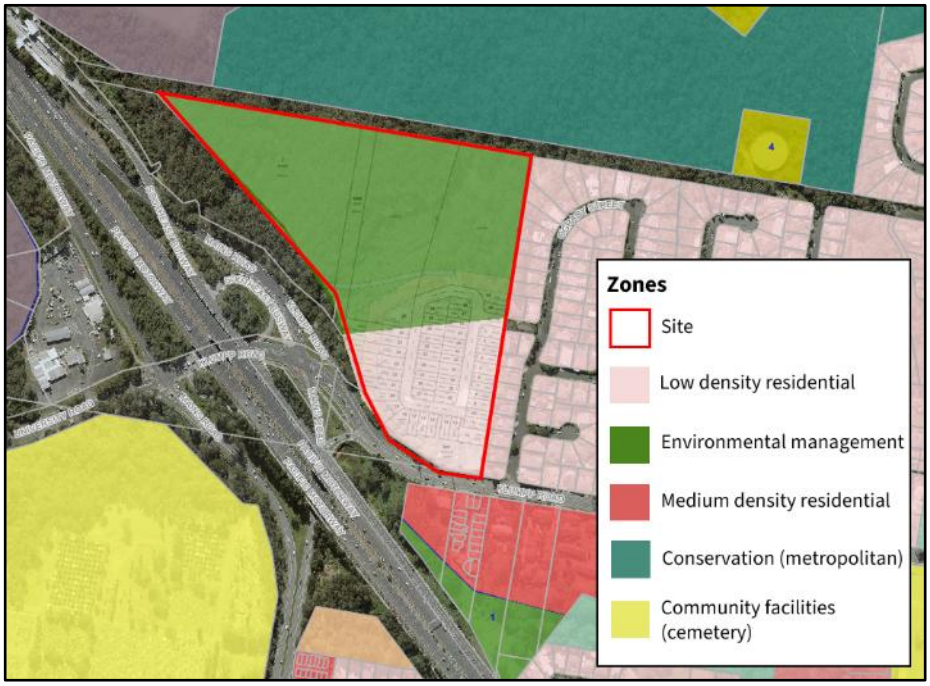


Figure 9. Zoning map (Brisbane City Plan 2014 Interactive Mapping)

The proposed development is required to be assessed against the provisions of the Low density residential zone code. Pursuant to section 6.2.1.1(1) of the planning scheme, the purpose of this zone is to provide for a variety of low density dwelling types; and community uses, and small-scale services, facilities and infrastructure, to support local residents.

The proposed development is consistent with the purpose and overall outcomes of the Low Density Residential Zone because it:

- Provides a low-density subdivision that is compatible with the form and scale of surrounding development.
- Retains a detached dwelling outcome, notwithstanding that some lots are below 400m^2, consistent with the built form envisaged for the zone.
- Does not facilitate higher-density residential development, such as multiple dwellings.
- Maintains a low-density suburban character through detached housing, private open space and individual street frontages, with only two rear lots proposed (lots 11 and 12).
- Makes efficient use of serviced urban land close to established infrastructure, educational facilities and major transport routes.
- Creates lots capable of accommodating dwellings with appropriate setbacks, landscaping and private open space.
- Balances increased housing choice with the established character of the neighbourhood.
- Advances the strategic outcomes of the planning scheme by responding to the site's accessible location and capacity to accommodate growth while remaining consistent with the zone's intended character.

A full assessment of the proposed development against the provisions of the zone code is provided in the **Code Compliance Statements**.

As outlined in Section 2.3.1 within the report, this application seeks to vary the underlying zoning boundary for the site, allowing all future residential lots to be within the LDR zone. This has been carefully considered through a number of factors to ensure that the long term conservation of the broader environmental lots are retained and protected.

6.2.4 Neighbourhood Plan

As shown in **Figure 10** below, the site is located in the Mt Gravatt corridor neighbourhood plan (**neighbourhood plan**).

