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C O N S U L T A N T S
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Town Planning Assessment

- Address** 14 Bow Street, Yeerongpilly
- Application** Development Permit for Material Change of Use for Multiple Dwelling
- Applicant** Blue Leaf Development Pty Ltd
- Date** February 2026



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Appendices

- Appendix A Code Assessment**
- Appendix B Certificate of Title**
- Appendix C Architectural Package**
- Appendix D Landscape Plans**
- Appendix E Traffic Impact Assessment and Waste Management Plan**
- Appendix F Engineering Assessment**
- Appendix G Air Quality Assessment**
- Appendix H Acoustic Impact Report**

Summary

Site and Planning Framework Details

Table 1 - Site Details and Planning Framework	
Site Details	
Address	14 Bow Street, Yeerongpilly
RP Description	Lot 7 on RP43281
Site Area	693m ²
Owner	Christopher James Pettit For further detail refer to Appendix B – Certificate of Title
Easements / Encumbrances	The site is not affected or benefitted by any easement/s or encumbrance/s. For further detail refer to Appendix B – Certificate of Title .
Planning Framework	
Local Government	Brisbane City Council
Planning Scheme	Brisbane City Plan 2014 (v35.00/2025) (City Plan)
Strategic Framework	Suburban Living Area
Zone	Low-Medium Density Residential (2 or 3 Storey Mix) Zone
Neighbourhood Plan	Stephens District Neighbourhood Plan (no precinct)
Overlays	<ul style="list-style-type: none"> • Airport Environs Overlay <ul style="list-style-type: none"> ○ OLS – Approach and Departure Limitation Surface Boundary ○ OLS – Conical Limitation Surface Boundary ○ Procedures for Air Navigation Surfaces (PANS) ○ BBS Zone – Distance from airport 3-8km ○ LI – Within 6km – Max intensity of light sources 3 deg above horizon • Community Purposes Network Overlay • Critical Infrastructure and Movement Network Overlay <ul style="list-style-type: none"> ○ Critical infrastructure and movement planning area sub-category • Dwelling House Character Overlay • Industrial Amenity <ul style="list-style-type: none"> ○ Industrial Amenity Investigation Area sub-category • Potential and Actual Acid Sulfate Soils Overlay <ul style="list-style-type: none"> ○ Potential and actual acid sulfate soils sub-category ○ Land above 5m AHD and below 20m AHD sub-category • Road Hierarchy Overlay <ul style="list-style-type: none"> ○ Neighbourhood Road – Bow Street • Streetscape Hierarchy Overlay <ul style="list-style-type: none"> ○ Neighbourhood Street minor (Bow Street)
State Designations	<ul style="list-style-type: none"> • South East Queensland Regional Plan (Urban Footprint) • Water Resources – Water Resource Planning Area Boundaries • Native Vegetation Clearing – Regulated Vegetation Management Map (Category X)

Development Application Details

Table 2 - Development Application Details	
Proposal Overview	<p>The Applicant proposes to develop a three (3) storey multiple dwelling development on the site, comprising a total of four (4) town houses. The proposed development includes 4 x 3 bedroom townhouses. The proposed development provides ancillary car parking, and private recreational areas. The building is presented within a landscaped setting and exhibits a high-quality architectural design.</p> <p>For further detail refer to Chapter 3 of this Town Planning Assessment and the Architectural Package included in Appendix C.</p>
Development Description	Development Permit for Material Change of Use for Multiple Dwelling
Defined Land Use	Multiple Dwelling
Level of Assessment	Code Assessment
Assessment Manager	Brisbane City Council
Referral Agencies	Not Applicable
Public Notification	Not Applicable
Applicant	Blue Leaf Development Pty Ltd
Applicant's Representative	<p>Nicole Boulton, Principal Planner Mewing Planning Consultants GPO Box 1506, Brisbane Qld 4001 Nicole.boulton@mewing.com.au 0403 155 291</p>

1. Introduction

This planning report accompanies a development application over land located at 14 Bow Street, Yeerongpilly. The site is more formally known as Lot 7 on RP43281.

The Applicant proposes to develop a multiple dwelling development on the site, comprising a total of four (4) town houses. The proposed development includes 4 x 3 bedroom townhouses. The proposed development provides ancillary car parking, and private recreational areas. The building is presented within a landscaped setting and exhibits a high-quality architectural design.

In order to undertake the proposed development, this development application comprises a Development Permit for Material Change of Use for Multiple Dwelling.

The development application is subject to assessment pursuant to the *Planning Act 2016* (**Planning Act**). The applicable planning scheme in this instance is the *Brisbane City Plan 2014* (**City Plan**).

The proposal is assessable development pursuant to the Planning Act and the City Plan. In this instance, a Code Assessable development application is required. Brisbane City Council (**Council**) is the assessment manager and the development application does not require referral to the State Assessment and Referral Agency (SARA) or any other referral agency in this instance.

This Town Planning Assessment provides a comprehensive assessment of the proposed development having regard to the City Plan. Key components of the Town Planning Assessment comprise:

- An overview of the site details and local context (**Chapter 2**);
- A description of the proposed development (**Chapter 3**);
- An assessment against the applicable town planning framework (**Chapter 4**).

The Town Planning Assessment is supported by the following material:

- Brisbane City Council Code Assessment (**Appendix A**);
- Certificate of Title (**Appendix B**);
- Architectural Package, prepared by Graham Nottle Architects (**Appendix C**);
- Landscape Plans, prepared by Shepherd ULA (**Appendix D**);
- Traffic Impact Assessment and Waste Management Plan prepared by Q Traffic (**Appendix E**);
- Engineering Assessment (Engineering Services Report and Site Based Stormwater Management Plan) prepared by Create Engineers (**Appendix F**);
- Acoustic Impact Report, prepared by SLR Consulting (**Appendix G**); and
- Air Quality Assessment, prepared by SLR Consulting (**Appendix H**).

2. Site Details and Local Context

2.1 Site Details

2.1.1 Address and Real Property Description

The site is located at 14 Bow Street, Yeerongpilly and is more properly described as Lot 7 on RP43281. The extent of the site is shown within **Figure 1** below.



Figure 1 – Subject Site (depicted by a blue outline) (Nearmap, 2025)

2.1.2 Location

The site is located approximately 6.5km south of the Brisbane Central Business District. The site is well-located with key public transport services, services, local parks, educational establishments and arterial roads, in proximity.

Further detail regarding the location of the site and its context is provided within **Section 2.2** of this report.

2.1.3 Shape and Size

The site is irregular in shape with a total site area of 693m² and an approximate 15m frontage to Bow Street.

2.1.4 Ownership and Encumbrances

The registered owner of the site is Christopher James Pettit.

The site is not identified as benefitting from or being burdened by an easement (refer to Title Search in **Appendix B**).

2.1.5 Current Use

The site is currently improved by two storey dwelling house and contains domestic landscaping.

2.1.6 Topography

The site gently slopes from front boundary of the site at approximately 16m AHD to the rear boundary at approximately 14m AHD. This equates to a fall of approximately 2m AHD across the site.

2.1.7 Vegetation and Ecology

Based on available aerial imagery, the site contains various elements of domestic landscaping. Council's mapping does not include the vegetation in either the Significant Landscape Tree Overlay or the Biodiversity Areas Overlay.

In accordance with Council's Protected Vegetation Report, no record of the existing vegetation onsite is protected by the Natural Assets Local Law 2003.

In accordance with the State Regulated Vegetation Management Map, the vegetation onsite is identified as 'Category X' and is therefore not identified as being state regulated.

The site is not identified as being included in a waterway corridor.

