BCC DS
RECEIVED
15/11/2026
APPLICATION REF
A007151047

PSA CONSULTING

Town Planning Report

Subdivision of Land (1 Lot into 18 Lots) at 168 Laxton Road, Pallara



05 November 2026

LAND USE PLANNING | DEVELOPMENT APPROVALS | TRANSPORT PLANNING | TRAFFIC ENGINEERING | PROGRAM MANAGEMENT | INFRASTRUCTURE

DOCUMENT CONTROL

Document:
Project Name: Town Planning Report
PSA Job Number: 2052
Report Name: Subdivision of Land (1 Lot into 18 Lots) at 168 Laxton Road, Pallara

This document has been prepared for:

Central Alliance Investment Trust No.13

This document has been prepared by:

Contact: Paul Hanly
PSA Consulting (Australia) Pty Ltd
PO Box 10824, Adelaide Street, Brisbane QLD 4000
Telephone: +61 7 3220 0288
paul.hanly@psaconsult.com.au
www.psaconsult.com.au

REVISION HISTORY

VERSION	DATE	DETAILS	AUTHOR	AUTHORISATION
V1	5 November 2026	FINAL	Paul Hanly	David Ireland

GENERAL DISCLAIMER

The information contained in this document produced by PSA Consulting (Australia) Pty Ltd is for the use of the Central Alliance Investment Trust No.13 for the purpose for which it has been prepared and PSA Consulting (Australia) Pty Ltd undertakes no duty of care to or accepts responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of PSA Consulting (Australia) Pty Ltd.

TABLE OF CONTENTS

1. INTRODUCTION 1
2. THE SITE 2
2.1 SITE CONTEXT 2
2.2 TOPOGRAPHY AND STORMWATER 2
2.3 COUNCIL PRELODGEMENT MEETING 4
3. PROPOSED DEVELOPMENT 8
3.1 OVERVIEW 8
3.2 PROPOSED LOTS 8
3.3 BIODIVERSITY/VEGETATION 9
3.4 ACCESS & ROADS 10
3.5 INFRASTRUCTURE SERVICES 11
3.6 STORMWATER & FLOODING 11
4. SPECIALIST REPORTS ..... ERROR! BOOKMARK NOT DEFINED.
4.1 TRAFFIC ENGINEERING ADVICE 13
4.2 ENGINEERING PLANS 14
4.3 CONCEPTUAL STORMWATER MAnaGEMENT PLAN 14
4.4 BUSHFIRE MANAGEMENT PLAN 15
4.5 ECOLOGICAL ASSESSMENT REPORT 16
5. PLANNING ASSESSMENT 19
5.1 BRISBANE CITY PLAN 2014 19
5.2 STATE DEVELOPMENT APPLICATION PROVISIONS (SDAP) 26
5.3 SCHEDULE 12A: ASSESSMENT BENCHMARKS FOR PARTICULAR RECONFIGURING A LOT 26
6. CONCLUSION 29

LIST OF APPENDICES

APPENDIX 1 OWNERS CONSENT
APPENDIX 2 SUBDIVISION PROPOSAL PLAN
APPENDIX 3 ECOLOGICAL ASSESSMENT
APPENDIX 4 TRAFFIC IMPACT STATEMENT
APPENDIX 5 CIVIL ENGINEERING PLANS
APPENDIX 6 STORMWATER MANAGEMENT PLAN
APPENDIX 7 BUSHFIRE MANAGEMENT PLAN

FIGURES

Figure 1: Aerial of subject site (Queensland Government, 2026) 2
Figure 2: Stormwater infrastructure (Brisbane City Council, 2026) 3
Figure 3: Contour Mapping (Brisbane City Council, 2026) 3
Figure 4: Subdivision Proposal Plan (PSA Consulting, 2026) 8
Figure 5: Tree Retention Plan 10

Figure 6: Surrounding Road Network (Source: BCC & PSA) 10
Figure 7: Proposed Services Plan (Source: UES) 11
Figure 8: Post Development 2% AEP Flood Depth (Source: Engeny & JFP) 12
Figure 9: Land use zones (Brisbane City Plan, 2014) 19

TABLES

Table 1: Development Application summary 1
Table 2: Prelodgement Meeting Advice Summary 4
Table 3: Proposed Lot Summary 9
Table 4: Low Density Residential Zone Code Overall Outcomes 20
Table 5: Lower Oxley Creek South Neighbourhood Plan Code Overall Outcomes 22
Table 6: Summary of Assessment Benchmark 25
Table 7: Schedule 12A Assessment 26

1. INTRODUCTION

PSA Consulting has been engaged by Central Alliance Investment Trust No.13 to prepare this development permit seeking Development Approval for Reconfiguring a Lot for the Subdivision of Land (1 lot into 18 lots) at 168 Laxton Road, Pallara formally known as Lot 73 on RP87803. The site has an area of 16,187m^2 and is located within the Low Density Residential Zone. A summary of the Development Application details can be seen below in **Table 1**.

Table 1: Development Application summary

ADDRESS:	168 Laxton Road, Pallara QLD 4110
PROPERTY DESCRIPTION:	Lot 73 on RP87803
APPLICANT:	Central Alliance Investment Trust No.13 c/- PSA Consulting
LOCAL AUTHORITY:	Brisbane City Council
SITE AREA:	16,187m^2
EXISITING USE:	Vacant
EXISTING ZONE:	Low Density Residential zone
NEIGHBOURHOOD PLAN:	Lower Oxley Creek south neighbourhood plan
NEIGHBOURHOOD PLAN PRECINCT:	N/A
OVERLAYS:	Airport environs overlay Bicycle network overlay Biodiversity areas overlay Community purposes network overlay Critical infrastructure and movement network overlay Dwelling house character overlay Flood overlay Potential and actual acid sulfate soils overlay Road hierarchy overlay Street hierarchy overlay
PROPOSED DEVELOPMENT:	Reconfiguring a Lot – Subdivision of Land (1 Lots into 18 Lots)
LEVEL OF ASSESSMENT:	Impact Assessment
REFERRAL:	N/A

The proposed development has been assessed against the applicable assessment benchmarks of the *Brisbane City Plan 2014* and is considered to meet the applicable criteria. In addition, the proposed development will not generate any significant or unacceptable impacts on the surrounding area. Accordingly, it is recommended that Brisbane City Council approve the proposed development, subject to reasonable and relevant conditions.

2. THE SITE

2.1 SITE CONTEXT

The site is located at 168 Laxton Road, Pallara and is described as Lot 73 on RP87803. The site has a total area of 16,187m^2 and frontage to Laxton Road.

Pallara is situated approximately 19 kilometres north of the Brisbane CBD and located within the Brisbane City Council Local Government Area. Pallara is bordered by the suburbs of Heathwood, Parkinson, Doolandella, Calamvale and Willawong.

