



DEVELOPMENT APPLICATION

Town Planning Report

Reconfiguring a Lot

Development Permit · 1 into 2 lots

27 Barberry Street

Inala QLD 4077

Lot 101 on RP78272

APPLICANT & LANDOWNER

Thi Ngoc Bich Nguyen
C/- Urbanza Town Planners

PREPARED BY

Jwal Balar
Principal Town Planner

COUNCIL

Brisbane City Council

URBANZA REFERENCE / REPORT DATE

UB92 / 06/10/2026

Contents

Report Summary.....	3
Site Details	3
Aspects of Development.....	3
1 Site Location & Background Review	3
1.1 Locality & Site Context.....	4
1.2 Site Characteristics	5
1.3 Site History.....	5
1.4 Surrounding Development in the Locality and Lot pattern analysis	5
2 Proposal.....	6
2.2 Proposed Lot Size & Dimensions	6
2.3 Access & Refuse collection	8
2.4 Stormwater	8
2.5 Water, Sewer & Other Services	8
2.6 Earthworks.....	9
2.7 Prelodgement advice response	9
3 Assessment Framework	13
3.1 Category of Assessment.....	13
3.2 Planning Scheme Assessment Benchmarks	13
3.3 South East Queensland Regional Plan	13
3.4 State Planning Policy and State Development Assessment Mapping	13
3.5 Referral Agencies	14
3.6 Public Notification	14
4 Justification for Proposed Lot Sizes	15
5 Recommendation & Conclusion	18
Annexures	19

Report Summary

Site Details

Applicant	Thi Ngoc Bich Nguyen C/- Urbanza Town Planners
Applicant representative	Urbanza Town Planners
Report prepared by	Jwal Balar Principal Town Planner
Site address	27 Barberry St, Inala QLD 4077
Real Property Description (RPD)	Lot 101 on RP78272
Site area	749 m ²
Zone	Low density residential zone
Neighbourhood plan	Western gateway neighbourhood plan Inala precinct - NPP-004
Relevant overlays	• Airport environs overlay • Community purposes network overlay • Critical infrastructure and movement network overlay • Dwelling house character overlay • Road hierarchy overlay • Streetscape hierarchy overlay

Aspects of Development

Type of development	Reconfiguring a lot
Brief description of proposal	Subdivision (1 into 2 lots)
Category of assessment	Impact assessment applies as one proposed lot is less than 400m ² in area and all proposed lot frontages are located more than 300m walking distance from the nearest point of a site, or sites, within the Centre zones category having a combined site area greater than 2,000m ² .
Specialist reports	None due to the simple nature of the development and favourable conditions on the site.
Prelodgement meeting	Yes- response summarised in the report below.

1 Site Location & Background Review

This Town Planning Report has been prepared by Urbanza Town Planners in support of a development application for Reconfiguring a Lot (1 into 2 lots) application at 27 Barberry St, Inala QLD 4077, formally described as Lot 101 on RP78272.

The subject site is located at 27 Barberry Street, Inala, within an established residential neighbourhood in Brisbane's south-west. The existing allotment has an area of approximately 749 m², occupies a corner lot and contains a dwelling house.

The immediate surroundings are predominantly characterised by dwelling houses on individual residential allotments. The site therefore sits within an established dwelling-house setting, supported by a surrounding network of streets, educational facilities, public open space and local shopping precincts.

1.1 Locality & Site Context

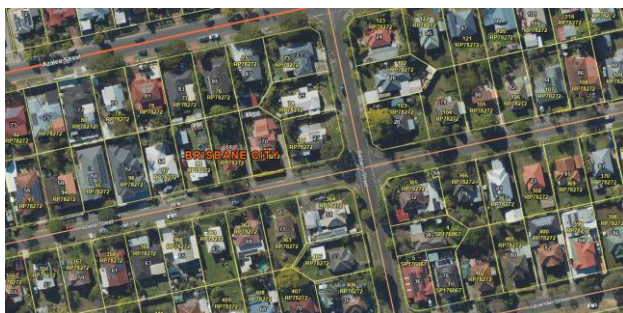


Figure 1: Aerial view



Figure 2: Street-view

The subject site is located on the corner of Barberry Street and Abelia Street within an established residential area of Inala. The adjoining and opposite properties predominantly contain detached dwelling houses on individual allotments, consistent with the low-density residential character of the immediate locality.

Nearby educational and recreational facilities include St Mark's School at 92 Lilac Street and Hock Davis Park. Local shopping facilities are concentrated along Biota Street and around the Lilac Street and Lavender Street intersection. These precincts contain grocery stores, fresh-food retailers and food outlets, including Friendly Grocer at 129 Biota Street and Inala Quality Butcher and Grocery at 16 Lilac Street all within walking distance of less than 1km away from the subject site.

The broader locality is serviced by Inala Plaza, which contains Woolworths, ALDI, specialty retailers and dining facilities. Inala Library, within the adjoining Civic Centre precinct on Corsair Avenue, provides additional community services. Public transport is available from Azalea Street at Barberry Street, stop 65, serviced by Route 102 connecting Inala Plaza station and Oxley railway station.

The surrounding locality therefore provides established education, recreation, shopping and transport infrastructure to support future residents. The proposed subdivision would provide one additional residential allotment within this serviced urban setting, with detached dwelling houses remaining the intended-built form.