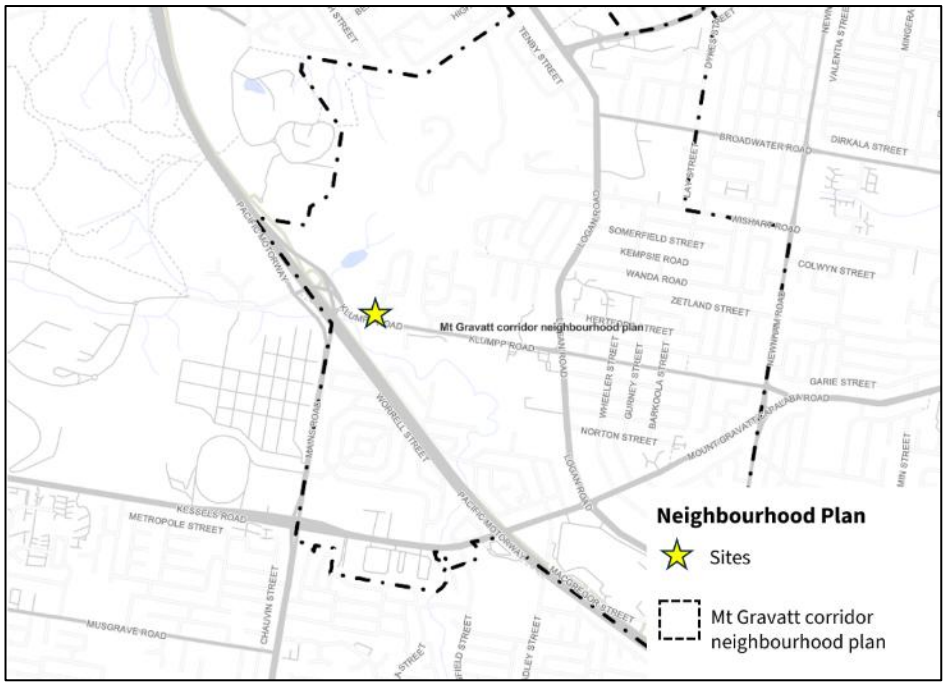


Figure 10. Neighbourhood plan map (Brisbane City Plan 2014 Interactive Mapping)

Strategic alignment

The proposed development is consistent with the intent and strategic outcomes of the Mt Gravatt corridor neighbourhood plan code. It provides a well-located residential subdivision that accommodates appropriately scaled growth within an established urban area and capitalises on access to high-frequency public transport, major employment areas and community infrastructure.

Character and housing outcomes

The subdivision maintains the locality's intended low-density character by facilitating detached dwelling houses on individual lots. It also makes efficient use of land within Brisbane's existing urban footprint by increasing housing supply in a location already serviced by essential infrastructure, community facilities and public transport. In doing so, the proposal supports urban consolidation and infill development, reduces pressure for outward expansion and promotes the efficient use of existing infrastructure.

Accessibility and sustainable transport

A key planning merit is the site's proximity to major public transport infrastructure, including the South East Metro and the Upper Mount Gravatt transit network. Future residents will have convenient access to employment, retail, education, recreation and community facilities, including Westfield Mt Gravatt, Griffith University and surrounding commercial and community uses. Locating additional residents within walking, cycling and public transport catchments supports transit-oriented planning outcomes, reduces reliance on private vehicles and encourages more sustainable travel.

Infrastructure and integration

The subdivision can be accommodated without adversely affecting the function or operation of surrounding transport infrastructure or prejudicing future network upgrades. It integrates appropriately with the established road network and makes efficient use of existing infrastructure.

The proposed height, scale and form are also consistent with the neighbourhood plan and surrounding residential context. By facilitating detached dwelling houses, the subdivision maintains the locality's established amenity and character while contributing positively to the evolution of the Mt Gravatt corridor as a well-connected and sustainable urban community.

Overall planning merits

Overall, the proposal advances the strategic intent of the Mt Gravatt corridor neighbourhood plan by:

- delivering additional housing within an established urban area;
- providing a range of lot sizes that supports housing choice and affordability;

- maintaining detached dwelling outcomes consistent with the Low Density Residential Zone;
- supporting urban consolidation and the efficient use of existing infrastructure;
- locating future residents close to high-frequency public transport, employment, services and community facilities;
- encouraging public transport use, walking and cycling through the site's accessible location; and
- maintaining the amenity, character and infrastructure assumptions established for the locality.