2.1.8 Flooding

A review of Brisbane City Council's mapping indicates that the site is not affected by the Brisbane River and creek/waterway flooding or an overland flowpath.

2.1.9 Heritage and Character

A review of Brisbane City Council's mapping indicates that the site is not included in the Heritage Overlay, Pre-1911 Buildings Overlay, and Traditional Building Character Overlay.

2.1.1 Roads and Verges

The site addresses Bow Street, which is described as

- Frontage of approximately 15 metres;
- Road width of approximately 22.59 metres at the site's frontage;
- Designated as a Neighbourhood Road;
- Kerb and channel construction;
- Cul-de-sac;
- Verge width of approximately 8.20m – 10.20 metres; and
- Informal parking available in the street.

2.1.10 Infrastructure Networks

The site is presently serviced by reticulated water mains, electricity, telecommunications, stormwater drainage and sewerage (refer to Engineering Assessment in **Appendix F**).

2.2 Local Context

2.2.1 Surrounding Land Uses

The site forms part of a broader residential area to the north, comprising Low-medium density residential (2 or 3 storey mix) Zone and Character Residential Zone. This residential area is bound by Fairfield Road to the west and Ipswich Road to the east.

To the south is a large industrial development for a range of industrial uses, located in the Industry (General Industry A) Zone.

Situated in the broader area, close to the site, are the following notable landmarks and uses:

1. Park Park, located approximately 3 minutes / 170m walking distance east of the site;
2. Yeerongpilly Train Station, located approximately 5 minutes / within 400m walking distance north west of the site;
3. Queensland Tennis Centre (Brisbane International), located approximately 14 minutes / 1km walking distance west of the site;
4. Ken Fletcher Park, located approximately 14 minutes / 1km walking distance west of the site; and
5. Yeronga State School and Yeronga Park Kindergarten, located approximately 14 minutes / 1km walking distance north east of the site.

Please refer to **Figure 2** below.

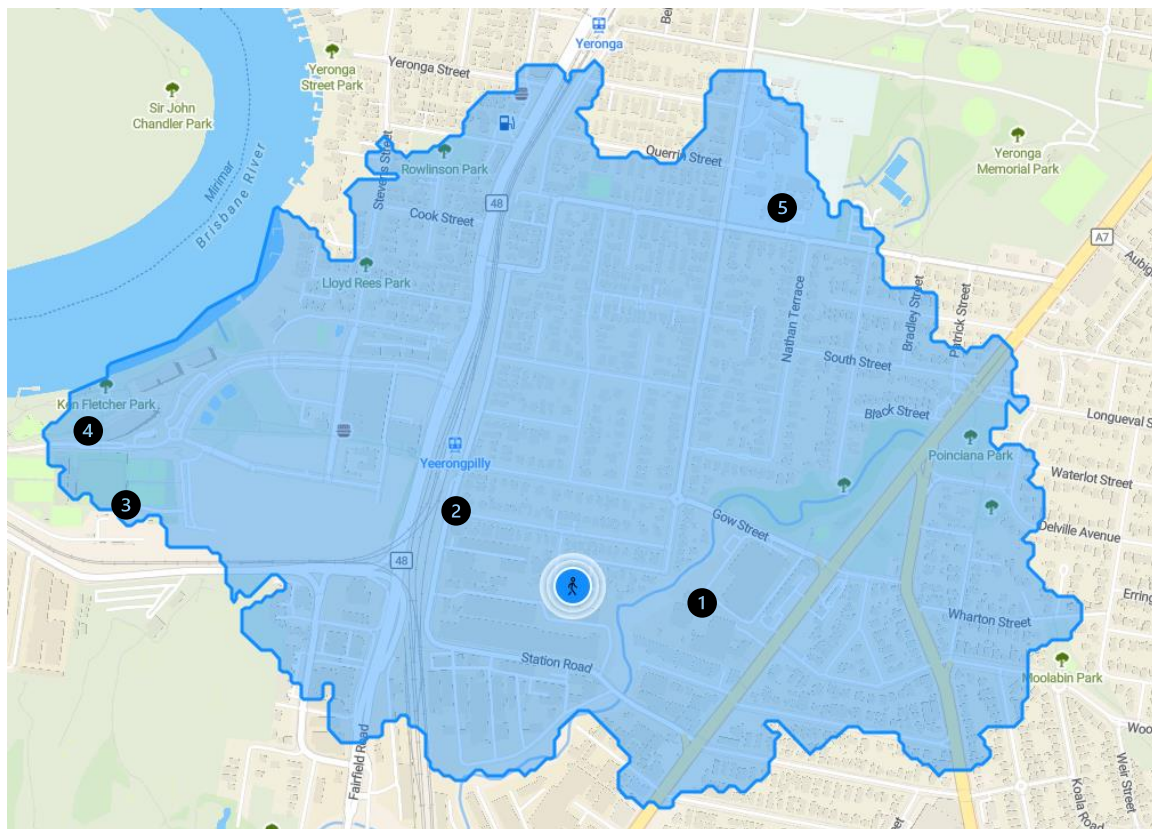


Figure 2 – Surrounding land uses, with 15min walking distance indicated in blue (TimeTravel, 2026)

2.2.2 Site History

Council’s public scrutiny file (Development i) does not identify any current applications or approvals over the site.

3. Proposed Development

3.1 Overview

The land at 14 Bow Street, Yeerongpilly presents a range of site and contextual characteristics that create the opportunity to develop a low-medium density multiple dwelling outcome. An outcome that is integrated into its spatial context and encourages the urban consolidation and efficient use of the site and the better use of physical and social infrastructure within the immediate locality.

The proposed development responds to and addresses the site specific and contextual characteristics, together with relevant planning, design and technical provisions of the planning framework, to create a positive and suitably balanced development outcome.

The Applicant proposes to develop a multiple dwelling development on the site, comprising a total of four (4) town houses, each with three (3) bedrooms. The proposed development provides ancillary car parking, and private recreational areas.

This summary outlines key aspects, to assist Council's understanding and assessment of the development application. The particulars of the development have been set out in detail below.

3.2 Application Particulars

Table 3 - Development Application Particulars	
Development Description	Development Permit for Material Change of Use for Multiple Dwelling (4 units)
Defined Land Use	Multiple Dwelling (4 x 3 bedroom units)
Level of Assessment	Code Assessment
Assessment Manager	Brisbane City Council
Referral Agencies	Not Applicable
Public Notification	Not Applicable

3.3 Proposed Development

The Applicant proposes to develop a Multiple Dwelling on the site. A summary of the key aspects of the proposed development is provided as follows.

- The proposed development will comprise a multiple dwelling outcome, for four (4) x three (3) bedroom new townhouse units.
- The proposed building height for the development is three (3) storeys and will not exceed an 11.5m building height, consistent with the provisions of the Low-Medium Density Residential Zone (2 or 3 storey mix).
- The proposed townhouses vary in terms of room layout (refer to **Appendix C** for detailed Architectural Plans), with a sense of their own independent identity.
- All units have been afforded with functional private open space areas through the provision of ground level terraces on the two (2) end town houses and north/east facing decks that are accessible from the living room on the second floor of the townhouses to support the creation of indoor / outdoor spaces. Each unit comprises private external spaces of between 35m² – 70m².
- The proposed new townhouses provide a contemporary design outcome that responds to the continually developing and diverse neighbourhood of Yeerongpilly, while remaining respectful of the materiality of the character of the street and surrounding locality. The proposed materiality complements nearby dwellings within the streetscape, including the lightweight cladding, metal roof sheet cladding, and metal awnings.