The 2021 Census identifies that 89.1% of occupied private dwellings in Inala were separate houses, while 25.1% of households were single-person households. These figures demonstrate the predominance of detached housing alongside a range of household needs within the suburb.

In planning terms, this provides contextual support for broadening the choice of residential lot sizes while retaining a dwelling-house setting. Smaller lots can offer more manageable landholdings for households seeking reduced garden maintenance and continued access to established neighbourhood facilities.

Council's published housing-supply material also recognises changing household needs and the value of smaller, more manageable homes that allow residents to remain connected to their neighbourhoods. This provides a broader policy context for considering additional housing opportunities in established residential areas.

1.2 Site Characteristics

Site shape / dimensions	Generally rectangular allotment with an area of approximately 749 m ² and dimensions of approximately 25 m × 30 m.
Existing use / buildings	Existing low-set dwelling house, ancillary shed and concrete driveway, all identified for removal on the proposal plan. The dwelling is reported to be uninhabitable, with demolition proposed to facilitate redevelopment.
Road frontage	Corner allotment with approximately 25 m frontage to Abelia Street and 21 m frontage to Barberry Street.
Existing access	The existing vehicle crossover from Barberry Street provides access to the dwelling on the subject site and the adjoining property at 25 Barberry Street, Inala. The crossover is of sufficient width and in satisfactory condition to accommodate shared use by both lots without compromising vehicle access, manoeuvring or traffic safety.
Topography	The site has a gradual fall of approximately 2 m towards Abelia Street.
Vegetation / street trees	Two existing street trees within the Barberry Street Road reserve are proposed to be retained.
Flooding / natural hazards	The subject site is not mapped with any flooding overlays.
Easements / encumbrances	No easements have been identified within the subject site.
Water & sewer	Existing reticulated water and sewer infrastructure is available to service the site.
Stormwater	Stormwater discharge is proposed to the Abelia Street kerb and channel, nominated as the lawful point of discharge.
Other constraints	-

1.3 Site History

The site is currently used for a dwelling house. The subdivision proposal plan shows the existing low-set dwelling, shed and concrete driveway to be removed to facilitate the subdivision. Council development records indicate that there are no previous approvals on site.

1.4 Surrounding Development in the Locality and Lot pattern analysis

Inala is a substantially developed residential suburb, predominantly characterised by detached dwelling houses within an established urban setting. The locality is supported by existing roads, reticulated services, public transport, schools, parks and shopping facilities. Nearby amenities include St Mark's School, Hock Davis Park and the shops along Biota and Lilac Streets. This established servicing context supports consideration of modest residential infill and smaller allotments.

The lot pattern analysis identifies several existing allotments below 400 m² that accommodate dwelling houses within the Low-Density Residential Zone, including:

- **22 Lavender Street, Inala:** A 396 m² allotment, described as Lot 11 on SP273170, within the Low-Density Residential Zone.
- **18 and 18A Tamarind Street, Inala:** Two allotments of 357 m² each, described as Lots 1 and 2 on SP344780, respectively, within the Low-Density Residential Zone.
- **52 and 52A Partridge Street, Inala:** Allotments of 338 m² and 383 m², described as Lots 4 and 3 on SP139408, respectively, within the Low-Density Residential Zone.

Recent impact-assessable subdivision approvals also demonstrate Council's acceptance of smaller residential allotments in the surrounding locality:

A006886945 — 92 Eugenia Street, Inala: Approved on 17 July 2026, including 25 residential allotments below 400 m². The land was identified as Low Density Residential Zone at approval, providing a relevant comparison with the subject site.

A006880793 — 159 Blunder Road, Durack: Approved in March 2026, providing 11 residential allotments ranging from 256–302 m², predominantly 300 m², with shared access. The site is within the Low-Density Residential Zone and, although located in Durack, is nearby and shares the subject site's Western gateway neighbourhood plan — Inala precinct (NPP-004).

These examples demonstrate that smaller residential allotments form part of the locality's existing and emerging development pattern. The proposed 349 m² allotment falls within the range of established local examples, supporting its consideration alongside the proposal's dwelling accommodation, servicing and streetscape outcomes.

2 Proposal

The application seeks a Development Permit for Reconfiguring a Lot (1 into 2 lots) at 27 Barberry St, Inala QLD 4077, on land described as Lot 101 on RP78272. Based on the instructed site area, the proposed subdivision will create two lots of areas 400m² and 349m² each.

The existing low-set dwelling house, shed and concrete driveway are proposed to be removed. Proposed lot 27 will gain access via a new proposed 2.5m wide driveway crossover. Proposed Lot 26 will retain access that is shared with 25 Barberry Street Inala as it is of sufficient width and in satisfactory condition to accommodate shared use by both lots without compromising vehicle access, manoeuvring or traffic safety.

REFERENCE: Refer to Annexure A - Subdivision Proposal Plan.

2.2 Proposed Lot Size & Dimensions

Proposed Lot	Required area	Area	Required Frontage	Frontage / Width
26	400 m ²	349 m ²	10 m	21.123m
27	400 m ²	400m ²	10 m	15.907 m

The proposal involves subdividing the 749 m² corner allotment at 27 Barberry Street, Inala, into two residential lots comprising 349 m² and 400 m². The existing uninhabitable dwelling and shed are proposed to be removed, enabling the creation of two vacant allotments suitable for future detached dwelling houses. The subdivision makes more efficient use of an underutilised residential site benefiting from established infrastructure and frontages to both Barberry Street and Abelia Street.