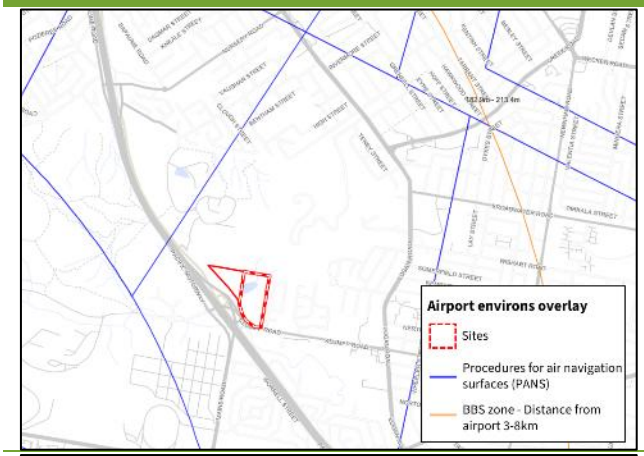
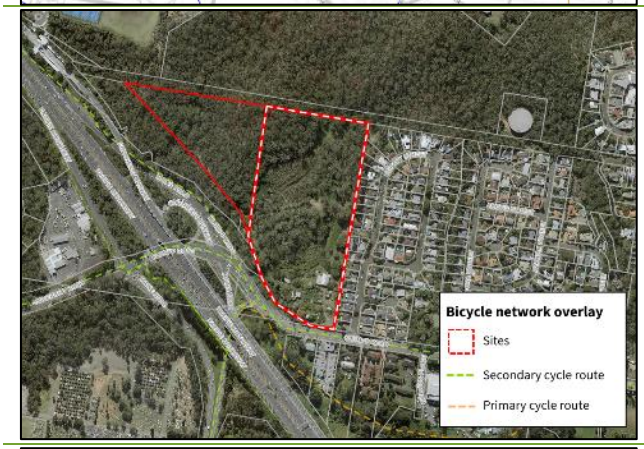
Accordingly, the proposal appropriately advances the purpose and overall outcomes of the Mt Gravatt corridor neighbourhood plan code.

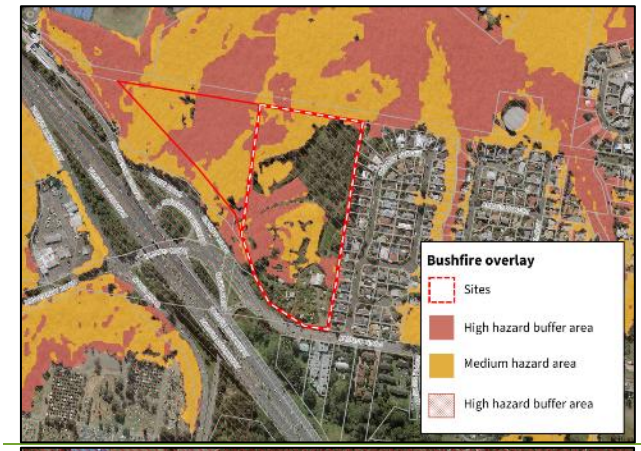
A full assessment of the proposed development against the provisions of the neighbourhood plan code is provided in the **Code Compliance Statements**.

6.2.5 Overlays

Table I below provides an overview of the overlays which are mapped over the site and provides some commentary on the effect of each overlay on the proposed development.

Table I – Summary of Overlays

Overlay Mapping	Summary
	**Airport environs overlay** The site is mapped under the following sub-categories of this overlay: ▪ Procedures for air navigation surfaces (PANS) ▪ BBS zone - Distance from airport 8-13km Pursuant to Table 5.10.2 of the planning scheme, the proposed development does not trigger assessment against the Airport environs overlay code.
	**Bicycle network overlay** The site is mapped under the following sub-categories of this overlay: ▪ Secondary cycle route Pursuant to Table 5.10.3 of the planning scheme, the proposed ROL is assessable against the Bicycle network overlay code. A full response to this code is included in the **Code Compliance Statements**.
	**Biodiversity areas overlay** The site is mapped under the following sub-categories of this overlay: ▪ High ecological significance sub-category ▪ High ecological significance strategic sub-category ▪ Matters of state environmental significance (MSES) sub-category ▪ Matters of state environmental significance (MSES) sub-category Pursuant to Table 5.10.4 of the planning scheme, the proposed ROL is assessable against the Biodiversity areas overlay code. A full response to this code is included in the **Code Compliance Statements**.



Bushfire overlay
The site is mapped under the following sub-categories of this overlay:

- High hazard area sub-category
- Medium hazard area sub-category
- High hazard buffer area sub-category

Pursuant to Table 5.10.5 of the planning scheme, the proposed ROL is assessable against the Bushfire overlay code. A full response to this code is included in the **Code Compliance Statements**.