- The proposed site cover for the proposed development comprises approximately 334.7m² (48.3%), with 21.3% of the site given to landscaping, deep planting and private open space. Accordingly, the development achieves a suitable balance of built form to open space / landscape. Refer to the Landscape Concept Plans prepared by Shepherd ULA (**Appendix D**) for further detail.
- Front setbacks are subject of the provisions of the Multiple Dwelling Code. The proposed development provides the following setbacks.
 - Level 1: 4.22m-5.08m (to wall)
 - Level 2: 4m-6.86m (to wall)
 - Level 3: 4.16m-5.08m (to wall)
- The proposed development comprises a side setback to the southern boundary of 5m and a side setback to the northern boundary of 1.5m to 3.75m. The proposed development is setback between 1.5m and 2.3m to the rear boundary and has been designed to limit orientation to the rear neighbour.
- Vehicle access is provided to Bow Street, which is identified as a Neighbourhood Road (i.e. lower order road), pursuant to the Road Hierarchy Overlay of the City Plan. Access is proposed to be obtained via a renovated 5.6m Type B1 crossover from Bow Street (towards the southern end of the Bow Street frontage). The vehicle access allows for onsite refuse collection and MRV standing, with sufficient space provided to the frontage for queuing purposes.
- Pursuant to the Transport, Access, Parking and Servicing Code, the development provides a total of nine (9) car parking spaces, which comprises the following:
 - Eight (8) residential spaces provided in private garages (at a rate of 2 cars per 3 bedroom unit) on ground level; and
 - One (1) visitor car space on ground level, which meets the Acceptable Outcome rate of 0.25 spaces per unit.
- All refuse generated by the development is deemed 'residential' and will be serviced by Council. All refuse will be stored within the bin area located to the front of the site and refuse will be collected from these bins on-site. The refuse area is managed and designed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.

Further detail about the development and design is included in the proposed architectural plans included in **Appendix C**. The proposed development comprises the following key parameters.

Table 4 - Proposed Development Parameters	
Site Area	693m ²
Uses	Multiple Dwelling
Yield	4 x 3 bedroom town houses
Height	3 storeys and below 11.5m above natural ground level
Site Cover	334.719m ² (48.30%)
Setbacks	<p>Front Setback (Bow Street) Level 1: 4.22m-5.08m (to wall) Level 2: 4m-6.86m (to wall) Level 3: 4.16m-5.08m (to wall)</p> <p>Rear Setback Level 1, Level 2, Level 3: 1.5m-2.3m (to wall)</p> <p>Northern Side Boundary Level 1: 1.92m-5.94m (to wall)</p>

Table 4 - Proposed Development Parameters

	<p>Level 2: 1.65m-6.02m (to wall) Level 3: 7.38m-1.83m (to wall)</p> <p>Southern Side Boundary Level 1: 6.20m (to wall) Level 2: 4.98m-5.26m (to wall) Level 3: 5.88m (to wall)</p>
Landscaping	Total deep planting = 63.756m ² (9.2%)
Private Open Space	Each unit is provided with at least 35m ² of private open space and up to 70m ²
Access	Type B1 driveway crossover of 5.6m wide to Bow Street
Car Parking	<p>Nine (9) car parking spaces:</p> <ul style="list-style-type: none"> • Eight (8) residential car parks (each townhouse comprises 2 car parking spaces); • One (1) visitor space on ground level, towards the Bow Street frontage.

3.4 Landscape

Shepherd Urban Landscape Architecture have prepared a Landscape Concept Plan for the proposed development, which is included within **Appendix D**.

The Landscape Concept Plan outlines the landscape aspects proposed to be delivered as part of this development, including hard and soft landscaping at and above ground level, including, but not limited to, the following key features:

- A total deep planting area of 63.756m² (9.2%) onsite, located along a portion of the Bow Street frontage and in the rear southern corner of the site. The deep planting will comprise soil < 1000mm and accommodate large trees and shrubs:
- The proposed deep planting includes a mix of screen shrub planting and accent palm, shrubs, and ground cover plantings that will contribute to the character and amenity of the proposed development and streetscape;
- Landscaped courtyards at the northern aspect of each of the units; and
- Proposed landscaping around the perimeter of the building, which includes shrubs and ground covers as well as climbers and a trellis system fixed to future fence.

3.5 Civil Engineering

An Engineering Services Report and Site Based Stormwater Management Plan has been prepared by Create Engineering, which addresses engineering matters under the City Plan.

For further details, refer to the Engineering Services Report and Site Based Stormwater Management Plan prepared by Create Engineering within **Appendix F**.

3.5.1 Infrastructure Networks

Water Reticulation

There is an existing 20mm water connection servicing the site located along Bow Street.

This existing water connection is proposed to be removed and be replaced by a larger water connection and meter to service the development. Detailed design of the water connection and metering sizing will be confirmed at a later date by the hydraulic engineer.

Sewerage Reticulation

There is an existing sewer connection currently servicing the site via an existing sewer main located within 16 Bow Street.

It is proposed to reuse the existing sewer property connection to service the proposed development, subject to future Urban Utilities (UU) confirmation of sizing and existing condition.

3.5.2 Earthworks

In accordance with Create Engineers Preliminary Bulk Earthworks Plan and Site Sections (**Appendix F**), earthworks are proposed to construct the ground floor unit pads and convey the sites stormwater runoff towards the lawful point of discharge.

Detailed earthworks will be completed as part of the detailed design phase and best practice erosion, and sediment control techniques will be used to manage stormwater quality impacted by construction works.

Given that the site is below RL 20m AHD, the proposed development is considered to be prospective land for the existence of acid sulphate soils. An Acid Sulphate Soils Management Plan can be conditioned as part of an approval.

3.5.3 Stormwater (Quantity)

There is an existing 225mm stormwater pipe located along the south-western property boundary of the subject site, and discharges stormwater via sheet flow across the rear property boundaries and into the neighbouring properties.

Stormwater runoff from the roof areas will be conveyed via the internal stormwater network to a proposed stormwater manhole that is to be constructed over Council's existing stormwater network, ultimately being the site's Lawful Point of Discharge.

The minor increase in stormwater runoff due to the development is considered to be negligible.

A 150mm stormwater pipe has been proposed along the eastern property boundary and will be extended to the shared property boundary. Any minor flows that do cross the boundary will be managed via the proposed internal system as part of the stormwater network which will be addressed at the detailed design stage.

The development complies with BCC's Stormwater Code with responses included within Attachment D of the Engineering Services Report and Site Based Stormwater Management Plan (**Appendix F**).

3.6 Transport

A Traffic Impact Assessment has been prepared by Q Traffic and is included in **Appendix E** of this assessment. A summary of the report is provided in the following sections.

3.6.1 Carparking

Pursuant to the Transport, Access, Parking and Servicing Code, the development provides a total of nine (9) car parking spaces, which comprises the following:

- Eight (8) residential spaces provided in private garages (at a rate of 2 cars per 3 bedroom unit) on ground level; and
- One (1) visitor car spaces on ground level, which meets the acceptable solution rate of 0.25 visitor spaces per unit.

The proposed car parking is therefore compliant against the rates stipulated within the Transport, Access, Parking and Servicing Code. Refer to the Traffic Assessment within **Appendix E** for further detail.

3.6.2 Bicycle Parking

The proposed development provides four (4) residential bicycle parking spaces within the individual garages and one (1) visitor bicycle parking space at the end of the parking aisle. The provision of bicycle parking complies with the Transport, Access, Parking and Servicing Code.

3.6.3 Vehicular Access

Access to the site is proposed to be obtained from Bow Street by means of a new Type B1 5.6m wide crossover and driveway. QTraffic Engineering Consulting have assessed the access arrangements and confirm that they are acceptable for the proposed development given the site-specific constraints and operation context.