The Subdivision Code provides for residential lots of 300 m² in the Low-density residential zone where the relevant frontage is within 300 m walking distance of qualifying centre-zoned land exceeding 2,000 m². The subject site is approximately 580 m walking distance from the nearest qualifying centre and therefore falls outside this catchment. Accordingly, the proposed 349 m² lot requires justification against the relevant performance outcomes.

Although the numerical walking-distance criterion is not met, the site benefits from pedestrian access to established shops, services and community facilities. These include St Mark's School, Hock Davis Park and the convenience retail facilities on Biota Street and at the Lilac Street–Lavender Street corner. The nearby Azalea Street at Barberry Street, stop 65, is served by Route 102, providing approximately hourly services

during weekday business hours and connections towards Inala Plaza and Oxley station. These facilities support the accessibility rationale underlying the small-lot provisions, while recognising that the site is outside the prescribed centre catchment.

Each proposed lot can accommodate a 9 m × 15 m rectangle, consistent with the performance benchmark identified in Council's prelodgement advice. The lot dimensions also provide space to accommodate the setbacks, on-site parking, landscaping and functional private open space associated with future dwelling houses. The justification therefore considers the overall residential functionality of each lot, together with its capacity to accommodate the minimum rectangle dimension.

The corner configuration provides additional flexibility for dwelling orientation and vehicle access. The proposal retains access to the proposed lot 26 from Barberry Street and provides access to the 400 m² lot from Abelia Street. This arrangement distributes access between the two frontages and enables future dwellings to address the public street, with opportunities for landscaped setbacks and an appropriate presentation to the corner.

Smaller residential allotments already form part of the surrounding lot pattern, including:

- 22 Lavender Street, Inala: approximately 396 m².
- 18 and 18A Tamarind Street, Inala: approximately 357 m² each.
- 52 and 52A Partridge Street, Inala: approximately 338 m² and 383 m², respectively.

Nearby impact-assessable subdivision approvals also demonstrate that lots below 400 m² have been supported following assessment of their individual circumstances:

- **A006886945 — 92 Eugenia Street, Inala:** approved in July 2026, including 25 residential lots below 400 m², within the Low-density residential zone at the time of approval.
- **A006880793 — 159 Blunder Road, Durack:** approved in March 2026, comprising 11 residential lots ranging from 256 m² to 302 m², with common-property access. The site shares the subject site's Low density residential zoning and location within the Western gateway neighbourhood plan, Inala precinct — NPP-004.

These examples demonstrate that smaller lots can accommodate residential development within the broader locality.

The subdivision would provide one additional residential allotment within an established, serviced neighbourhood. Smaller land parcels broaden housing choice and may offer a lower land acquisition cost than larger comparable allotments. The proposed dimensions provide scope for conventional small-lot dwelling designs, allowing future purchasers to select housing suited to their needs while contributing modestly to Brisbane's housing supply.

The proposal provides the following response to Performance Outcome PO1 of the Subdivision Code:

1. **Enable the relevant planning scheme outcomes and standards to be achieved for the intended use.**

Each lot provides a practical development area for a detached dwelling, together with parking, private open space, landscaping and boundary setbacks. The availability of reticulated services and street access supports future residential development, with detailed dwelling designs required to satisfy the applicable planning and building provisions. A detailed code compliance, strategic framework assessment has been provided in Annexure B.

2. **Be consistent with the applicable zone, precinct, neighbourhood plan and overlays.**

The proposal maintains the detached dwelling form associated with the Low-density residential zone and the Inala precinct of the Western gateway neighbourhood plan. Its modest scale provides

limited residential infill, with applicable overlay requirements to be addressed through the design of subdivision infrastructure and future dwellings.

3. Provide a usable shape accommodating the minimum rectangle and anticipated future development.

Both lots can accommodate a 9 m × 15 m rectangle while retaining space for the other functional requirements of a dwelling house. The layout provides usable development areas and flexibility for dwelling siting, access and outdoor living.

4. Complement the streetscape, local context and character.

The two street frontages enable future dwellings to address Barberry Street and Abelia Street through appropriate orientation, setbacks and landscaping. Detached houses on the proposed lots would continue the locality's residential built form, with the smaller lot area supported by comparable established allotments.

5. Address development constraints.

The gradual fall towards Abelia Street supports the proposed stormwater drainage arrangement, and no major earthworks are anticipated. Both streets are proposed to be retained as part of this development and no other constraints exist on site except from some overlays which can be easily addressed during house design stage.

The proposed subdivision therefore provides a reasoned performance-based response to the lot-area departure. Its suitability is supported by usable lot dimensions, dual street frontages, established services, access to local amenities and comparable small-lot development within the surrounding area.

2.3 Access & Refuse collection

Proposed Lot 26 will retain the existing Barberry Street crossover shared with 25 Barberry Street. The existing access layout provides sufficient space for independent vehicle manoeuvring within each property. No upgrades to the existing crossover are proposed as part of this development.

Proposed Lot 27 will be accessed from Abelia Street via a 2.5 m wide residential crossover, to be constructed in accordance with the relevant Council standard drawings. The proposed crossover location maintains 2 m separation from the existing street trees, allowing both trees to be retained.