Critical infrastructure and movement network overlay
The site is mapped under the following sub-categories of this overlay:

- Critical infrastructure and movement planning area sub-category

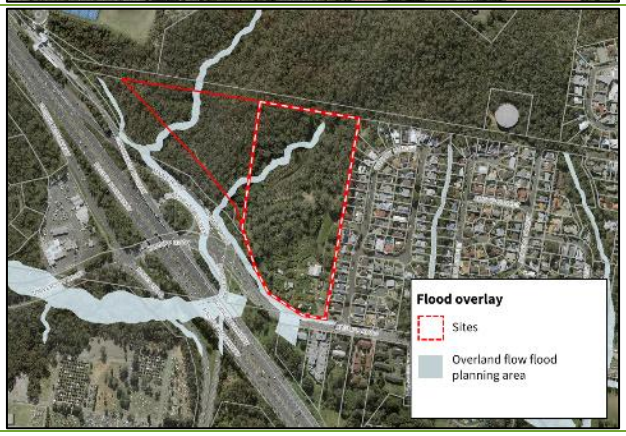
Pursuant to Table 5.10.8 of the planning scheme, the proposed ROL is not assessable against the Critical infrastructure and movement network overlay code.



Dwelling house character overlay
The site is mapped under the following sub-categories of this overlay:

- Dwelling house character

Pursuant to Table 5.10.9 of the planning scheme, the proposed ROL is not assessable against Dwelling house character overlay code.



Flood overlay
The site is mapped under the following sub-categories of this overlay:

- Overland flow flood planning area

Pursuant to Table 5.10.11 of the planning scheme, the proposed ROL is assessable against Flood overlay code. A full response to this code is included in the **Code Compliance Statements**.



Heritage overlay
The site is mapped under the following sub-categories of this overlay:

- Local heritage place sub-category

Pursuant to Table 5.10.12 of the planning scheme, the proposed ROL is Impact assessable against Heritage overlay code. A full response to this code is included in the **Code Compliance Statements**.



Road hierarchy overlay
The site is mapped under the following sub-categories of this overlay:

- Arterial road
- Neighbourhood road

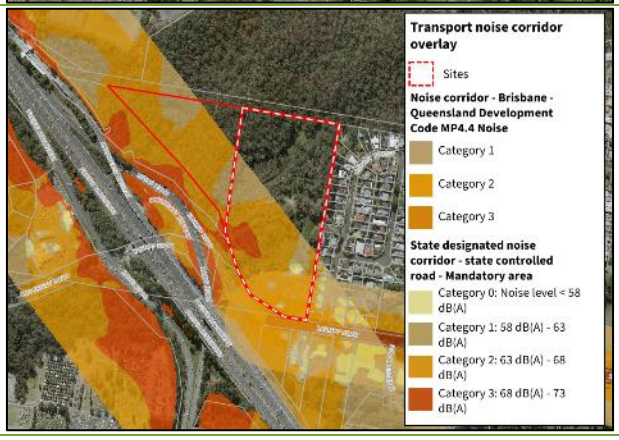
Pursuant to Table 5.10.18 of the planning scheme, the proposed ROL is assessable against Road hierarchy overlay code. A full response to this code is included in the **Code Compliance Statements**.



Streetscape hierarchy overlay
The site is mapped under the following sub-categories of this overlay:

- Subtropical boulevard – out of centre verge width 6m
- Neighbourhood street minor

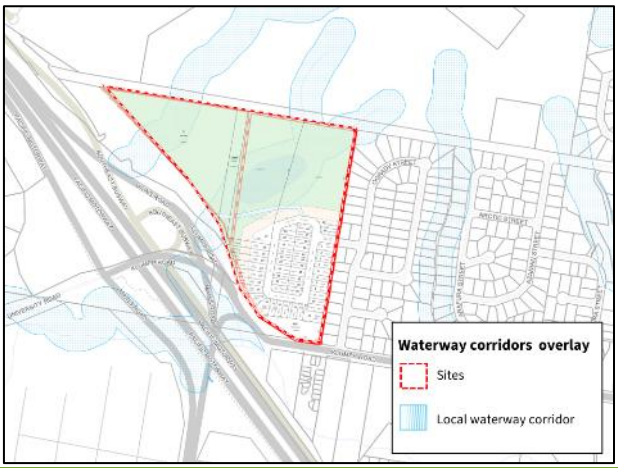
Pursuant to Table 5.10.20 of the planning scheme, the proposed ROL is assessable against Streetscape hierarchy overlay code. A full response to this code is included in the **Code Compliance Statements**.