Please refer to **Appendix E** for further detail.

3.6.4 Parking Layout

The below car park layout has been designed in accordance with the Transport, Access, Parking and Servicing Code:

- Resident double garages have internal dimensions of approximately 5.7m (width) × 6.0m (length), satisfying minimum garage standards;
- The visitor parking space measures 2.7m × 5.4m, with an additional 300mm clearance to the adjacent vertical wall of Unit 1;
- The internal access aisle width of 5.9m provides adequate manoeuvring for all parking spaces;
- The layout enables all vehicles to enter and exit the site in a forward direction.
- Swept path analyses have been undertaken to confirm manoeuvring to/from resident and visitor parking spaces. The results of this assessment demonstrate that a B85 vehicle would be capable of entering and exiting each of these spaces in accordance with AS2890.1.

3.6.5 Service Vehicle

The small scale nature of the proposed development will generate only occasional service vehicle movements, with servicing events expected to be infrequent and short in duration.

Accordingly, Q Traffic consider the proposed servicing arrangements to be appropriate to support the proposed development. Refer to the Traffic Assessment within **Appendix E** for further detail.

3.6.6 Waste Management Plan

A Waste Management Plan has been prepared by QTraffic Engineering Consultants and is included within **Appendix E** of this assessment.

A summary of the proposed development and waste management processes are outlined below:

- On-site refuse collection is proposed via two (2) 1,100L bulk bins, accommodating general waste and recycling. Bins will be contained within areas of sufficient storage dimensions;
- The bulk bins are proposed to be stored in a screened bin enclosure at the front of the site within 5m of the refuse collection vehicle standing position, complying with Council's Refuse Planning Scheme Policy; and
- Refuse collection will be undertaken by a rear-loading refuse collection vehicle (RCV). Which will reverse onto the site and be wholly contained within the site during on-site collection.

Given the sites' surrounding context and small-scale nature of the proposed development the abovementioned waste servicing arrangement is considered safe, efficient and consistent with the intent of Council's Refuse Planning Scheme Policy.

3.7 Air quality

An Air Quality Assessment has been prepared by SLR Consulting and is included in **Appendix H** of this assessment.

The Air Quality Assessment identifies a few business activities within 500m of the Development Site where the air pollutants potentially emitted includes: products of fossil fuel combustion, volatile organic compounds, fugitive dust, odours associated with brewery operations, metal-containing dust and fumes.

The assessment also identifies that ten (10) of the thirteen (13) identified activities are located within the minimum separation distances. Six (6) of the business were determined to have a negligible impact on air quality and three (3) business were determined to have a low impact on air quality.

SLR Consulting concludes that the impacts on air quality associated with the surrounding industrial activities is of low risk and therefore meets the Industrial Amenity Overlay Code.

For further detail, please refer to the Air Quality Assessment included in **Appendix H**.

3.8 Acoustics

To facilitate the assessment and quantify the existing ambient noise levels and industrial noise levels audible at the Project site, SLR have carried out unattended noise monitoring from 15 December 2025 to 23 December 2025.

Noise monitoring was undertaken at the site. The monitoring location was selected based on accessibility within the existing site and in consideration of representing dwelling house habitable room façades most exposed to existing industrial noise.

Noise from the proposed development – car parking

The proposed carparking is minor, consisting of one (1) dual bay enclosed garage per townhouse (four (4) townhouses total) located within the building footprint on the ground level. In addition, one (1) external visitor parking bay is located at the building frontage. Given the minor noise emissions anticipated from the usage of the proposed carparking areas, installing acoustic screening has been considered excessive if appropriate noise mitigation can be demonstrated through the designed distance attenuation.

Potential noise emissions of vehicles within the proposed carparking areas have been assessed based on the following assumptions:

- Car sound power level of 79 dBA Leq and is an intermittent noise source;
- All nine (9) available carpark bays are utilised within a given peak 1 hour period during the day (7:00 am to 6:00 pm) and evening (6:00 pm to 10:00 pm) time periods i.e. nine (9) cars arrive or depart within a peak 1 hour period. As such, noise levels are equivalently distributed within the driveway;
- 50% of assumed day and evening car movements occur at night (10:00 pm to 7:00 am);
- Cars travel at 10km/hr on site for an average 30 seconds; and
- Distance from the acoustic centre of the driveway to the nearest external NSR (NSR4) is 10 m.

Appropriate amenity in relation to carpark noise emissions has been considered to be demonstrated in accordance with PO34 and PO35 of the Multiple Dwelling Code without additional acoustic controls (i.e. noise barriers) as calculated noise levels during assumed peak hour conditions are comparable to existing RBLs and are for reference below the allowable mechanical plant noise levels.

Noise from the proposed development – plant and equipment and Noise from nearby industrial development

Noting the assessment is informative at this stage pending finalisation of equipment selections and locations. Once finalised, equipment noise levels are required to be assessed in order to achieve the Project noise limits above, importantly this can be conditioned.

The minimum façade construction requirements are suitable.

Refer, to the Acoustic Report prepared by SLR Consulting in **Appendix G** for further details.

4. Assessment against Statutory Planning Framework

4.1 Introduction

This Chapter of the Town Planning Assessment identifies the applicable components of the statutory town planning framework and provides an assessment against those components. A summary of the proposed development's compliance with the statutory town planning framework is provided at the conclusion of this Chapter.

4.2 State Planning Framework

4.2.1 Planning Act 2016

The Planning Act is the statutory instrument for the State of Queensland under which, amongst other matters, development applications are assessed by local governments.

4.2.2 Decision Rules

In this instance, an impact assessable development application is required to be made to the assessment manager to acquire the necessary development approvals.

According to Section 45(3) of the Planning Act:

- “(3) A code assessment is an assessment that must be carried out only—*
- (a) against the assessment benchmarks in a categorising instrument for the development; and*
 - (b) having regard to any matters prescribed by regulation for this paragraph.”*

Assessment benchmarks for Code Assessment are described in Section 26 of the *Planning Regulation 2017 (Planning Regulation)*:

- “(1) For section 45(3)(a) of the Act, the code assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.*
- (2) Also, if the prescribed assessment manager is the local government, the code assessment must be carried out against the following assessment benchmarks—*
- (a) the assessment benchmarks stated in—*
 - (i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (iii) any temporary State planning policy applying to the premises;*
 - (b) if the local government is an infrastructure provider—the local government's LGIP*
- (3) However, an assessment manager may, in assessing development requiring code assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.”*

At the time of the lodgement of the development application, the common material comprises the application material only. The application material includes an assessment of the proposed development against the relevant assessment benchmarks.

4.2.3 Public Notification

Pursuant to Section 53 of the Planning Act, the notification stage of the development assessment process applies to an application if either of the following applies –

- “(a) any part of the application requires impact assessment; or*

(b) the application includes a variation request.”

As this development application requires Code Assessment and is not subject to impact assessment or a variation request, public notification pursuant to the Planning Act is not required in this instance.

4.2.4 State Planning Policy

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

As prescribed in Section 26(2)(a)(ii) of the Planning Regulation, the State Planning Policy represents an assessment benchmark and the assessment manager must have regard to State Planning Policies if it is not identified as being appropriately reflected in the planning scheme.

Part 2 of the City Plan identifies the State Planning Policy (to the extent it is applicable) as being appropriately reflected in the City Plan, except for the following State interests.

- 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.

The abovementioned State interests are not applicable to the site or the assessment of the development and therefore a separate assessment against the State Planning Policy is not applicable in this instance. As per Section 26 of the Planning Regulation, no further assessment benchmarks apply.