The site is predominately surrounded by land within the Low density residential zone which is being progressively subdivided, with open space and parks located south west on the opposite side of Laxton Road.



Figure 1: Aerial of subject site (Queensland Government, 2026)

2.2 TOPOGRAPHY AND STORMWATER

As shown below in **Figure 2,** the site has access to existing stormwater infrastructure along Laxton Road. The subject site has a very gentle slope which falls from 20 AHD at the southern boundary down to 19m AHD in the northern corner (**Figure 3**).



Figure 2: Stormwater infrastructure (Brisbane City Council, 2026)

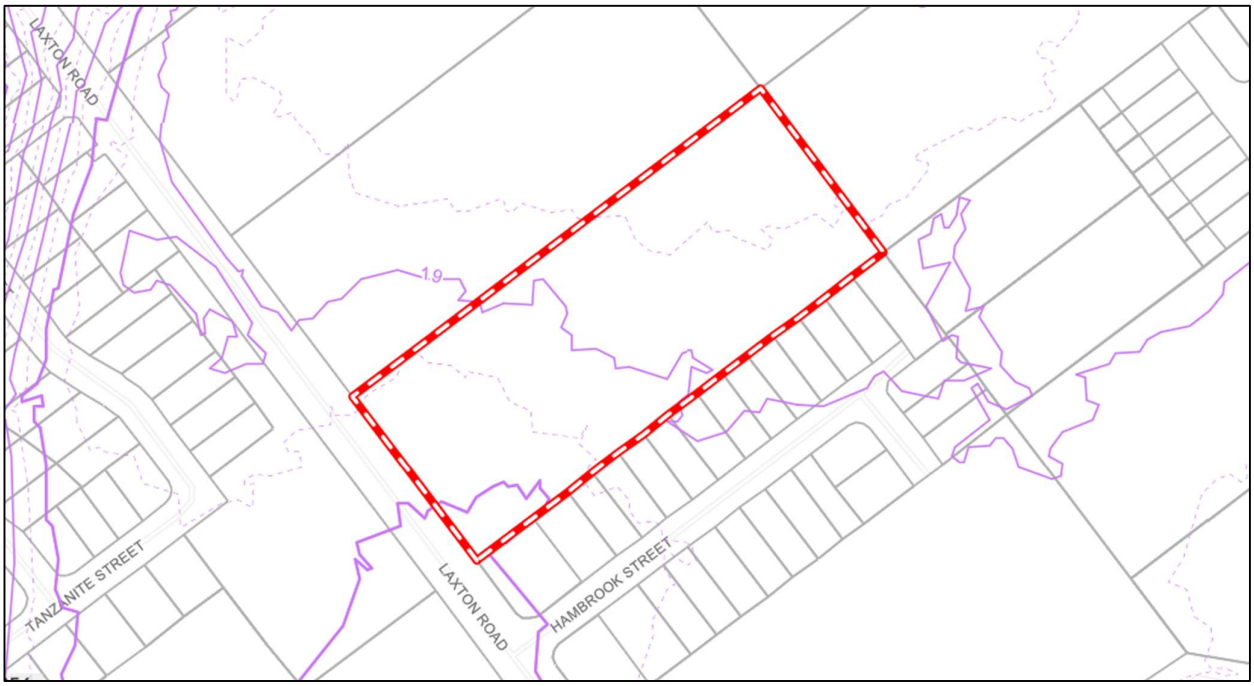


Figure 3: Contour Mapping (Brisbane City Council, 2026)

2.3 COUNCIL PRELODGEMENT MEETING

A prelodgement meeting was held with Council on 27 April 2026 to discuss the proposed 18 lot subdivision of the site. The key outcomes of the meeting are summarised as follows:

- Council raised concerns that the proposal is premature and out of sequence, particularly due to its reliance on road access and infrastructure from the adjoining northern development, which is still under assessment.
- It was recommended that the subdivision layout be informed by the final outcomes of the adjoining development and supported by a broader structure planning approach.
- Ecology was identified as a primary constraint, with Council noting that the extent of clearing and development footprint may not meet the Biodiversity Overlay Code or the Lower Oxley Creek South Neighbourhood Plan requirements.
- Council recommended refinement of the layout be considered to improve vegetation retention and ecological connectivity, including consolidating development within the north-western portion of the site.
- The proposed lot mix was identified as not aligning with neighbourhood plan provisions, particularly regarding the proportion of lots under 400m^2, and an increase in lot sizes was suggested.
- Engineering concerns were raised in relation to stormwater management, flood levels, and the suitability of certain lots, with further detailed investigations required.
- Council advised that a range of technical assessments, including ecological, engineering, and bushfire reports, will be required to support a development application.

In response to the matters raised during the prelodgement meeting, the proposed subdivision layout has been reviewed and refined. An amended design has been developed to address Council's concerns, including revisions to lot configuration, vegetation retention, and overall site planning. This Town Planning Report is supported by the relevant technical assessments, which have been prepared to respond to the matters raised by Council and are outlined in Section 4 of this report.

Table 2: Prelodgement Meeting Advice Summary

ITEM	ADVICE	RESPONSE
Proposed Layout	*The Lower Oxley Creek south neighbourhood plan states that lots less than 400m2 do not exceed 5% of the total number of proposed lots. 13 of the 18 lots are 350sqm. Council suggested adding more 400sqm lots. Density wise would improve through increase in size of some of the lots.* *Councils engineer noted Lots 16/17 may not be suitable regarding the need to manage run-off.* *Councils Ecologist recommended refinement in the layout to address ecological issues*	The size of the lots have been increased to be 400sqm and above. The layout of Lot 16 and 17 have been changed to better meet the site conditions with particular regard to potential bushfire impacts. With regard to the site's ecological values, the layout has been informed by existing and approved development patterns on adjoining properties and has been strategically designed to retain vegetation of high ecological value through the establishment of a dedicated conservation lot. The layout has been informed with input from 28 South Environmental consultants.
Vegetation Clearing	*The proposed extent of development on the development site would not be considered to meet the performance outcomes set out in the Biodiversity areas overlay code, as the proposed development does not ensure that ecological values of the site within mapped areas of HES and HESS are protected, conserved and restored to an acceptable level in the context of the values of the site (PO4).*	An Ecological Assessment Report has been prepared for this development that addresses the relevant codes and requirements. The report states the development footprint has been deliberately constrained to the northern extent of the site, utilising frontage to an existing (Laxton Road) and proposed road (to be constructed as part of A006935362), while retaining most vegetation within the southern