Transport noise corridor overlay
The site is mapped under the following sub-categories of this overlay:

- Noise corridor – Brisbane – Queensland development code MP4.4 Noise Category 1, 2 and 3 sub-category
- State designated noise corridor – state-controlled road – (mandatory area): Category 0: Noise level < 58 dB(A), Category 1: 58 dB(A) – 63 dB(A), Category 2: 63dB(A) – 68dB(A)

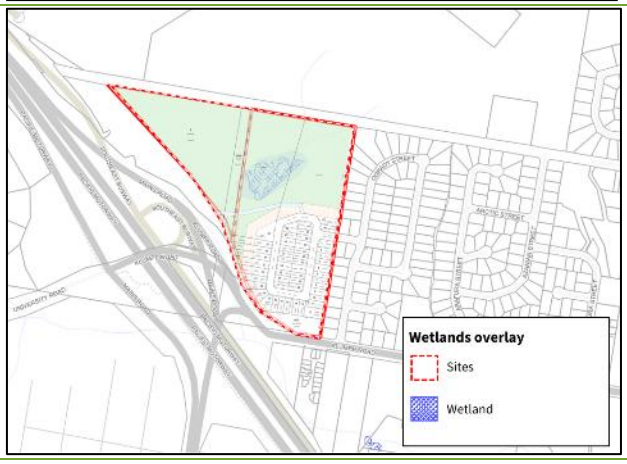
Pursuant to Table 5.10.23 of the planning scheme, the proposed ROL is not assessable against Transport noise corridor overlay code.



Waterway corridors overlay
The site is mapped under the following sub-categories of this overlay:

- Local waterway corridor

Notwithstanding, pursuant to section 5.3.2.5 of the planning scheme, "where development is proposed on premises partly affected by an overlay, the category of development or assessment for the overlay only related to the part of the premises affected by the overlay". The proposed development will not occur in the areas affected by the overlay. As such, no further assessment is required against the Wetlands overlay code.



Wetlands overlay
The site is mapped under the following sub-categories of this overlay:

- Wetland

Notwithstanding, pursuant to section 5.3.2.5 of the planning scheme, "where development is proposed on premises partly affected by an overlay, the category of development or assessment for the overlay only related to the part of the premises affected by the overlay". The proposed development will not occur in the areas affected by the overlay. As such, no further assessment is required against the Wetlands overlay code.

6.2.6 Use and Development Code/s

Table J below provides an overview of the relevant use and development code/s which are identified as assessment benchmarks and provides some commentary on the effect of each on the proposed development.

Table J – Summary of Use and Development Code/s

Code	Summary
Subdivision Code	The purpose of the subdivision code is to regulate development for reconfiguring a lot. A full response to this code is included in the **Code Compliance Statements**.
Filling and excavation code	Refer to **Appendix F – Civil Services Report**
Infrastructure design code	Refer to **Appendix F – Civil Services Report**
Landscape work code	The purpose of the Landscape work code is to assess the suitability of the landscape work aspect of development. A full response to this code is included in the **Code Compliance Statements**.
Stormwater code	Refer to **Appendix I – Stormwater Management Plan**
Transport, access, parking and servicing code	Refer to **Appendix J – Traffic Impact Assessment Report**

6.3 Temporary Local Planning Instrument/s

The site is not identified as being subject to any TLPIs.

6.4 Planning Scheme Policies

The relevant planning scheme policies have been addressed as part of the response to the assessment benchmarks.

6.5 Local Government Infrastructure Plan

The site is identified in the Priority Infrastructure Area (PIA).

6.6 Long Term Infrastructure Plan

The site is not identified as being subject to any long-term infrastructure plans.

6.7 Infrastructure charges

The proposed development will be subject to infrastructure charges, calculated in accordance with the Brisbane Infrastructure Charges Resolution (No. 15) 2026.

- The adopted local government charge for reconfiguring a lot is $18,793.33 per unit ($939,666.50 total)

It is noted that charges are subject to change, depending upon the infrastructure charges resolution version in effect at time of fees being levied.

6.8 Concurrence Agency Period

The combined development application seeks approval for one development permit and one preliminary approval which are subject to varying currency periods. Section 85 of the act sets out the approval lapsing standards and when this may occur. The following section aligns each proposed development aspect with its respective currency period.

The Development Permit – Reconfiguring a Lot aspect as defined in the planning act, maintains a relevant currency period of 4 years after the approval starts to take effect.