Both lots provide sufficient street frontage and space to accommodate two bins per lot for kerbside collection. Bins will be presented along the respective street frontages on Council's scheduled collection days, clear of driveways and pedestrian access as shown on Annexure A- subdivision proposal plan.

2.4 Stormwater

Both proposed lots slope towards Abelia Street, enabling gravity drainage to the existing kerb and channel, which is nominated as the proposed lawful point of discharge.

Upstream drainage has been considered in the proposed layout. A 225mm stormwater pipe and associated 0.9 m wide drainage easement are proposed along the boundary of the proposed lot 27 to facilitate the collection and conveyance of upstream runoff to Abelia Street.

Given the favourable site gradient and minor scale of the subdivision, a detailed stormwater management report has not been provided with the application. Pipe sizing, levels, connection details and easement requirements will be confirmed through detailed civil design in accordance with Brisbane City Council's requirements prior to plan sealing, including appropriate management of upstream flows and protection of adjoining properties.

2.5 Water, Sewer & Other Services

Proposed Lots 26 and 27 have direct access to existing water infrastructure within Abelia Street, enabling separate water connections to each lot without traversing another allotment.

Detailed sewer servicing arrangements will be finalised prior to plan sealing. Augmentation of the existing sewer line is anticipated to facilitate compliant connections to both lots. It is proposed that sewer design, connection and augmentation requirements be secured through appropriate conditions of approval, with the necessary works completed prior to plan sealing.

2.6 Earthworks

No earthworks are envisioned as part of this development due to the favourable slope on site.

2.7 Prelodgement advice response

Lot Mix and Design –

The proposal includes lot sizes ranging from 349m² to 400m².

The proposed lot sizes less than 400m² are not considered to reflect the lot size and pattern of the general locality as the required servicing to support lots of this size is not evident in this instance (i.e. walking distance to centre zones and close proximity to public transport options). Given this, the proposal is considered quite challenging to support.

As outlined in the Nearby Development and Lot Pattern Analysis section of this report, Council has recently approved two nearby impact-assessable subdivisions incorporating residential lots below 400 m²:

- 92 Eugenia Street, Inala — A006886945: approved in July 2026, including 25 residential lots below 400 m². The site was within the Low-density residential zone at the time of approval.
- 159 Blunder Road, Durack — A006880793: approved in March 2026, comprising 11 residential lots ranging from 256 m² to 302 m², with common-property access. This site shares the subject site's Low density residential zoning and location within the Western gateway neighbourhood plan, Inala precinct — NPP-004.

Smaller allotments also form part of Inala's established residential lot pattern. Examples include 22 Lavender Street (396 m²), 18 and 18A Tamarind Street (357 m² each), and 52 and 52A Partridge Street (338 m² and 383 m² respectively). The proposed 349 m² lot therefore falls within the range of existing small residential allotments in the locality. Together, these examples provide relevant context for assessing the proposal's compatibility with the surrounding neighbourhood.

The site's location approximately 580 m walking distance from the qualifying centre is acknowledged. Nevertheless, it benefits from walking access to convenience shops, St Mark's School, Hock Davis Park and the nearby Azalea Street at Barberry Street bus stop, serviced by Route 102 at approximately hourly intervals during weekday business hours. These facilities support a performance-based assessment of the site's accessibility despite its location outside the prescribed centre catchment.

The proposal's suitability is further supported by its dual street frontages, access to established urban infrastructure and capacity to accommodate a 9 m × 15 m rectangle on each lot, together with provision for setbacks, parking and private open space. It creates one additional residential allotment capable of accommodating a detached dwelling consistent with the locality's residential character.

Council's concern is acknowledged; however, the identified lot pattern, recent approvals and site-specific design attributes provide a reasoned basis for supporting the proposed 349 m² lot through assessment against the relevant performance outcomes.

Refer to strategic framework and detailed code assessment in Annexure B where development complies with all acceptable outcomes where not acceptable outcomes- a performance-based solution has been provided.

Should a development application be pursued, the proposal would need to ensure that a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development,

complement the streetscape, local context and character for the locality and address development constraints. As a performance outcome a 9m x 15m minimum rectangle dimension may be appropriate in this instance. Any earthworks and associated retaining structures will need to be considered for the minimum rectangle dimensions.

Both proposed lots are small residential lots and can comfortably accommodate a 9 m × 15 m rectangle, consistent with the performance benchmark identified by Council. Their configurations provide usable areas for future detached dwellings, with provision for setbacks, parking, landscaping and private open space appropriate to the surrounding residential character.

The figure below illustrates the 9 m × 15 m rectangle on each proposed lot, together with setback dimensions. No major earthworks are anticipated.