4.2.5 Referral Jurisdiction and State Development Assessment Provisions

Section 55(2) of the Planning Act states that:

“For any other referral agency, a regulation may prescribe the matters the referral agency—
(a) may, must or must only assess a development application against; and
(b) may, must, or must only have regard to for the assessment. “

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

“Schedules 9 and 10 prescribe—
(a) for section 54(2)(a) of the Act, the referral agency for the development applications stated in the schedules; and
(b) for section 55(2) of the Act, the matters the referral agency—
(i) may or must assess the development application against; and
(ii) may or must assess the development application having regard to.”

In accordance with the Planning Regulation 2017, the proposed development does not require referral to the State Assessment and Referral Agency or any other referral agency.

4.2.6 South East Queensland Regional Plan

The South East Queensland Regional Plan 2023 (**the Regional Plan**) provides a sustainable growth management strategy for the region that articulates strategic direction and certainty that will accommodate an increase in population in South East Queensland.

As prescribed in Section 26(2)(a)(i) of the Planning Regulation, the Regional Plan represents an assessment benchmark and the assessment manager must have regard to regional plan, if it is not identified as being appropriately reflected in the planning scheme.

The Regional Plan took effect on 15 December 2023 and is not yet reflected in the City Plan. Despite this, the Regional Plan identifies the site in the Urban Footprint. The development application will support the strategies and outcomes of the Regional Plan. As per Section 26 of the Planning Regulation, no further assessment benchmarks apply.

4.3 Local Planning Framework

4.3.1 Brisbane City Plan 2014

The City Plan commenced on 30 June 2014 and is the relevant planning scheme for the assessment of development proposals within the City of Brisbane.

The City Plan version applicable at the time of this development application is v35.00/2025.

4.3.2 Defined land Use

Multiple Dwelling is defined in Schedule 1 of the City Plan, as follows.

***Multiple Dwelling** means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.*

***Examples include** – townhouses.*

4.3.3 Category of Assessment

Table 5 sets out the applicable category of assessment triggers for the development.

The proposed development will be subject to the highest applicable level of assessment and therefore the application will be subject to **Code Assessment**.

Table 5 - Category of Assessment			
Zone	Application Triggers	Level of Assessment	Assessment Benchmarks
Low-medium Density Residential (2 or 3 storey mix) Zone	Material Change of Use for Multiple Dwelling, where no greater than 3 storeys and 11.5m in building height in the 2 or 3 storey mix zone precinct, where the site has frontage to a road with a reserve width of 15.5m or more and any part of the site is within 400m walking distance of a dedicated public pedestrian access point of a railway or busway station	Code Assessment	Multiple Dwelling Code Low-Medium Density Residential Zone Code Filling and Excavation Code Infrastructure Design Code Landscape Work Code Outdoor Lighting Code Park Planning and Design Code Stormwater Code Transport Access, Parking and Servicing Code Wastewater Code
Neighbourhood Plan			
Stephens District Neighbourhood Plan	No Change	Code Assessment	Stephens District Neighbourhood Plan Code
Overlays			
Airport Environs	MCU, other than for a dwelling house, in the	If complying with all acceptable outcomes in	

Table 5 - Category of Assessment

	Obstacle Limitation Surfaces sub-categories and height restriction zone sub-categories, if assessable development in the zone or neighbourhood plan.	section A of the Airport Environs Overlay Code (Section A) Otherwise, Code Assessment	Airport Environs Overlay Code (Section A)
	MCU, other than for a dwelling house, in the Procedures for Air Navigation Services– Aircraft Operational Surfaces (PANS–OPS) sub-categories, if assessable development in the zone or neighbourhood plan.		
Community Purposes Network	MCU other than for a dwelling house or home-based business, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan	Code Assessment	Community Purposes Network Overlay Code
Critical infrastructure and Movement Network	Not Applicable	Not Applicable	Not Applicable
Dwelling House Character Overlay	Not Applicable	Not Applicable	Not Applicable
Industrial Amenity Overlay	MCU in the Industrial amenity investigation area sub-category, if involving an increase in the number of persons on site, where for Multiple Dwelling.	Code Assessment	Industrial Amenity Overlay Code (purpose, overall outcomes and outcomes in Section A)
Potential and Actual Acid Sulfate Soils Overlay	MCU involving fill or excavation if the NGL is less than 20m AHD, where the disturbance of land is equal to or less than 5m AHD, involving: <ul style="list-style-type: none"> a. filling equal to or greater than 500m³; or b. filling equal to or greater than 0.5m average depth; or c. excavation equal to or greater than 100m³ 	Code Assessment	Potential and actual acid sulfate soils overlay code Filling and excavation code

Table 5 - Category of Assessment			
Road Hierarchy	MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan	Code Assessment	Road Hierarchy Overlay Code (Sections A, B and C)
Streetscape Hierarchy	MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable in the zone or neighbourhood plan	Code Assessment	Streetscape Hierarchy Overlay Code (Section A and B)

4.3.4 Zone

The City Plan includes identifies the site to be located within the Low-medium Density Residential (2 or 3 storey mix) Zone.

The development form overall outcomes of the Low-medium Density Residential Zone include

“4. Development location and uses overall outcomes are:

....

b. Development allows for urban consolidation and better use of physical and social infrastructure.

.....

d. Development provides for co-existence of dwelling houses, dual occupancies or multiple dwelling

4.3.5 Neighbourhood Plan

The site is identified within the Stephens District Neighbourhood Plans area, however is not identified within a precinct.

The overall outcomes for the Stephens District Neighbourhood Plan area include:

“3. Development location and uses overall outcomes are:

a. Character housing is complemented by new housing types that meet the needs of the community.”

4.3.6 Overlays

The City Plan includes a number of overlays which provide additional information in relation to State and local interests. This site is subject to the following overlay designations.

Table 6 – Site Overlays	
Overlay	Sub-category
Airport Environs Overlay	<ul style="list-style-type: none"> • OLS – Approach and Departure Limitation Surface Boundary • OLS – Conical Limitation Surface Boundary

Table 6 – Site Overlays	
Overlay	Sub-category
	<ul style="list-style-type: none"> • Procedures for Air Navigation Surfaces (PANS) • BBS Zone – Distance from airport 3-8km • LI – Within 6km – Max intensity of light sources 3 deg above horizon
Community Purposes Network Overlay	-
Critical Infrastructure and Movement Network Overlay	<ul style="list-style-type: none"> • Critical infrastructure and movement planning area sub-category
Dwelling House Character Overlay	-
Industrial Amenity	<ul style="list-style-type: none"> • Industrial Amenity Investigation Area sub-category
Potential and Actual Acid Sulfate Soils Overlay	<ul style="list-style-type: none"> • Potential and actual acid sulfate soils sub-category • Land above 5m AHD and below 20m AHD sub-category
Road Hierarchy Overlay	<ul style="list-style-type: none"> • Neighbourhood Road – Bow Street
Streetscape Hierarchy Overlay	<ul style="list-style-type: none"> • Neighbourhood Street minor (Bow Street)

4.3.7 Temporary Local Planning Instruments

There are no Temporary Local Planning Instruments applicable to the site.

4.3.8 Emerging Policy

In late 2025, the Brisbane City Council released the *More Homes, Sooner: Low-Medium Density Residential zone review*. Whilst currently not in effect, it is understood that adoption and gazettal by Brisbane City Council into the Brisbane City Plan 2014 will likely occur throughout late 2026.

The Low-medium Density Residential Zone equates to approximately 14% of Brisbane's residential areas and is situated throughout Brisbane's suburbs being largely characterised by its close proximity to public transport corridors, shopping centres and other services.