Section 88(2) of the act sets out the guidelines for creating a currency period for a preliminary approval variation request. In accordance with section 88(2)(b), the applicant nominates a period of 10 years for the Preliminary Approval (Material Change of Use) for a Variation Request. This is a sensible and logical timeframe to develop a multi-staged development which takes into consideration the construction and further planning/approval factors.

7. Other Relevant Matters

7.1 Introduction

Pursuant to Section 45(5)(b) of the Planning Act, an impact assessable development application may be carried out against any other relevant matters, other than a person's personal circumstance, financial or otherwise.

This section identifies multiple relevant matters which are presented as relevant to Council's consideration of the proposed development, and within a balanced assessment framework, weigh in favour of approval.

7.2 Responds to housing crisis and supply challenge

7.2.1 Overview

The proposed subdivision contributes to addressing a critical shortage in housing supply and availability which is commonly referred to as the 'housing crisis'. Local, State and Federal governments have invested significant resources in policy and financial initiatives focused on addressing this significant challenge.

The intent of these many initiatives, some of which are referenced below, is to generate 'on the ground' housing outcomes, with a particular focus to provision of housing types that meet the greatest demand, and this includes smaller housing types that respond to the greatest need. This includes more compact and affordable housing forms.

7.2.2 Brisbane's Sustainable Growth Strategy

Brisbane's Sustainable Growth Strategy was released in March 2023. It targets housing pressures for the growing city amidst challenges of affordability, population growth and changing housing needs.

The strategy lists the four (4) key priorities for housing within Brisbane:

1. Housing supply for our growing and evolving city.
2. Housing diversity and affordability.
3. Right housing in the right locations.
4. Sustainable, liveable and well-designed subtropical homes.

This strategy recognises the importance of a range of housing types, including amongst others, low-density homes on both large and small lots. Importance is placed on providing housing supply which meets the needs of a growing population, in a manner which is affordable and maximises access to infrastructure and employment opportunities.

The site is located to a variety of local schools, and two existing shopping centres (Westfield Mt Gravatt and Mt Gravatt Plaza) which include a range of services and employment opportunities. Transport opportunities are also available, with bus stops along Klumpp Road, and the S E Busway parallel to the Pacific Motorway. This provides opportunity for both private and active transport connectivity to the wider area.

7.2.3 ShapingSEQ

The South East Queensland Regional Plan (Shaping SEQ) was recently amended in December 2023 which recognises the current housing supply issues faced in SEQ and identifies that a target of 210,800 additional homes to be provided within the Brisbane local government area from 2021 to 2046.

The proposed development will contribute to the supply of housing in Brisbane through the provision of additional lots for to accommodate future residential dwellings. The application represents an opportunity to contribute to the provision of "more homes, faster".

The proposal will contribute to increased housing choice and opportunity in a growing residential area, contributing to urban consolidation and efficient use of infrastructure.

7.2.4 Provides additional housing opportunities in a growing residential area

The above policy initiatives also respond strongly to the urgent need for greater housing opportunity and choice, to achieve a better housing fit in terms of housing type and price point. The proposed lots, by virtue of their size, will provide a level of affordability both in terms of purchase and ongoing maintenance costs (rates, etc.).

The proposed subdivision which will provide additional housing opportunity is consistent with the intent for Upper Mt Gravatt as a growing suburb with planned infrastructure and other upgrades. The proposal will maximise access to this infrastructure and other services, promoting its efficient use.

The proposal will contribute to a wider range of housing opportunity and choice in the area, catering for residents' housing needs and purchasing ability at all life stages, ensuring adaptability to the changing needs of the city over time.

7.2.5 Economic benefits

The proposed development will generate economic benefits through generating construction employment, supporting the building industry, facilitating investment in the local area. This in turn will have also have flow on economic benefits to nearby businesses and services with additional residents in the area.

7.3 Lack of adverse impacts

Assessment of the application against the relevant assessment benchmarks demonstrates the proposal does not create an adverse impact with respect to residential amenity, road and transport network function, and environment or bushfire matters.

7.3.1 Residential amenity

In respect of residential amenity, the proposal is for a residential subdivision which will sit comfortably within the existing residential context. The proposal creates lots which can create building envelopes, demonstrating appropriate setbacks can be achieved to dwellings on adjoining sites, protected against adverse privacy and amenity impacts. Other built form parameters (e.g., building height) would be assessed under the relevant framework at such time as the future dwellings are proposed. Considering the above matters, the proposal is not expected to create an unacceptable or unreasonable amenity impact in terms of privacy, noise or overshadowing.