	The current proposed development would also not be considered to meet the performance outcomes of the Lower Oxley Creek South Neighbourhood Plan which relate to impacts to biodiversity values and koala habitat (PO1, PO16). *The BLE on proposed lot 18 does not appear suitable as it will limit ecological connectivity throughout the site and broader landscape.*	conservation lot (proposed Lot 18). Rehabilitation within this lot will strengthen its ecological significance, habitat function and strategic value. Any residual impacts to MLES will be addressed through an environmental offset, to be calculated and delivered at the operational works stage once detailed design has been finalised. The BLE for Lot 18 will be located in the approximate location of the existing house which is to be removed. The BLE has been sized to allow for the construction of a dwelling in an area of the site that is largely cleared. The provision of the BLE within Lot 18 will allow for the ongoing management of the vegetation within this without it becoming a maintenance burden to council.
Engineering	*From an Engineering perspective this site is considered out of sequence, particularly in terms of transport and stormwater infrastructure. There is significant infrastructure both adjacent and downstream which will need to be constructed.* *Further Council has raised concerns regarding the proposed road layout of the development to the north. It has also been suggested that a structure plan be provided.* *A Flood Study prepared and certified by an RPEQ will be required in order to demonstrate compliance with the Code. It was noted in the meeting that:* *•There is a large detention basin opposite Laxton rd. Need to address detention in a future application.* *•Lots 16/17 probably not suitable regarding the need to manage run-off.* *Council believes that it may be challenging to satisfy the following Performance Outcomes of the Flood overlay code - PO5 – Minimise flood hazard, PO11 – Safe access, PO17 – Minimise risk of hazard.*	This subdivision once approved, will not progress until the adjacent lot is developed and the relevant access and infrastructure is provided. A structure plan will not be necessary for this application as the development will result in no difference to the structure plan provided with the preceding development application A006935362. With respect to flooding, the plan has been amended based on the information provided in the attached Stormwater Management Plan. In addition, Lot 16 and 17 have been changed since the PLM. Please refer to the Stormwater Management Plan and code assessment for more information demonstrating how flooding has been addressed.
Ecology	*A development application must be supported by the following information:* *An Ecological Assessment in accordance with the Biodiversity Planning Scheme Policy prepared by a suitably qualified ecologist*	Please refer to the provided Ecological Assessment Report which has been prepared in accordance with Councils requirements.
Bushfire Hazard	*The site is mapped as medium potential bushfire intensity within the SPP Natural hazards, Risk and Resilience bushfire mapping, triggering assessment against sections A and C of the Bushfire overlay code.* *Provide a site-specific bushfire hazard assessment in accordance with the Bushfire Planning Scheme Policy or other approved methodology*	Assessment against the Bushfire Hazard Overlay Code is only triggered by the planning scheme overlays, which do not apply to the site and as such assessment against the code has not been provided. However, a Bushfire Hazard Assessment has been provided as part of this Development Application.

Koala Mapping	*The proposed development is within a mapped identified broad hectare area. Provide an assessment against the assessment benchmarks in Schedule 11, Part 3, Section 6 of the Planning Regulation 2017 by a suitably experienced and qualified ecologist.*	The subject site includes mapped Core Koala Habitat Areas (CKHA) and is located within a Koala Priority Area (KPA) an Identified Koala Broad Hectare Area (IKBHA). The applicable regulatory framework permits clearing of CKHA where the relevant Assessment Benchmarks in Schedule 11, Part 3 of the Planning Regulation are met. The Proposed Development is compliant with these benchmarks. Please see the Ecological Assessment Report for further information on this matter.
Subdivision Code	*Prepare a structure plan showing how the adjacent and surrounding area can be logically and efficiently developed in the future.* *An engineering report prepared by an RPEQ will be required to demonstrate compliance with the outcomes within this Code.*	A structure plan has not been provided as the development will link with the road network proposed as part of adjoining development application (A006935362). The adjoining land to the east has development approval (A006728398) and has recently received plan sealing. This development does not provide any pedestrian or vehicle access to the subject site. The adjoining development (A005408472) to the south is fully constructed and does not provide any pedestrian or vehicle access to the subject lot. An engineering report has been prepared and is attached to the application.
Filling and Excavation Code	*Concept earthworks plans for the development are required showing retaining walls and existing and proposed levels.*	Concept earthworks plans have been provided and are included in this application.
Infrastructure Design Code	*An engineering report prepared by an RPEQ will be required to demonstrate compliance with the outcomes within this Code. The report is to be prepared in accordance with the ID PSP.*	Engineering plans have been prepared and are attached to the application.
Roadworks	*Non Trunk Road frontage works are required:-* *Closure and removal of all redundant crossovers and roofwater outlets, including reinstatement of concrete kerb and channel, verge, and associated works.* *Construction of concrete kerb and channel along the full site frontage, including any road pavement widening and associated works required.* *Construction of concrete footpath on approved alignment for the full site.* *Any new or existing installations of electrical pillar boxes, pad mounted transformers (PMTs) , water meters and the like will be required to be installed/relocated to their ultimate alignment relative to the new property boundary and must be clear of the usable footpath areas irrespective of the alignment of the existing services/conduits.*	These requirements for road works can be conditioned as part of the approval.

Stormwater code	*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* *Floor levels must be minimum 0.2m above the top of kerb to contain stormwater flows within the roadway.* *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 proposal is high-risk site from a water quality perspective, therefore the applicant is required to address section B of the Stormwater Code. Prepare a Site Based Stormwater Quality Management Plan in accordance with the Infrastructure Design Code and associated Infrastructure Design Planning Scheme Policy, Section 7.* *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* *Stormwater easements will be required as specified in section 7.10 of the Infrastructure Design PSP.* *Erosion and Sediment Control: 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)*	A Stormwater Management Plan has been prepared, please refer to the plan for more detail. Additional requirements can be conditioned or included in further development applications.
Transport, access, parking and servicing code	*A 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.*	A Traffic Report has been prepared and included in this application as per Council's request.

3. PROPOSED DEVELOPMENT

3.1 OVERVIEW

This report has been prepared in support of a development application to Brisbane City council seeking a Development Permit for Reconfiguring of a Lot - Subdivision of Land (1 Lot into 18 Lots) at 168 Laxton Road, Pallara. The proposed development provides lots with appropriate areas and dimensions to accommodate new dwellings consistent with the intent of the Low-Density Residential zone. The Subdivision Proposal Plan can be seen in **Figure 4** below with the full plan provided in **Appendix 1**.

3.2 PROPOSED LOTS

The proposed development is comprised of 18 residential lots and represents an orderly extension of the existing and emerging urban area in Pallara. Public road access will be provided via a connection along the north-western boundary of the site upon development of this land in accordance with the current development application - A006935362, ensuring appropriate integration with the surrounding road network.

The subdivision includes 15 lots ranging in size from 400m^2 to 423m^2, with a minimum frontage of 10.4 metres and capable of accommodating a compliant building envelope of at least 9 metres by 15 metres. In addition, two larger lots are proposed, each exceeding 500m^2 in area and provided with a minimum frontage of 7 metres. Future dwellings on Lots 1-15 will be subject to the provisions of Council's Dwelling House (Small Lot) Code. The development achieves a residential density of approximately 11.10 dwellings per hectare.