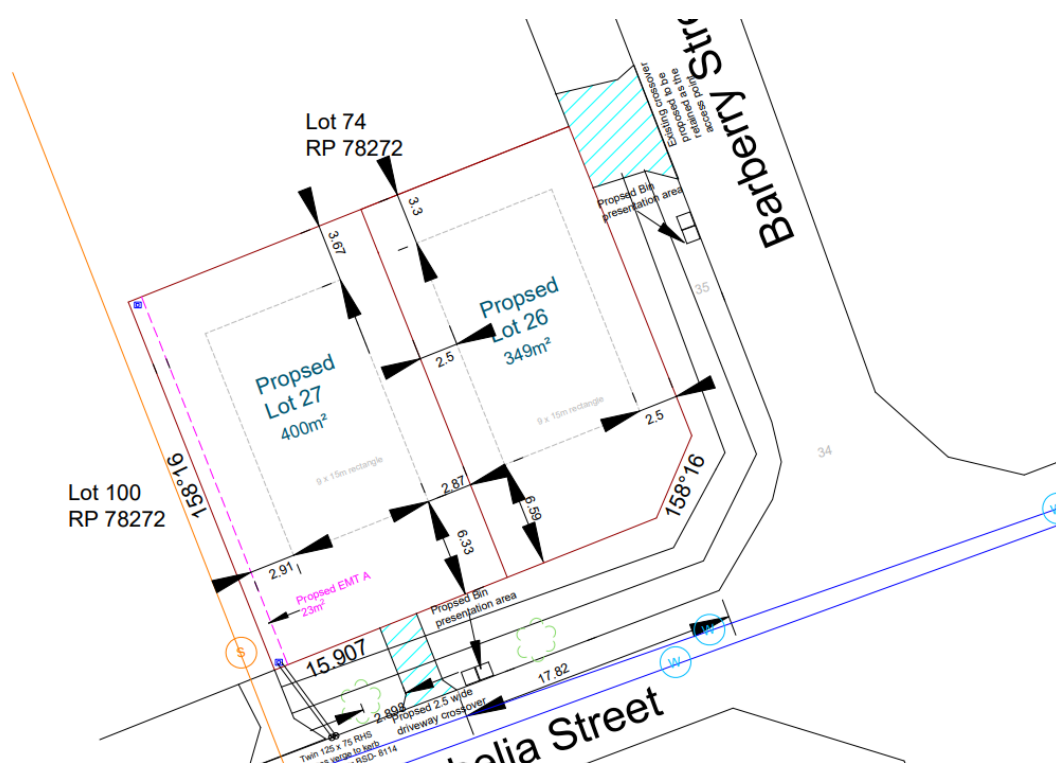


Figure 1: Minimum rectangle dimension

As part of any future application, it is recommended that an analysis of the lot pattern of the area is undertaken, including lot sizes/configuration. In addition, further information to demonstrate how the proposed lot configuration enables the relevant outcomes and standards required by the planning scheme to be complied with for the intended use. In particular, how the lot arrangement is consistent with the zone, neighbourhood plan and overlays that apply to the site, feature a useable shape able to accommodate the anticipated future development (dwelling), and how the development complements the streetscape, local context and character for the locality.

The Nearby Development and Lot Pattern Analysis section identifies established residential allotments ranging from 338 m² to 396 m², together with recent nearby subdivision approvals incorporating lots below 400 m². These examples demonstrate that smaller allotments form part of the locality's residential pattern and provide relevant context for the proposed 349 m² and 400 m² lots.

Both proposed lots have usable configurations capable of accommodating a 9 m × 15 m rectangle, together with provision for dwelling setbacks, parking, landscaping and private open space. The dual street frontages provide flexibility for dwelling orientation and access, enabling future houses to address the streets and maintain landscaped setbacks consistent with the surrounding detached residential character.

The proposal supports the detached housing form intended by the Low-density residential zone and the Western gateway neighbourhood plan, Inala precinct — NPP-004. The supporting code assessment will demonstrate how the lot arrangement responds to the applicable zone, neighbourhood plan and overlay requirements, including the proposed access, drainage and servicing arrangements.

Stormwater

A Lawful Point of Discharge is to be demonstrated. Guidelines as to what Council constitutes to be a satisfactory Lawful point of discharge may be found in City Plan 2014, Infrastructure Design PSP (ID PSP), section 7.6. This would be to the K&C for each lot along the respective street frontage.

Both proposed Lots 26 and 27 slopes towards Abelia Street and have frontage to that street. The existing Abelia Street kerb and channel is nominated as the proposed lawful point of discharge for both lots, enabling gravity drainage through their respective frontages.

A Site Based Stormwater Management Plan report prepared by an RPEQ will be required to demonstrate compliance with the outcomes within this Code. The report is to be prepared in accordance with the ID PSP Section 1 - The development is to provide for the orderly development of stormwater infrastructure by providing a drainage connection for the upstream catchment, sized for ultimate catchment conditions. Further information about this may also be found in the Infrastructure Design PSP, Section 7.6

Given the minor scale of the subdivision and favourable site gradient, a detailed Site Based Stormwater Management Plan has not been prepared at this stage. It is requested that Council accept the concept drainage arrangement and secure detailed stormwater design and construction requirements through conditions of approval. Subject to Council's agreement, an RPEQ will confirm the drainage design before construction. Certification of the completed works and as-constructed drawings will be provided prior to plan sealing.

Stormwater easements will be required as specified in section 7.10 of the Infrastructure Design PSP.

Upstream drainage has been considered through the provision of proposed Easement A (EMT A), 0.9 m wide, along the boundary of proposed lot 27. The easement is proposed to accommodate an underground 225 mm stormwater pipe, capped at the upstream boundary to provide for a future upstream connection.