In response to increasing population growth and evolving household compositions, Brisbane City Council has recognised the need to facilitate more affordable, inclusive and liveable outcomes for residents that are suitable to each residents living needs.

To deliver additional housing supply and diversity in response to the above, Brisbane City Council has proposed a number of amendments to the LMR zone including additional building height, reduced block sizes, reduced car parking rates and new design requirements to maintain the character of Brisbane's suburbs.

Whilst the City Plan version applicable at the time of this development application is v35.00/2025, it is important to have regard to the changes proposed as part of the LMR zone review as it demonstrates Council's intent for future development under such designation. Subsequently, in preparing this development application, the proposed development has had regard to the proposed amendments of the Low-Medium Density Residential Zone given it demonstrates Council's vision for increased housing diversity and supply in the Low-Medium Density Residential Zone.

Under the proposed amendments to the Low-medium Density Residential Zone, the site would intend for development up to four (4) storeys.

4.3.9 Planning Scheme Codes

An assessment of the relevant Planning Scheme Codes is provided below.

4.3.9.1 Low-Medium Density Residential Zone Code

The proposed development complies with the applicable Overall Outcomes of the Low-medium Density Residential Zone Code. The proposal therefore complies with the purpose of the code.

A complete response to the Low-medium Density Residential Zone Code is included in **Appendix A**.

4.3.9.2 Stephens District Neighbourhood Plan Code

The proposed development complies with all of the Overall Outcomes and Acceptable Outcomes of Stephens District Neighbourhood Plan Code.

A full response to the Stephens District Neighbourhood Plan Code is included within **Appendix A**.

4.3.9.3 Multiple Dwelling Code

The proposed development complies with most of the applicable Acceptable Outcomes sought within the Multiple Dwelling Code. The development proposes alternative outcomes in relation to **AO3** (building envelope), **AO4.2** (building height transition), **AO6** (frontage setback), **AO7.1** (rear and side setback), **AO8** (site coverage), **AO27.2** (provides a tree), **AO28.1** (frontage landscaping), **AO28.2** (side boundary landscaping), **AO29.2** (deep planting), **AO33.1** (vehicle access), **AO34.4** (visitor car parking) **AO37.2** (solid fence).

Building Envelope

Acceptable Outcome **AO3** seeks for the proposed development to comply with parameters set out in Tables 9.3.14.3.B, 9.3.14.3.C, 9.3.14.3.E, and 9.3.14.3.F and to comply with the acceptable outcomes for landscaping and deep planting. The proposed development complies with Table 9.3.14.3.B, and 9.3.14.3.F and Table 9.3.14.3.I do not apply. Alternative outcomes are sought in respect to landscaping and deep planting, car parking boundaries (Table 9.3.14.3.E) and front, rear and side setbacks (Table 9.3.14.3.C); please refer to the below sections.

Building Height Transition

Acceptable Outcome **AO4.2** seeks for the development to comprise a maximum transitional building height of 9.5m and 2 storeys where within 10m of the common boundary. The proposed development comprises a maximum of 11.5m and 3 storeys within 10m of the common boundary.

- Pursuant to the Traffic Impact Assessment prepared by Q Traffic the proposed development is within the assumed infrastructure demand.
- The proposed development is for a three (3) storey development with a maximum height of 11.5m building height which is aligned with the community expectations of the Low-Medium Density Residential Zone (2 or 3 storey mix), given the zone anticipates up to three (3) storeys and another development in the street also comprises three (3) storeys.
- The scale of the development is commensurate to the size of the site and frontage width to the street or adjoining development. The proposed development presents an approximately 9.55m building width to the streetscape, an outcome that is appropriate for the 15m Bow Street frontage and not overbearing to the streetscape. Screening is provided where there is potential for overlooking, to maintain privacy to adjoining developments.
- The side and rear boundaries comprise landscaping. Namely a 1.5m landscaping buffer to the north side and rear boundary and the south side boundary providing a trellis with landscaping. These landscaping outcomes ensure visual privacy and amenity is maintained to the adjoining developments.
- Importantly the site is not identified in any significant view points or corridors.
- The proposed development has been designed with articulation in built form and sufficient setbacks to ensure the proposed development and adjoining developments maintain solar

access. Further, the development has been orientated to benefit from northern aspect, favourable for solar access.

- The proposed deep planting and additional landscaping will be visible from the streetscape and surrounding buildings, which balances the built form outcome within Bow Street and adjoining sites.

Therefore, the proposed development complies with Performance Outcome **PO4**.

Front Setbacks

Acceptable Outcome **AO6** seeks for the development to provide front setbacks of a minimum 4m to the balcony and 6m to the wall whereas, Acceptable Outcome **AO3** also seeks for the development to provide front setbacks as outlined in Table 9.3.14.3.C. The proposed development provides front setbacks of 4.22m-5.08m (to wall) on Level 1, 4m-6.86m (to wall) on Level 2, and 4.16m-5.08m (to wall) on Level 3, thus proposing an alternative outcome.

The abovementioned setbacks are appropriate outcomes for the following reasons.

- The street edge and threshold between public and private space is clearly defined by fence and deep planting along the frontage of the site.
- The fence along the frontage is of a suitable height and materiality to ensure the privacy of the ground floor unit fronting Bow Street.
- The unit along the Bow Street provides a balcony on the second floor and extensive sliding windows on the third floor, which support casual surveillance of Bow Street while also providing articulation of the front façade.
- The proposed development provides a variety of materiality along the Bow Street frontage including metal cladding, and FC cladding with cover strips which improves articulation. Window and balconies are presented to the streetscape across the two visible levels (level 2 and level 3) of the multiple dwelling, providing further articulation and contributing to the character of the streetscape. These design features provide visual interest and reduces perception of bulk and scale from adjoining properties. Accordingly, the proposed setbacks will not result in visually overbearing development on the adjoining property.
- The multiple dwelling at 7 Bow Street presents similar front setbacks to the proposed development, with front setbacks ranging between approximately 4.56m and 7.18m.
- The alternative outcome to the front setbacks does not inhibit the proposed development from providing sufficient landscaping along the frontage. Along the Bow Street frontage, a portion of deep planting is provided comprising native shade trees as well as screen shrub planting and accent palm / shrub / groundcover planting. Additionally, the generous verge will be reinstated between Bow Street and site and turfed to improve visual amenity to Bow Street.
- The site is located on the cul-de-sac portion of Bow Street, consequently there is no established rhythm to be maintained given this cul-de-sac context.

Therefore, the proposed development complies with Performance Outcome **PO6**.

Rear and Side Setbacks

Acceptable Outcome **AO7.1** seeks for the development to comprise rear setbacks of 4.5m (to balcony) and 6m (to wall) and side setbacks of 1.5m up to 4.5m building height, 2.0m up to 7.5m building height, and then 2.0m plus 0.5m/3m above 7.5m building height. Acceptable Outcome **AO3** also seeks for the development to provide rear and side setbacks as outlined in Table 9.3.14.3.C. The proposed development comprises a rear setback ranging between 1.5m and 2.3m (to wall), a southern side setback ranging between 4.98m-5.88m (to wall).

The abovementioned setbacks are appropriate outcomes for the following reasons.