Proposed Lot 18 is significantly larger, with an area of 8,421m^2 and a frontage of 41.9 metres. This lot will incorporate a building envelope (BLE) generally aligned with the location of the existing dwelling and will be accessed directly from Laxton Road via a new driveway crossover. Importantly, Lot 18 will retain and rehabilitate existing vegetation, forming an important ecological corridor that connects to vegetated areas to the south-east and contributes to broader landscape connectivity.

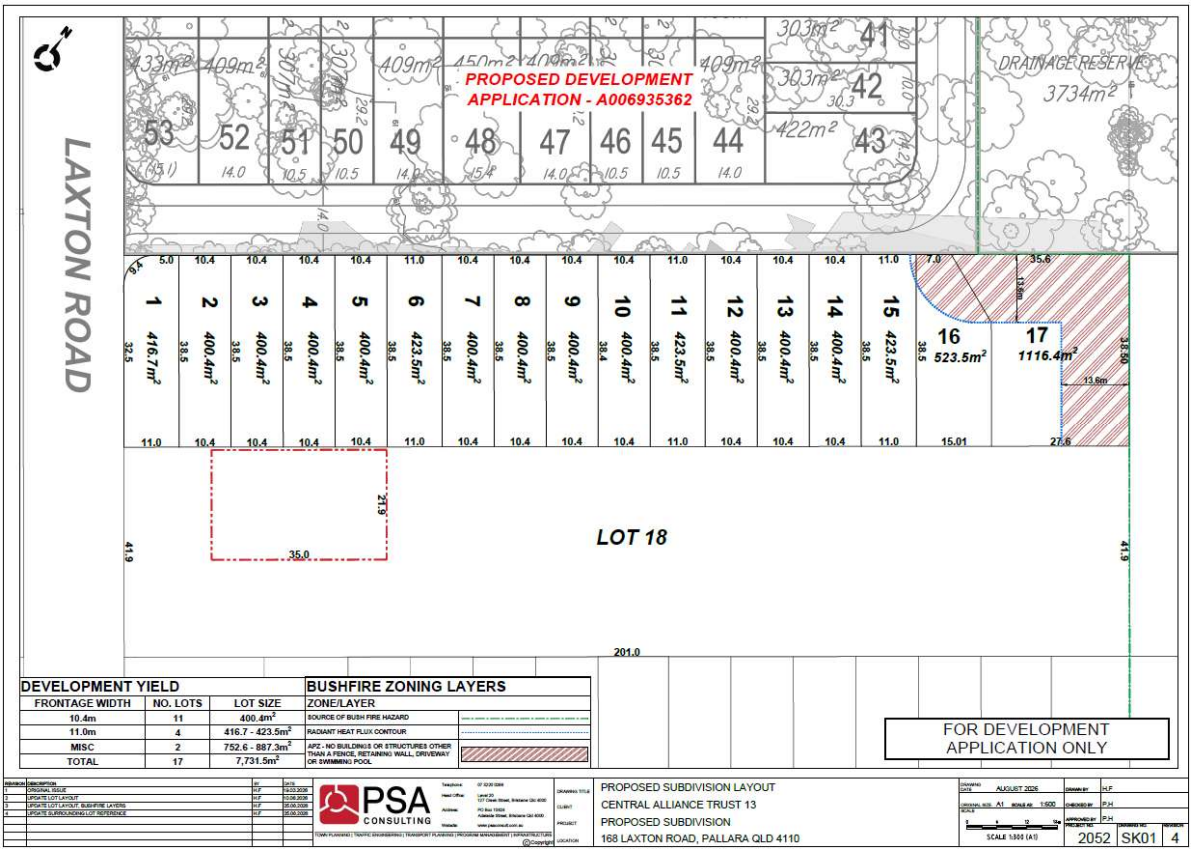


Figure 4: Subdivision Proposal Plan (PSA Consulting, 2026)

Table 3: Proposed Lot Summary

LOT NO.	SIZE (m^2)	AVERAGE WIDTH (m)	ACCESS	MINIMUM BUILDING RECRTANGLE
Lot 1	416.7	11.0	New Road (Individual Driveway)	9m x 15m
Lot 2	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 3	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 4	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 5	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 6	423.5	11.0	New Road (Individual Driveway)	9m x 15m
Lot 7	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 8	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 9	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 10	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 11	423.5	11.0	New Road (Individual Driveway)	9m x 15m
Lot 12	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 13	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 14	400.4	10.4	New Road (Individual Driveway)	9m x 15m
Lot 15	423.5	11.0	New Road (Individual Driveway)	9m x 15m
Lot 16	523.5	7.0	New Road (Individual Driveway)	14m x 20m
Lot 17	1116.4	5.4	New Road (Individual Driveway)	14m x 20m
Lot 18	8421.0	41.9	Laxton Road (Individual Driveway)	14m x 20m

3.3 BIODIVERSITY / VEGETATION

The proposed lot layout has undergone an iterative and collaborative evolution informed by assessment of the sites vegetation/biodiversity values identified from desktop investigations and site based data/results coupled with multidisciplinary advice on design requirements, with a particular focus on the balance between required the infrastructure for future development needs and ecological outcomes. The final layout strategically locates the proposed lots along the north western extent of the site, occupying a total area of 7,035m^2. The location of the proposed these lots minimises direct impacts to areas of high ecological value and allows for direct frontage to the proposed access road to be delivered on the adjacent lot to the North.

As part of the subdivision design, proposed Lot 18 has been designated as a conservation lot measuring approximately 41.9m by 201m. This lot will retain mapped significant vegetation, and habitat features within a single land holding. A BLE is proposed within the north-western corner of this lot to accommodate any future dwelling while limiting disturbance to retained vegetation.

A total 302 native trees were surveyed on the site with the proposed development requiring removal of 148 trees. Please see **Figure 5** for the proposed tree retention plan.

An Ecological Assessment Report has been prepared in support of the proposed subdivision and is summarised in in Section 2.3 of this report.