An Erosion and Hazard Assessment Form is required to be lodged with any development application that will result in soil disturbing activity. There are three categories of hazard (ie. low, medium and high) and conditions will be imposed based on the category of hazard.

The completed Erosion Hazard Assessment form is attached to the application and identifies the site as low risk. Appropriate erosion and sediment controls will be implemented during soil-disturbing works in accordance with the assessment and relevant approval conditions.

Access

- Barberry Street is a Neighbourhood Road in the City Plan 2014 Road Hierarchy. Abelia Street is a Neighbourhood Road in the City Plan 2014 Road Hierarchy.

Noted. The proposal responds to the Neighbourhood Road classification of both streets by retaining Barberry Street access for Lot 26 and providing separate Abelia Street access for Lot 27.

A minor traffic report, endorsed by an RPEQ, is required to demonstrate that the proposal complies with the TAPS PSP. Any performance solutions proposed for consideration need to be detailed as part of an RPEQ signed traffic report.

Given the minor scale of the subdivision, involving one additional residential allotment, a traffic report is not considered proportionate to the anticipated transport impacts. The additional traffic associated with a future dwelling is expected to be minor and unlikely to materially affect the operation of the surrounding residential road network.

Barberry Street and Abelia Street are classified as Neighbourhood Roads, which fall within Council's definition of minor roads. Their junction is therefore a minor intersection. As shown on the proposal plan, both crossovers are located more than 10 m from the intersection, consistent with Council's published separation requirement for minor intersections in the TAPS policy.

Lot 27 is proposed to be accessed through a conventional 2.5 m wide residential crossover, to be constructed in accordance with BSD-2022. Lot 26 will retain the existing crossover shared with 25 Barberry Street, consistent with the access arrangement Council identified as potentially acceptable in its preliminary advice. The existing layout appears to provide sufficient space for independent manoeuvring within each property.

The limited additional traffic, conventional residential crossover and retention of the established access arrangement provide a reasonable basis for assessing the proposal through the supporting plans and planning justification. Council is therefore requested to accept this information without requiring a traffic report.

- Given the complexities with separating/reinstating the existing shared crossover, the existing Barberry Street access point may be retained to service proposed Lot 2. There is no record of any easement in this location, and there appears to be sufficient space for independent manoeuvring for both lots. The RPEQ should justify this is a PO in their report.

The existing shared crossover is proposed to be retained. No upgrades are proposed as part of this development. The existing crossover is roughly 6m wide giving enough space for vehicles to manoeuvre without requiring easements or a traffic report.

- Any upgrades to the existing crossover or driveway would require consent of that landowner as part of the subdivision application.

No upgrades to the existing crossover are proposed as part of this development.

- Vehicular access from Abelia Street is generally supported. - Bin presentation for each lot should be demonstrated on the plans ensuring they are clear of crossovers and existing and future street trees.

Noted. Proposed Lot 27 will be accessed from Abelia Street through a 2.5 m wide residential crossover, to be designed and constructed in accordance with the relevant Council standard drawings. Refer Annexure A – both street trees are to be retained as part of this development.

- Any future application will need to address the requirements for refuse as stated in the Refuse Planning Scheme Policy (Refuse PSP) and Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP).

Both lots provide sufficient frontage space for two bins per lot on Council's scheduled collection days in accordance with the Refuse Planning Scheme Policy (Refuse PSP) and Transport, Access, Parking and Servicing Planning Scheme Policy. Bin presentation areas are identified on the plans, clear of crossovers and existing street trees.

- Crossovers should be located to avoid impacts on existing street trees. Existing street trees in front of the site must be retained and protected. Proposed subdivision plans submitted as part of future DA lodgements must accurately document the locations of existing street trees.

Both existing street trees are proposed to be retained and protected. The proposed Abelia Street crossover maintains 2 m separation from the trees.

- Streetscape upgrades may be sought for both frontages including new 1.2m wide concrete footpaths and street tree plantings. However, given the existing footpath provides a continuation along both street frontages and condition looks to be relevantly adequate.

The existing footpath provides continuity along both street frontages and appears to be in adequate condition, as identified in Council's advice. Retention of the footpath and street trees is therefore sought.

3 Assessment Framework

3.1 Category of Assessment

The category of assessment is determined under Part 5 of Brisbane City Plan 2014. On the current basis, the application is to require impact assessment because proposed lot 26 is below 400 m² and the frontage is outside the 300 m walking-distance catchment.

Subdivision	Assessment level
Zone	
Low density residential zone	Impact assessment
Neighbourhood plan	
Western gateway neighbourhood plan	Impact assessment
Overlays	
Airport environs overlay	-
Community purposes network overlay	Impact assessment (not applicable)
Critical infrastructure and movement network overlay	-
Dwelling house character overlay	-
Road hierarchy overlay	Impact assessment
Streetscape hierarchy overlay	Impact assessment

3.2 Planning Scheme Assessment Benchmarks

The relevant assessment benchmarks are contained within the applicable planning scheme codes. Based on the tables of assessment under *Brisbane City Plan 2014*, the following codes apply to the proposed development:

Primary Code	Subdivision code
Zone Code	Low density residential zone code
Neighbourhood Plan Code	-
Overlay Codes	- Road hierarchy overlay - Streetscape hierarchy overlay
Secondary / Other Codes	- Filling and excavation - Infrastructure design - Landscape work - Stormwater - Transport access parking and servicing
Refer to Annexure B - Code Compliance Assessment	

3.3 South East Queensland Regional Plan

The site is located within the Urban Footprint. The proposal represents infill residential development within an established urban area and is generally consistent with the intent of the Southeast Queensland Regional Plan 2023 (ShapingSEQ).