- Importantly, the adjoining site to the rear of the proposed development is the backyard of a Dwelling House, and it is unlikely that this portion of the adjoining site will be developed. The rear setbacks are sufficient to maintain privacy and amenity to the adjoining existing and future development and residents to the rear.
- Sufficient landscaping is provided to the rear of the site (width of 1.5m) as well as a generous 60m² deep planting area where large sub-tropical trees have maintained and provided where needed. This landscaping and deep planting supports visual amenity to the adjoining property while also facilitating access to natural light, sunlight and breezes.
- The proposed rear and side setbacks are in keeping with similar setbacks in the streetscape.
- Both side setbacks incorporate landscaping with the northern setback incorporating a 1.5m landscaping buffer and the southern side boundary providing a trellis with landscaping. Both landscaping outcomes aid in the maintaining visual privacy and providing amenity to the adjoining existing and any future developments.
- The northern side façade and rear façade have been designed with screening on the balconies of units and appropriate sill heights where there is potential for overlooking. Accordingly, the building design is responsive to and protects the amenity and privacy of the adjoining developments through considered placement of windows and screening elements, minimising opportunities for overlooking to the adjoining properties (in that it is the effect of a side interface).
- The side setbacks are sufficient to incorporate landscaping, private open space and a driveway to the south and are therefore appropriate to ensure the proposed development and adjoining developments maintain access to natural light, sunlight and breezes.

Therefore, the proposed development complies with Performance Outcome **PO6**.

Site cover

AO8 identifies a maximum site cover of 45% for development identified within the Low-Medium Density Residential Zone. The proposed development comprises a total site coverage of 48.3% of the site, which is a minor increase from the Acceptable Outcome. The design satisfies performance outcome **PO8** of the Multiple Dwelling Code for the following reasons as described below.

- The proposed building size and bulk is compatible with the scale and character of the locality. Notably, the proposed development comprises a building height of 3 storeys / 11.5m in height, which is consistent with the intended form and character of the Low-Medium Density Residential Zone (2 or 3 storey mix). This height is similar to the nearby The Bow Residence at 7 Bow Street. Accordingly, the building size and bulk is consistent with the low-medium density character of the street and locality and retains an appropriate scale and relationship with the developments in the street.
- Each unit is provided with private open space and terraces and/or balconies ranging between 35m² and 70m² across the three (3) storeys, supporting subtropical living. These spaces are accessible from habitable rooms and have been designed to appropriately integrate with the indoor spaces of each unit. Accordingly, the proposed site cover has not prevented the proposal from providing sufficient private outdoor living areas for residents to enjoy Brisbane's subtropical climate.
- The development provides 9.2% of deep planting, and landscaping throughout the site (1.5m landscaping buffer provided to the northern and rear boundaries and a landscaped trellis provided to the southern boundary). As shown within the Landscape Plans (**Appendix D**), the proposed deep planting area provides for the establishment of large subtropical shade trees.
- Any theoretical bulk and scale is reduced by the landscaping and articulation along the building facade. The proposed deep planting and additional landscaping will be visible from the

streetscape and surrounding buildings, which balances the built form outcome within Bow Street and adjoining sites.

- The proposed development provides an appropriate interface to adjoining properties, with setbacks that provide for sufficient separation between buildings for access to sunlight and daylight, breezes and privacy (supported by appropriate window and balcony orientation and screening where appropriate). Variation in materiality and landscape buffering (provided to the northern and southern side boundaries) provide a visually interesting built form to adjoining residential properties. Accordingly, the proposed site cover will not result in adverse amenity impacts to adjoining properties.
- The proposed development provides an articulated and varied response to upper and lower levels of the built form and architectural details such as a well-considered material palette sympathetic to the surrounding of the locality. The contextually responsive design creates a building form and bulk that complements the scale and form of residential development to Bow Street.

Given the above, the proposed site cover does not result in a disproportionate built form to landscape / open space outcome. The development represents a scale, form and intensity of development that is consistent with the intended outcomes for the Low-Medium Density Residential Zone, does not cause adverse amenity or privacy impacts on the adjoining sites and complies with **PO8** above.

Provision of trees

Acceptable Outcome **AO27.2** seeks for the development to provide a tree within the site per 20m of frontage that is capable of growing to a minimum height of 15m at maturity. The proposed development does not provide trees of such height.

Importantly, the proposed development provides a tree along the frontage to Bow Street, however, the tree is unlikely to grow to 15m. Given this is a small scale multiple dwelling comprising a height of 3 storeys and a maximum of 11.5m, the tree provided along the frontage will grow to a height more proportionate to the scale of the proposed development (i.e., greater than 5m).

Therefore, the proposed development complies with Performance Outcome **PO27**.

Front and side landscaping

Acceptable Outcome **AO28.1** seeks for the development to provide a landscaping area with minimum dimension of 4m x 4m, a tree to cast a shadow over 50% of the verge and, a minimum of 50% of the frontage to comprising a 2m wide planted area, along the frontage. The proposed development provides a smaller deep planting area and smaller landscaped area along the frontage.

Acceptable Outcome **AO28.2** seeks for the development to provide a minimum of 1.5m landscaping for side boundaries. The proposed development provides a 1.5m landscaping buffer to the northern side boundary and a 0.3m landscaping to the southern boundary.

The front and side landscaping are an appropriate outcomes for the following reasons.

- A compliant 1.5m landscaping area is provided along the northern side boundary. While only 0.3m of the southern boundary comprises landscaping, a landscaped trellis is also provided along this boundary. The landscaped trellis contributes to the amenity and supports the subtropical climate of the site and streetscape by providing structure that can provide shade and assist with cooling, improving the comfort of the area. Refer to the Landscape Plan in **Appendix D** for further detail. The trellis has also been strategically positioned in between the boundary and driveway / hardstand area to improve visual amenity and soften the built form from the street and adjoining properties.
- Any theoretical bulk is reduced by the landscaping, deep planting and articulation along the building facade. The proposed deep planting and additional landscaping will be visible from the streetscape and surrounding buildings, balancing the built form outcome within Bow Street and adjoining sites.

- The considered design of the dwelling ensures balconies and windows are presented to the Bow Street frontage across the levels, allowing for opportunities for overlooking of Bow Street and other public spaces.
- Please refer to the Deep Planting section for further detail below.

Therefore, the proposed development complies with Performance Outcome **PO27**.

Deep Planting

AO29.2 states development provides deep-planting areas that are ‘a minimum of 10% of the site area; a minimum unobstructed dimension of 4m in any direction; able to accommodate trees planted in natural ground; 100% open to the sky; and can be accessed for maintenance purposes’. As detailed within the Landscape Plans (**Appendix D**), the proposed development incorporates deep planting areas along the site’s road frontage and rear boundary, which predominantly comply with the requirements outlined within AO29.2. In accordance with the Landscape Plans (**Appendix D**), deep planting dimensions are slightly less than 4m x 4m and the deep planting total comprises 9.2% of site cover and therefore an alternative outcome is proposed having regard to the 4m dimension provision and 10% of site cover.

To the extent that the frontage deep planting dimensions are slightly less than 4m x 4m, the area benefits from deep planting extended into the generous verge to facilitate the 4m x 4m dimensions. This facilitates root and canopy growth. Similarly, while the rear deep planting does not comprise the exact dimensions of 4m x 4m, it comprises an extensive deep planting area that is reflective of the abnormal shape of the site. The proposed development provides deep planting areas along the site frontages that contribute positively to amenity and the subtropical microclimate of the streetscape. While some areas are slightly less than the 4m x 4m requirement, the Landscape Concept Plan prepared by Shepherd ULA (**Appendix D**) demonstrates that the deep planting zones are of a sufficient size and dimension to accommodate subtropical shade trees proportionate to the scale of the development that will be open to the sky with access to light and rainfall, be exclusively for landscaping (no underground development or infrastructure), will soften the impact of building and hardstand areas and reduce the number of impervious areas. The residents may also be able to provide additional verge landscaping (as per Brisbane City Council Policy) given the significant verge width available.