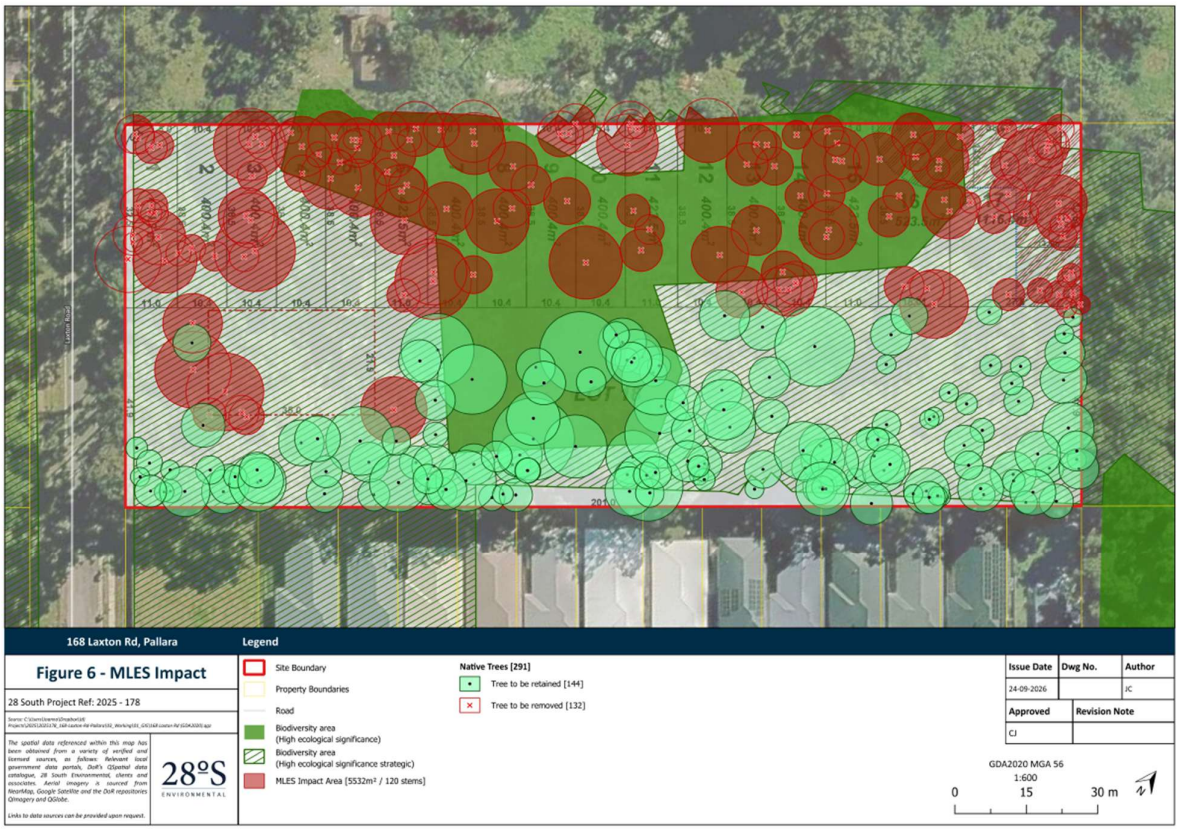


Figure 5: Tree Retention Plan

3.4 ACCESS & ROADS

Access to site will be achieved upon construction of the adjoining development to the north west (A006935362) via the proposed 14m wide neighbourhood road. This proposed road will link with Laxton Road and provides the most logical access point for the subject site and adjacent development, taking into consideration the proximity of Hambrook Street located further to the south east along Laxton Road. Please see **Figure 6** which identifies the existing and proposed road network in the surrounding locality.



Figure 6: Surrounding Road Network (Source: BCC & PSA)

The Traffic Impact Assessment prepared in support of this proposal identifies that the existing and future road network is capable of safely accommodating the additional traffic generated by the proposed subdivision. The subject site also benefits from access to existing public transport services and Brisbane City Council's identified Secondary Cycle Route network.

3.5 INFRASTRUCTURE SERVICES

The subject site is currently connected to all necessary urban utilities and infrastructure including:

- Reticulated water;
- Reticulated sewerage;
- Electricity; and
- Telecommunications.

The proposed lots will be connected to sewer and water infrastructure to be delivered as part of the adjoining development to the north west (A006935362). Electricity and telecommunications services will also be provided from the road reserve established as part of this adjoining development. **Figure 7** provides the infrastructure services overall site plan while the full set of proposed engineering plans can be found in **Appendix 5.**

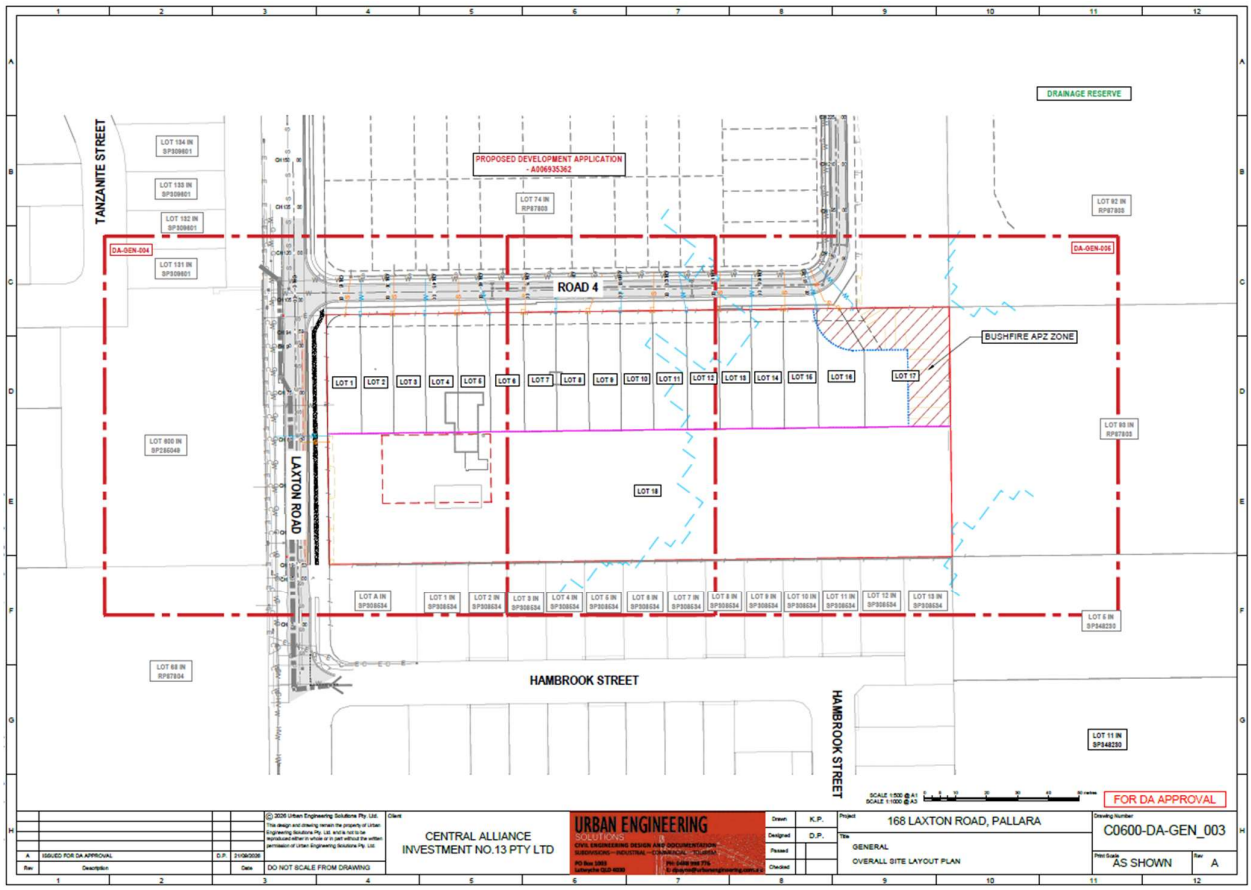


Figure 7: Proposed Services Plan (Source: UES)

3.6 STORMWATER & FLOODING

The subject lot currently discharges stormwater as sheet flow in a northerly direction into the adjacent property. The development will maintain this discharge location with stormwater to be discharged to the future road reserve which will be the lawful point of discharge for the site. On-site detention is not proposed for either subdivision given the connection to the trunk drainage.