7.4 Draft State Planning Policy

The Department of State Development, Infrastructure and Planning has prepared the draft Queensland State Planning Policy 2026 (**draft SPP**). When made, the draft SPP will replace the State Planning Policy (July 2017) as the foundational instrument in Queensland's planning framework and, under the Planning Act, will prevail over regional plans and local planning instruments. The draft SPP establishes six strategic aspirations, a set of guiding principles and twelve state interests, each supported by state interest policies.

The draft SPP is not yet in effect. It is not an assessment benchmark for this application, nor a matter prescribed by the Planning Regulation for section 45(5)(a)(ii) of the Planning Act. It does, however, represent the State's most recent statement of policy on how and where growth should occur, and is therefore a relevant matter that may be considered under section 45(5)(b). The weight given to it is a matter for the assessment manager. The proposal's alignment with the draft SPP is addressed below.

Strategic aspirations

The draft SPP states that the strategic aspirations set the overall direction for how state interests are applied and guide the balancing of competing interests. The proposal directly advances three of the six aspirations:

- **Build more housing and strong communities** – delivering 50 residential lots across a range of sizes (304m^2 to 984m^2) in an established, serviced urban area, contributing to the State's commitment to deliver one million new homes by 2044.
- **Promote efficient land use patterns** – locating housing within walking distance of the Upper Mount Gravatt Busway Station and close to Westfield Mt Gravatt, while protecting the extent and integrity of the site's natural environment by retaining more than 70% of the site for environmental management.
- **Deliver responsive infrastructure** – locating growth within the Priority Infrastructure Area and extending existing water, sewer, electricity and telecommunications networks to service the new lots.

The draft SPP notes that the aspirations are interconnected and must be considered together. The proposal balances them by concentrating housing on the less vegetated southern portion of the site, while securing the long-term protection of 7.45ha of habitat on the slopes of Mt Gravatt.

Guiding principles

The draft SPP states that its guiding principles are equally as important as the state interests. Several principles directly support the key matters raised by this application:

- **Outcome focused** – decision-making should recognise that performance outcomes are satisfied where development achieves the intended outcome, regardless of whether the associated acceptable outcomes are met. This supports the performance-based assessment of the 29 lots below 400m^2 in **Section 3.2.3**, which demonstrates that a detached, low-density residential outcome is achieved notwithstanding the lot size benchmark.
- **Integrated** – plans should zone land based on its characteristics and what it can support. The proposed realignment of the Low Density Residential zone boundary (**Section 3.3.1**) responds to the site's topography, vegetation, catchments and servicing, and retains and includes addition the land of highest ecological value in the Environmental Management zone.
- **Positive** – development should be assessed on its individual merits and its ability to achieve the intended planning outcomes, which this report demonstrates.

State interests

Table L below summarises the proposal's alignment with the draft SPP state interests relevant to the site. The economic land, tourism, mining and extractive resources, agriculture, high impact and hazardous activities, and energy state interests are not identified as relevant to the proposal.

Table L – Draft SPP 2026 State Interest Alignment

State Interest	Relevant Policies	Response
Housing	Policies 1, 3, 4 and 6	▪ Provides 50 serviced residential lots within the Urban Footprint and Priority Infrastructure Area, contributing to the supply of residential land in an appropriate location (policy 1). ▪ While policy 3 prioritises higher density housing around centres and along transport corridors, the proposal makes more efficient use of land within walking distance of the busway and Westfield Mt Gravatt, while respecting the Low Density Residential zone and the site's constraints. ▪ Delivers a range of lot sizes (304m^2 to 984m^2) and frontages (10.5m to 41.6m), supporting housing choice and affordability (policy 4). ▪ Future residents will live alongside the retained bushland of Mt Gravatt and close to the Mt Gravatt Reserve, supporting connections with nature (policy 6).
Environment, heritage and efficient growth	Policies 1(b), 1(e), 2 and 3	▪ Concentrates development within an existing urban area with access to transport networks, employment, services and infrastructure (policy 1(b)). ▪ Establishes a clear and enduring urban edge, limiting fragmentation of and encroachment on the natural environment (policy 1(e)). ▪ Locates the development footprint on the less vegetated southern portion of the site and retains 7.45ha (more than 70% of the site), containing the highest biodiversity values, in Environmental Management lots. Potential impacts on mapped matters of state environmental significance, including core koala habitat, are addressed in the **Ecology Report** (policies 2(b) and 2(e)). ▪ The retained lots will be privately managed for conservation, rehabilitation and environmental stewardship, with fauna between new lots where in the environmental management zone (policy 2(d)). ▪ The Klumpp farmhouse (local heritage place) is proposed to be relocated and reconstructed on 2 O'Grady Street under a separate development application, retaining its cultural heritage values and visibility to the community (policy 3(c)).
Natural hazards and safety	Policy 1	▪ The site is mapped as a bushfire prone area. The **Bushfire Hazard Management Plan** establishes a bushfire management zone in the rear of lots 20–27 and lot 50, outside the building envelopes, mitigating risk to an acceptable or tolerable level (policy 1(c)). ▪ Overland flow is managed through the stormwater design, with all lots graded to the internal road and drained to the bio basin, avoiding increased flood exposure to the development or surrounding land (policy 1(e)).