The proposed development therefore complies with the corresponding performance outcome PO29.

Vehicle Access

Acceptable Outcome **AO33.1** seeks for the vehicle access to comprise no more than 30% of the street frontage and that is away from the main pedestrian access. The vehicle access is proposed to be 37% of the street frontage and combined with the pedestrian entrance.

The proposed vehicle access is consistent with that of other Multiple Dwellings in the streetscape, noting that 7 Bow Street comprises an approximately 8m wide vehicle access. The proposed development provides an improved outcome providing a 5.6m wide vehicle access and an outcome consistent with the existing streetscape character. Furthermore, the 5.6m wide vehicular crossover is the minimum driveway possible for the development. The site frontage is provided with landscaping (including deep planting) to soften the site frontage and provide a positive streetscape character. Therefore, the proposed development complies with Performance Outcome **PO33**.

Visitor Car Parking

Acceptable Outcome **AO34.4** seeks for the visitor car parking to be signposted, not behind a security barrier, not on both sides of the driveway and separated from the frontage by a 4m wide deep planting area. The visitor car parking is not behind a security barrier nor is it located on both sides of the driveway, however there is no signposting (although this can be conditioned as part of an approval), and the deep planting area is less than 4m wide. In this regard:

- The visitor car parking benefits from the fence, landscaping and deep planting ensuring it does not dominate the street frontage or detract from the streetscape. The landscaping and deep planting also improve the visual amenity to the streetscape and adjoining developments.
- The location of the car parking is safe, visible and convenient for visitors still being within proximity to the frontage of the site and the units.
- To the extent that the frontage deep planting dimensions are slightly less than 4m x 4m, the area benefit from deep planting extended into the generous verge to facilitate the 4m x 4m dimensions.

Therefore, the proposed development complies with Performance Outcome **PO34**.

Having regard to the above discussion, the development complies with the Performance Outcome, overall outcomes and purpose of the code.

A full response to the Multiple Dwelling Code is included in **Appendix A**.

4.3.9.4 Filling and Excavation Code

The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Filling and Excavation Code.

For a response to the Filling and Excavation Code please refer to the Engineering Assessment, prepared by Create Engineers included in **Appendix F**.

4.3.9.5 Infrastructure Design Code

The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Infrastructure Design Code.

For a response to the Infrastructure Design Code please refer to the Engineering Assessment, prepared by Create Engineers included in **Appendix F**.

4.3.9.6 Landscape Works Code

For a response to the Landscape Works Code please refer to the Landscape Concept Plan, prepared by Shepherd Urban Landscape Architecture included in **Appendix D**.

The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Landscape Works Code.

4.3.9.7 Outdoor Lighting Code

There is no outdoor lighting proposed as part of the development, as such no assessment is required against the Outdoor Lighting Code.

4.3.9.8 Stormwater Code

For a response to the Stormwater Code please refer to the Engineering Assessment, prepared by Create Engineers included in **Appendix F**.

The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Stormwater Code.

4.3.9.9 Transport, Access, Parking and Servicing Code

For a response to the Transport, Access, Parking and Servicing Code please refer to the Traffic Assessment, prepared by Q Traffic included in **Appendix E**.

The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Transport, Access, Parking and Servicing Code.

4.3.9.10 Industrial Amenity Overlay Code

The proposed development complies with all of the relevant acceptable outcomes of the Industrial Amenity Overlay Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

For a response to the Industrial Amenity Overlay Code, please refer to the Air Quality Assessment, prepared by SLR, which is included in **Appendix E**.

4.3.9.11 Potential and Actual Acid Sulfate Soils Overlay Code

The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Potential and Actual Acid Sulfate Soils Overlay Code.

For a response to the Potential and Actual Acid Sulfate Soils Overlay Code please refer to the Engineering Assessment, prepared by Create Engineers included in **Appendix F**.

4.3.9.12 Road Hierarchy Overlay Code

The proposed development complies with the relevant acceptable outcomes of the Road Hierarchy Overlay Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

A full response to the Road Hierarchy Overlay Code is included in **Appendix A**.

4.3.9.13 Streetscape Hierarchy Overlay Code

The proposed development complies with the relevant acceptable outcomes of the Streetscape Hierarchy Overlay Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

A full response to the Streetscape Hierarchy Overlay Code is included in **Appendix A**.

4.3.9.14 Park Planning and Design Code

This code is not applicable as the development does not include any new parks.

4.3.9.15 Wastewater Code

This code is not applicable as the development does not involve onsite wastewater treatment.

4.3.9.16 Airport Environs Overlay Code

The proposed development complies with the relevant acceptable outcomes of the Airport Environs Overlay Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

A full response to the Airport Environs Overlay Code is included in **Appendix A**.

4.3.9.17 Community Purposes Network Overlay Code

The proposed development complies with the relevant acceptable outcomes of the Community Purposes Network Overlay Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

A full response to the Community Purposes Network Overlay Code is included in **Appendix A**.

4.3.10 Local Government Infrastructure Plan

The subject site is not mapped as being impacted by any existing or proposed trunk infrastructure in Council's Local Government Infrastructure Plan.

4.3.11 Infrastructure Charges Matters

Based on Council's Adopted Infrastructure Charges Resolution (No.14) 2025 and Queensland Urban Utilities Netserv Plan version 10, the following demand units for the Local Government Adopted charges and are identified as applying to the development.

Table 7 – Infrastructure Charges				
Use under Planning Regulation	Demand Unit	Distributor-retailer proportion of prescribed amount (\$)		Local government adopted charge (\$)
		Sewerage trunk infrastructure network for wastewater service	Water supply trunk infrastructure network for water service	
Demand Calculation				
Multiple Dwelling	3 or more bedroom dwelling	\$12,284.70	\$6,050.50	\$18,026.28
Demand Calculation	4 x 3 Bedroom Dwellings	\$12,284.70 x 4 = \$49,138.80	\$6,050.50 x 4 = \$24,202.00	\$18,026.28 x 4 = \$72,105.12
Credit Calculation				
Existing Dwelling	3 or more bedroom dwelling	(\$12,284.70)	(\$6,050.50)	(\$18,026.28)
Total (Council)	\$72,105.12 - \$18,026.28 = \$54,078.84			
Total (QUU)	\$49,138.80 - \$12,284.70 = \$36,854.10 (Sewerage) \$24,202.00 - \$6,050.50 = \$18,151.50 (Water supply)			

5. Conclusions and Recommendations

This report accompanies an application by Blue Leaf Development c/- Mewing Planning Consultants, seeking a Development Permit for Material Change Multiple Dwelling (4 units) over the site at 14 Bow Street, Yeerongpilly.

An assessment has been undertaken with regard to the proposed development in order to assess the application against the applicable assessment benchmarks, including the relevant City Plan codes, used by Council to assess the proposed development.

The information provided in this report (and accompanying material) demonstrates that the proposed development complies with all relevant and applicable provisions of the statutory town planning framework.

We therefore recommend that Council favourably consider the proposed development and approve the proposed development application, subject to reasonable and relevant conditions.

Disclaimer

Mewing Planning Consultants prepared this report for the applicant stated in the report, for the purpose of the development application and not for any other purpose or use.

This report incorporates and relies upon information and assessment up to the date of preparation of this report and excludes any information arising, or event occurring, after that date which may affect the validity of the opinion of Mewing Planning Consultants stated in this report.

In preparing this report, Mewing Planning Consultants was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment. All information and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Mewing Planning Consultants at the date of this report, and upon which Mewing Planning Consultants relied.

Whilst Mewing Planning Consultants has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Mewing Planning Consultants is not liable for any errors or omissions, including in information provided by another person or company.