No formal water quality treatment devices are proposed for the development as the layout does not propose any new road and all lots front and gain access onto the road to be delivered as part of the adjoining development (A006935362). Flows from the proposed lots will ultimately discharge into an open channel and a regional wetland.

The site is not directly influenced by overland flow or Oxley Creek flooding. Adjacent overland flow and creek flood levels have been used to set minimum lot and floor levels. Further assessment in relation to overland flow, was documented in the SBSMP prepared by JFP (Rev B dated 28/07/2025) for the adjoining development (A006935362) which highlights the ultimate 2% AEP Overland Flow flood level is 19.90m AHD in Laxton Road. An excerpt of the Ultimate 2% AEP Overland Flow Levels from the adjoining SBSMP is provided in **Figure 8.**

The lots will be filled to achieve suitable flood immunity and fall to the proposed road in the adjoining development. Please see which identifies the post development flooding on the development site.



Figure 8: Post Development 2% AEP Flood Depth (Source: Engeny & JFP)

4. IMPACT ASSESSMENT

4.1 TRAFFIC

A Traffic Impact Statement has been prepared by PSA Consulting Pty Ltd for the subdivision to assess the surrounding road network and existing transport environment, traffic generation, access points, and its suitability to accommodate development traffic. As noted above, access to the proposed subdivision is intended to be provided via a future neighbourhood road proposed as part of an adjoining subdivision (A006935362).

4.1.1 Existing Conditions

Historically, the surrounding area has been characterised by larger rural residential holdings and low-density development. However, ongoing subdivision activity and approved residential development throughout Pallara are progressively transforming the area into an established suburban residential area supported by an interconnected local road network, pedestrian facilities and community infrastructure.

The subject site is immediately south of land subject to an existing development application (A006935362) and integrates efficiently with the proposed subdivision design. The proposed subdivision will use the future road network to be delivered as part of the adjoining subdivision rather than establishing independent access arrangements to Laxton Road. This approach achieves a coordinated development outcome and supports the establishment of an efficient and connected local road network consistent with effective subdivision design principles.

The road network being delivered on adjoining subdivision projects has been developed to facilitate connectivity throughout the broader development area and to provide opportunities for traffic distribution. Accordingly, traffic generated by the proposed development will not rely on a single route through the network but instead will have access to multiple connections through the surrounding road system. This will allow for effective integration with the adjoining residential development, improved network permeability and an increased flexibility for future traffic distribution as development occurs throughout the region. The proposed development and potential traffic impacts should not be viewed in isolation, but rather as part of the wider residential catchment facilitated by the future road network part proposed within the structure plan supporting the adjoining application.

Access to the broader network is primarily provided via Laxton Road, Kraft Road, and Esky Road, which all fall under a Neighbourhood Road function within the Brisbane City Council Road hierarchy. Additionally, several other established residential streets are also located west of the site, including Hambrook Street, Magnolia Street, Pearl Street, Tanzanite Street, Amazonite Street, Topaz Street and Diamond Street.

The subject site benefits from access to both existing and future public and active transport opportunities within the surrounding area. Public transport services currently operate throughout the Pallara area and are accessible via the surrounding road network, including Laxton Road and connecting streets. A TransLink bus stop is also located on Laxton Road immediately adjacent to the southern boundary of the site, providing convenient public transport access within walking distance of future residents.

4.1.2 Proposed Development

The proposed development has been designed to integrate with the future road network identified as part of the adjoining subdivision proposal. Vehicle access is proposed via the future neighbourhood road located immediately north of the site. This road extends eastward from Laxton Road before connecting with the broader internal road network and ultimately linking with the future east-west corridor and broader network. The proposed subdivision will consolidate access through the planned road network rather than establishing additional access arrangements to Laxton Road.

4.1.3 Impact Assessment

Based on the adopted trip generation rates, the proposed development is anticipated to generate 153 vehicle trips per day, with 14 vehicle trips during the AM peak hour, and 14 vehicle trips during the PM peak hour. The traffic generation associated with the proposed development is considered minor and typical of a residential subdivision of this scale. Peak hour traffic demand equates to approximately one vehicle movement every four minutes and is not expected to materially affect the operation of the existing or future road network.

The proposed subdivision does not require direct access to Laxton Road for the majority of lots and instead integrates with the planned road hierarchy through the adjoining development. This approach consolidates access within the future road network and is consistent with the intended function of the neighbourhood road. Given the low traffic volume associated with the proposed development, the additional vehicle movements are considered consistent with the role of the future road function. Accordingly, the proposed access arrangement is considered appropriate and consistent with the planned operation of the surrounding road network.

As noted above, the proposed development is anticipated to generate approximately 153 vehicle trips per day. When combined with the adjoining subdivision, the ultimate residential catchment is expected to generate approximately 900 vehicle trips per day. While this represents the cumulative traffic demand associated with the broader development area, it remains below the indicative traffic volume range identified by Brisbane City Council for a neighbourhood road and is therefore considered consistent with the intended operation of the future road hierarchy.

The proposed subdivision layout demonstrates that all allotments are capable of obtaining practical and functional vehicle access consistent with the intended operation of the future road hierarchy. Accordingly, the proposed access arrangement is considered appropriate, and no access-related constraints have been identified that would preclude the proposed subdivision. The proposed lot access will be consistent with both BCC's *Transport, Access, Parking* and *Servicing Planning Scheme Policy* and *Infrastructure Design Planning Scheme Policy*.

4.1.4 Conclusion

Overall, the proposed subdivision can be accommodated within the existing and planned road network and is not expected to adversely affect the safety or operation of the surrounding transport network. The proposal is therefore considered acceptable from a traffic engineering perspective and consistent with the intent of Brisbane City Council's Transport, Access, Parking and Servicing Planning Scheme Policy and Infrastructure Design Planning Scheme Policy.

4.2 CIVIL WORKS

The proposed development will involve Operational Work including earthworks, retaining walls, water and sewer connection, clearing, footpath construction. The development will also involve the demolition of the existing retaining wall in the proposed road reserve adjacent to the site and remaining verge width to be constructed. Please refer to the engineering plans in **Appendix 5** for further information.