Infrastructure	Policies 1 and 2	▪ The site is within the Priority Infrastructure Area and can be serviced by existing networks: water extended from Cleary Street, sewer connection via 4 O'Grady Street, and nearby electricity and telecommunications infrastructure (policies 1, 2(b) and 2(c)). ▪ The **Civil Servicing Report** confirms the development can be appropriately serviced by all relevant infrastructure.
Water	Policy 4	▪ The subdivision layout avoids the mapped wetland and waterway in the northern portion of the site (policy 4(a)). ▪ Stormwater is treated in the bio basin (Lot 900) before discharging to the existing outlet in Klumpp Road. The **Stormwater Management Plan** demonstrates the development will not worsen stormwater quantity or quality (policy 4(b)).
Transport, aviation and ports infrastructure	Policies 3, 4, 5 and 8	▪ The site is within walking distance of the Upper Mount Gravatt Busway Station and the South East Metro network, supporting public passenger and active transport as alternatives to private vehicles (policies 3 and 4). ▪ The **Acoustic Report** identifies noise mitigation measures, including acoustic fencing, to address emissions from transport infrastructure (policy 5). ▪ The site adjoins a state-controlled road. The application is referred to the Chief Executive and addresses State Code 1, protecting the safety and efficiency of state transport infrastructure (policy 8).

Summary

On balance, the proposal is consistent with, and advances, the draft SPP. It delivers well-located, serviced housing in an established urban area, reflects the outcome-focused and proportionate approach to assessment promoted by the guiding principles, and balances housing delivery with the long-term protection of the site's most significant environmental values. These matters weigh in favour of approval.

8. Conclusion

This report and the supporting technical material demonstrate that the proposed development represents a well-planned and positive outcome for the site and the wider Upper Mount Gravatt area. The proposal will deliver 50 additional residential lots within an established urban area, providing a range of lot sizes that supports greater housing choice and affordability while maintaining detached dwelling outcomes and the low-density character of the surrounding neighbourhood.

The proposal makes efficient use of a strategically located and serviced site within the Urban Footprint and Priority Infrastructure Area, close to the Upper Mount Gravatt Busway Station, major employment areas, retail, education, community facilities and existing infrastructure. The subdivision layout integrates logically with the established road network, can be efficiently serviced, and responds appropriately to the site's topography, stormwater catchments and technical constraints. The proposed variation request will also align the zoning and heritage controls with the future function and physical characteristics of the land, while the Klumpp farmhouse is relocated and reconstructed on adjoining land to retain its cultural heritage value and community visibility.

Importantly, the proposal achieves an appropriate balance between housing delivery and environmental protection. Residential development is concentrated on the less vegetated southern portion of the site, while 7.45ha—more than 70% of the site—is retained for environmental management, conservation, rehabilitation and ongoing stewardship. The layout avoids the mapped wetland and waterway areas, establishes a clear and enduring urban edge, and incorporates measures to manage biodiversity, bushfire, stormwater, transport and amenity impacts.

Accordingly, the assessment confirms that the proposal is consistent with the relevant strategic planning objectives, advances the applicable State and local planning outcomes, and is supported by the accompanying technical investigations. The proposal will convert an underutilised site into a well-connected residential neighbourhood, increase housing supply in an appropriate location, use existing infrastructure efficiently and secure the long-term protection of the site's most significant environmental values. These substantial planning merits weigh strongly in favour of approval.

It is therefore recommended that the proposed development be approved, subject to reasonable and relevant conditions imposed in accordance with section 65 of the Planning Act.

The Change Leaders

Therefor Group is dedicated to enhancing the potential of place by understanding who it's for.

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