3.4 State Planning Policy and State Development Assessment Mapping

Mapping layers for Matters of Interest

SEQ REGIONAL PLAN TRIGGERS

- SEQ Regional Plan land use categories

WATER RESOURCES

- Water resource planning area boundaries

Mapping layers for State Interests

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - local government flood mapping area

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Obstacle limitation surface area
- Light restriction zone
- Lighting area buffer 6km
- Wildlife hazard buffer zone

The relevant state interests are reflected in applicable *City Plan 2014* overlays (Airport environs overlay). The site is not affected by the Flood overlay. In complying with the planning scheme, the proposal is taken to comply with the *State Planning Policy*.

3.5 Referral Agencies

No applicable referral requirements are identified in Schedule 10 of the *Planning Regulation 2023*.

3.6 Public Notification

The application is subject to impact assessment and therefore requires public notification under section 53 of the *Planning Act 2016*. The statutory public notification period is a minimum of 15 business days.

4 Justification for Proposed Lot Sizes

The proposal seeks to subdivide the existing 749 m² corner allotment at 27 Barberry Street, Inala, into two residential lots comprising 349 m² and 400 m². The existing dwelling, identified as being unsuitable for habitation, and associated shed are proposed to be removed, enabling the land to accommodate two future detached dwelling houses.

The proposed lot arrangement responds to the site's dimensions, dual street frontages, access opportunities and available infrastructure. Only the 349 m² lot departs from the generally applicable 400 m² minimum, representing a difference of 51 m². The justification for this departure is based on the functionality of the proposed lots, their relationship with the surrounding residential neighbourhood and their contribution to housing supply and choice.

4.1 Planning Framework and Performance-Based Assessment

The small-lot provisions of the Subdivision Code provide for lots of 300 m² in the Low-density residential zone where the relevant frontage is within 300 m walking distance of qualifying centre-zoned land with a combined area exceeding 2,000 m². The expansion of this catchment formed part of the More Homes, Sooner amendment, which became effective on 18 September 2026.

The subject site is approximately 580 m walking distance from the nearest qualifying centre and therefore falls outside this catchment. The application accordingly relies on a performance-based justification for the proposed 349 m² lot, supported by its usable dimensions, access to local facilities, established infrastructure and compatibility with nearby residential development.

Council's preliminary advice identified that a 9 m × 15 m rectangle may provide an appropriate performance benchmark for the proposal. Both proposed lots can accommodate this rectangle, with provision for the additional functional requirements of future dwelling houses. The proposal therefore responds directly to Council's concern that smaller lot areas must still produce practical and appropriately configured residential allotments.

4.2 Housing Need, Population Growth and Affordability

Brisbane is experiencing substantial housing supply and affordability pressures. Council identifies a requirement for 210,800 additional homes by 2046 and acknowledges that population growth, construction costs and labour shortages are affecting housing delivery. Council also identifies a mismatch between household composition and available housing: more than half of Brisbane households comprise singles or couples, while fewer than one-third of homes provide one or two bedrooms. These circumstances support the need for a wider range of housing options suited to different household sizes, budgets and stages of life.

The National Housing Supply and Affordability Council's State of the Housing System 2026 confirms that affordability continued to deteriorate despite improvements in some housing supply indicators. This reinforces the importance of facilitating suitable additional housing opportunities alongside the infrastructure and design measures necessary to support them.

Local Census evidence also supports consideration of housing choice and affordability in Inala. ABS Census counts recorded 14,849 residents in 2016 and 15,273 residents in 2021, an increase of approximately 424 residents, or 2.9%. In 2021, Inala's median weekly household income was \$998, compared with \$1,675 across Queensland, and 25.1% of households comprised a single person. The Census also recorded that 31.8% of renter households paid more than 30% of household income in rent. These historical figures demonstrate the relevance of providing housing options responsive to household budgets and differing accommodation needs.

The proposed subdivision would contribute one additional residential allotment within an established urban neighbourhood. Smaller land parcels may provide a lower land acquisition cost than larger

comparable allotments and offer purchasers greater flexibility to select a dwelling suited to their needs. The affordability benefit lies in the potential reduction in the land component of a future home and the expansion of purchasing options; final affordability will depend on sale prices, construction costs and the selected dwelling design.

This approach is relevant to the broader objectives of ShapingSEQ 2023, which includes a combined regional target of 20% social and affordable housing and recognises market housing that can be more affordable through its design. The proposal's contribution is the provision of additional, smaller residential parcels capable of supporting compact detached housing.

Council's Sustainable Growth Strategy also recognises limited greenfield opportunities and the need to accommodate substantial housing growth within established urban areas while protecting neighbourhood character. The proposal makes a modest contribution to this objective through the reuse of an existing residential site, supported by its own design and servicing merits.

4.3 Usable Lot Shapes and Capacity for Future Dwellings

Both proposed lots have sufficient dimensions to accommodate the 9 m × 15 m rectangle identified in Council's preliminary advice. The supporting illustration shows these rectangles together with setback dimensions, demonstrating the availability of practical development areas within each lot.