4.3 STORMWATER MANAGEMENT

A Stormwater Management Plan has been prepared by Engeny Australia Pty Ltd to identify stormwater management options for the development site in order to meet the requirements of the BCC Planning Scheme 2014 "Stormwater Code". A copy of the Stormwater Management Plan is included as **Appendix 6**.

4.3.1 Stormwater Quality

No formal water quality treatment devices are proposed for the site. The layout for the site does not propose any new road, with all lots gaining access onto Road 4, which is proposed as part of the adjoining development (A006935362). We request that Council negate the requirement for onsite water quality treatment requirement in this instance as development flows will connect into the drainage infrastructure to be provided within proposed Road 4 which then connects into to trunk drainage system and ultimately discharges into an open channel and a regional wetland (downslope of Vied Road).

4.3.2 Stormwater Quantity

The site currently discharges as sheet flow in a northerly direction into the adjacent property. The development will maintain this discharge location, however it will ultimately discharge to the drainage infrastructure to be provided in proposed Road 4 (to be delivered as part of the adjoining development). This will become future road reserve and as such is considered to be the lawful point of discharge for the site.

On-site detention is not proposed to service the development as the development is considered to be an infill development (with no new roads proposed), all new lots front and will discharge to) proposed Road 4 of the adjoining development (A006935362), and consistent with the adjoining development (A006935362), will utilise downstream trunk treatment infrastructure.

In developing this site, it is acknowledged that the subdivision is reliant on the construction of proposed Road 4 to be delivered as part of the adjoining development. Both this site and the adjoining subdivisions will rely on the Local Government Infrastructure Plan ("LGIP") trunk stormwater drainage PALPN- 001, 002, 008, 009, 003, 005, 006 & 007 (refer Appendix B). The report acknowledges that the subdivisions cannot proceed until relevant trunk drainage infrastructure is in place.

4.3.3 Flooding

The Floodwise Property Report for 168 Laxton Road states 19.8m AHD as the 1% AEP flood level, which is understood to be based on the existing floodplain condition scenario. The Site Based Stormwater Management Plan (SBSMP) prepared by JFP (Rev B dated 28/07/2025) for the adjoining site at 136 and 152 Laxton Road (Application No: A006935362) identified that through discussions with Council, that the existing floodplain condition would be irrelevant once the site is developed and as such, the ultimate floodplain condition scenario should be used.

The 1% AEP flood levels for the ultimate floodplain condition scenario have been downloaded from BCC's Open Data portal (https://data.brisbane.qld.gov.au/pages/home/) and utilised for the creek flood assessment. The flood extent does not influence the Site, with flood levels in Oxley Creek, for setting freeboard ranges from 19.25 to 19.35m AHD.

Being creek flooding, a minimum 0.3m freeboard be applied to each lot (19.55 to 19.65m AHD) and minimum 0.5m freeboard be applied to finished floor levels (19.75 to 19.85m AHD).

BCC interactive mapping of overland flow (refer Figure 4.2) highlights the Site is not influenced by overland flow. A such, no further assessment in relation to flooding is required for this site. Further assessment in relation to overland flow, was documented in the SBSMP prepared by JFP (Rev B dated 28/07/2025) for the adjoining site at 136 and 152 Laxton Road (Application No: A006935362). That SBSMP highlights that the ultimate 2% AEP Overland Flow flood level is 19.90m AHD in Laxton Road. An excerpt of the Ultimate 2% AEP Overland Flow Levels from this report is provided.

The flood Immunity levels for the development will be 20.20m AHD for Lot 1, 19.65m AHD for Lots 2 to 10, and 19.55m AHD for Lots 11 to 17.

4.3.4 Conclusion

No formal water quality treatment devices are proposed for the site. The layout for the site does not propose any new road, with all lots fronting and gaining access onto proposed neighbourhood road, which is to be delivered as part of the adjoining development (A006935362). Flows from the site will ultimately discharge into an open channel and a regional wetland (downslope of Vied Road).

The lawful point of discharge is proposed Road 4 of the adjoining development. On-site detention is not proposed for either subdivision given the connection to the trunk drainage infrastructure.

The site is not directly influenced by overland flow or Oxley Creek flooding. Adjacent overland flows and creek flood levels for the post development scenario have been used to set minimum lot and floor levels for the project.

4.4 BUSHFIRE MANAGEMENT

A Bushfire Management Plan has been prepared by LEC and is include as **Appendix 7**. The site was inspected on 21 July 2026, and observations were recorded about current land use and management, vegetation characteristics, the slope of land and evidence of previous fires. Bushfire assessment units (BAUs) have been used to describe characteristics of vegetation within 100m of the proposed development. They consider the post development landform of the assessment area, which includes development shown in the adjoining subdivision plan for A006935362.

Results of the potential fireline intensity calculations confirm the proposed development is affected by the medium potential fireline intensity area and the 100m potential impact buffer. Therefore, the proposed development is considered to be within a bushfire hazard area, and compliance with the Bushfire overlay code is required.

4.4.1 Bushfire Hazard Associated with the Site

In the unlikely event of a bushfire, the proposed development could be exposed to bushfire attack from part of BAU 4. The residential land use adjacent to the site is not a potential bushfire hazard risk. The site has access to mains water for firefighting and is serviced by an existing public road network which provides access and egress for emergency services. There is also a reticulated hydrant system in Laxton Road.

4.4.2 Bushfire Hazards Associated with the Proposed Development

The development footprint will be appropriately separated from sources of bushfire hazard. The site does not have steep slopes or ridgelines that could exacerbate the risk of bushfire hazard, make vehicle access and egress difficult or influence the layout of the proposed development.

The proposed development does not involve a vulnerable use, difficult to evacuate use, assembly use or community infrastructure as defined in schedule 1 of Brisbane City Plan 2014. The proposed development does not involve the storage and handling of hazardous chemicals in volumes exceeding amounts specified in Table 8.2.5.3.D of the Bushfire overlay code.

Access and egress for the proposed lots will be via a new road in the adjoining residential subdivision. The exception is proposed Lot 18 which will have a driveway connection to Laxton Road. The building location envelope within proposed Lot 18 will be within 20m of Laxton Road and will not be difficult to access. The bushfire management plan for the adjoining subdivision (A006935362) requires an appropriately designed hydrant system to be installed in the new road reserves.

The Bushfire overlay code provides guidance about the acceptable level of radiant heat exposure for development within a bushfire hazard area. It requires development to provide allotment boundaries or development footprints which are separated from hazardous vegetation by a distance which achieves a radiant heat flux level ≤ 29 kW/m2 at the allotment boundaries or development footprints. In order to achieve these levels a Bushfire Management Zone (BMZ) are required for proposed lots 16 and 17. A BMZ is not required for the other proposed lots.