The lot arrangement also provides scope for the normal requirements of a detached dwelling house, including:

- Appropriate street, side and rear boundary setbacks.
- On-site vehicle parking and driveway access.
- Functional private open space.
- Landscaping and opportunities for shade planting.
- Stormwater drainage and utility connections.
- Building separation and measures protecting neighbouring residential amenity.

Compact dwelling designs are an established part of the Queensland residential construction market. Builders including Metricon, Brighton Homes and Coral Homes offer designs intended for narrow residential allotments. Their availability demonstrates the practical design options available for compact detached housing, with the suitability of any selected design to be confirmed against this site's corner setbacks, lot depth, services and planning requirements.

4.4 Dual Frontages and Streetscape Compatibility

The site's corner position provides flexibility for dwelling orientation, access and streetscape presentation. Proposed Lot 26 retains the existing Barberry Street access arrangement, while Lot 27 is proposed to gain access from Abelia Street through a conventional residential crossover. This distributes access between the two frontages and supports a clear relationship between each future dwelling and the public street.

The resulting development can maintain the locality's established detached housing form through appropriate building orientation, landscaped setbacks and separation between dwellings. The subdivision creates opportunities for two houses to contribute to the street frontage, supported by the retention of the existing street trees and footpath.

Compatibility with the locality depends on the resulting built form and residential amenity as well as lot area. The proposed configuration provides scope for future houses to maintain the scale, landscaped presentation and residential function associated with the surrounding neighbourhood.

4.5 Access to Shops, Community Facilities and Public Transport

Although the site falls outside the prescribed centre walking catchment, it benefits from access to established facilities serving the surrounding residential neighbourhood. These include St Mark's School, Hock Davis Park, convenience shops and services on Biota Street, and the retail facilities at the Lilac Street–Lavender Street corner.

The nearby Azalea Street at Barberry Street, stop 65, is serviced by Route 102, providing approximately hourly services during weekday business hours and connections towards Inala Plaza and Oxley station. This represents an available public transport option supporting access to a broader range of destinations.

The combination of local retail facilities, education, recreation and public transport provides relevant support for the proposed small-lot outcome. These amenities assist future residents to meet every day needs within the established neighbourhood and contribute to the performance-based assessment of the site's accessibility.

4.6 Existing Small Lots and Nearby Subdivision Approvals

The surrounding residential lot pattern includes established allotments below 400 m² within the Low-density residential zone, including:

- 22 Lavender Street, Inala: approximately 396 m².
- 18 and 18A Tamarind Street, Inala: approximately 357 m² each.
- 52 and 52A Partridge Street, Inala: approximately 338 m² and 383 m², respectively.

The proposed 349 m² lot falls within the range of these established residential allotments. These examples demonstrate that smaller parcels already form part of the locality's residential pattern and provide useful context for assessing the proposal's compatibility.

Recent nearby impact-assessable subdivision approvals include:

- A006886945 — 92 Eugenia Street, Inala: approved in July 2026, including 25 residential lots below 400 m², within the Low-density residential zone at the time of approval.
- A006880793 — 159 Blunder Road, Durack: approved in March 2026, comprising 11 residential lots ranging from 256 m² to 302 m², with common-property access. This site shares the subject site's Low density residential zoning and location within the Western gateway neighbourhood plan, Inala precinct — NPP-004.

The larger estate configurations and differing access arrangements form part of the context of those approvals. For the subject site, support is sought based on its own usable lot dimensions, dual frontages, access arrangements and servicing opportunities. Collectively, the existing allotments and recent approvals demonstrate that residential lots below 400 m² can form an appropriate component of the broader locality when supported by suitable design.

5 Recommendation & Conclusion

This report supports the proposed reconfiguration of 27 Barberry Street, Inala, from one lot into two residential lots comprising 349 m² and 400 m². The proposal facilitates the redevelopment of an underutilised corner allotment following removal of the existing uninhabitable dwelling and shed, creating two vacant lots suitable for future detached dwelling houses.

The performance-based justification for the 349 m² lot is supported by its usable configuration, dual street frontages, available infrastructure and access to established shops, schools, parks and public transport. Both lots can accommodate a 9 m × 15 m rectangle, with provision for setbacks, parking, landscaping and functional private open space. Comparable established allotments and recent nearby subdivision approvals provide further support for the compatibility of smaller residential lots with the locality.

The proposed arrangement enables future development to maintain the detached housing form and landscaped streetscape associated with the Low-density residential zone and the Inala precinct of the Western gateway neighbourhood plan. It also contributes one additional residential allotment within an established urban neighbourhood, broadening housing choice and purchasing options in response to Brisbane's housing needs.

Having regard to the assessment contained within this report, the proposal achieves the purpose and relevant performance outcomes of *Brisbane City Plan 2014*, notwithstanding the numerical lot-area departure. The development is therefore considered to represent a logical, functional and contextually appropriate subdivision outcome. On this basis, it is recommended that Brisbane City Council approve the application, subject to reasonable and relevant conditions.

Prepared by

Jwal Balar

Director / Principal Town Planner

Urbanza Town Planners



Urbanza

Town Planning • Development Advisory

Annexures

Ref.	Annexure
A	Subdivision Proposal Plan
B	Code Compliance Assessment