4.4.3 Bushfire Mitigation Plan

A BMZ covenant must be established and maintained within proposed Lots 16 and 17. The BMZ covenant must be registered with Council, surveyed and pegged and shown in survey and disclosure plans. Buildings and structures, other than a driveway, swimming pool, fence or retaining wall, must not be located with the BMZ covenant. If a swimming pool, fence or retaining wall is located within the BMZ covenant, it must be constructed with bushfire resistant materials.

Landscaping within BMZ must be designed and maintained in general accordance with Part 5 and Appendix E of *Bushfire Resilient Building Guidance for Queensland Homes* (QRA 2020). Fencing adjoining buildings must be designed and constructed in accordance with any requirements of the *National Construction Code* (ABCB 2022) (NCC) and AS 3959-2018.

The proposed residential allotments must be connected to mains water in accordance with the local water retailer's specifications for supply and pressure.

4.4.4 Conclusion

A bushfire hazard assessment determined the site is within a bushfire hazard area and as such compliance with the Bushfire overlay code is required. Mitigation measures that must be implemented as part of the proposed development are specified in the BMP. With the implementation of these mitigation measures the proposed development will comply with the Bushfire overlay code.

4.5 ECOLOGICAL ASSESSMENT REPORT

An Ecological Assessment Report has been prepared by 28 South Environmental Pty Ltd to assess the ecological values and relevant environmental planning matters associated with the proposed subdivision. The site contains established vegetation and mapped environmental values, including areas identified under the Biodiversity Areas Overlay and State koala habitat mapping.

4.5.1 Site Ecological Values

The ecological assessment identifies that the site is heavily vegetated and supports a vegetation community generally consistent with Regional Ecosystem 12.3.11, described as *Eucalyptus tereticornis +/- Eucalyptus siderophloia and Corymbia intermedia open forest on alluvial plains*. The assessment notes that parts of the site are mapped as Category B and Category C "Of Concern" regulated vegetation, with the balance mapped as Category X vegetation.

The site also contains canopy vegetation that provides potential fauna habitat, including habitat suitable for koala movement and foraging. Non-juvenile koala habitat trees are present on the site, including species such as Grey Ironbark and Forest Red Gum. The report also identifies hollow-bearing trees and general habitat features that may support common native fauna and potentially conservation-significant fauna.

No threatened ecological communities, threatened flora species, or threatened fauna species listed under the *Environment Protection and Biodiversity Conservation Act 1999* or *Nature Conservation Act 1992* were directly recorded during the site survey. However, the assessment acknowledges that the site may provide suitable habitat for certain listed species known from the broader locality.

4.5.2 Proposed Development Response

The proposed subdivision has been designed to concentrate residential development within the northern portion of the site, while retaining a substantial vegetated conservation lot within the southern portion. This layout seeks to balance residential development outcomes with the protection of ecological values.

The conservation lot is intended to retain higher-value vegetation, mapped environmental values, fauna habitat features and landscape connectivity opportunities. The report identifies that this arrangement will assist in maintaining a local vegetation corridor and provide connectivity to adjoining vegetated land to the south and south-east.

The ecological assessment confirms that of the total of 302 native trees surveyed, 148 trees are proposed for removal to facilitate the development. While vegetation removal is required, the report concludes that the proposal has been designed to avoid and minimise impacts where practicable through the retention of a consolidated conservation area and future rehabilitation works.

4.5.3 Matters of National Environmental Significance

The assessment considers Matters of National Environmental Significance under the *Environment Protection and Biodiversity Conservation Act 1999*. Although the site is mapped as containing koala habitat and may provide potential habitat for other listed species, no MNES were recorded during field investigations.

The report concludes that the proposed development is unlikely to result in a significant impact on MNES, including koala, having regard to the site context, limited connectivity, the proposed retention of habitat within a conservation lot, and recommended mitigation measures. On this basis, the report considers that referral to the Commonwealth Department of Climate Change, Energy, the Environment and Water is not warranted.

4.5.4 State Environmental Matters

The site contains mapped regulated vegetation and is located within the State's koala habitat area maps. The ecological assessment states that, due to the size of the site and Brisbane City Council being the assessment manager, clearing of regulated vegetation does not trigger referral to the State Assessment and Referral Agency under the *Planning Regulation 2017*.

The site is also located within an Identified Koala Broad Hectare Area and contains mapped Core Koala Habitat Area. The report addresses the relevant koala assessment benchmarks under Schedule 11, Part 3 of the *Planning Regulation 2017* and concludes that the proposed development can comply with these requirements through retention of habitat, provision of safe koala movement opportunities within the conservation area, sequential clearing and supervision by a suitably qualified fauna spotter.

4.5.5 Brisbane City Council Planning Matters

At the local government level, the site is affected by the Biodiversity Areas Overlay, including High Ecological Significance, High Ecological Significance Strategic, Koala Habitat Area and Matters of State Environmental Significance sub-categories. The ecological assessment includes a response to the relevant provisions of the Biodiversity Areas Overlay Code, Lower Oxley Creek South Neighbourhood Plan Code, Subdivision Code and Vegetation Planning Scheme Policy.

The report concludes that the development generally achieves the intent of these provisions by locating development within a constrained northern footprint and retaining a consolidated conservation lot in the southern portion of the site. The retained area will support habitat connectivity, maintain ecological processes and provide opportunities for rehabilitation and enhancement.

4.5.6 Vegetation Retention, Rehabilitation and Offsets

The ecological assessment identifies that the proposed conservation lot (Lot 18) will be retained and subject to ecological restoration works. Rehabilitation is intended to improve vegetation condition, habitat complexity and ecological function over time, including assisted natural regeneration and planting consistent with the pre-clear regional ecosystem.

The assessment also acknowledges that residual impacts to Matters of Local Environmental Significance may occur. Where impacts cannot be fully avoided or mitigated on site, environmental offsets are proposed to be calculated and delivered at the operational works stage once detailed design and final impact areas are confirmed.

4.5.7 Recommended Mitigation Measures

The ecological assessment recommends a range of mitigation measures to manage construction and operational impacts. These include:

- preparation and implementation of a Vegetation and Fauna Management Plan;
- preparation and implementation of a Construction Environmental Management Plan;
- preparation of an Erosion and Sediment Control Plan;
- pre-clearance fauna surveys;
- use of a suitably qualified fauna spotter-catcher during clearing works;
- sequential clearing in accordance with koala conservation requirements;
- arborist supervision and tree protection measures for retained vegetation;
- rehabilitation and restoration of retained habitat areas;
- use of fauna-sensitive fencing and lighting where relevant; and
- management of biosecurity risks, including invasive plants and fire ant obligations.

These measures are considered appropriate to reduce impacts to retained vegetation, fauna habitat and local ecological connectivity.

4.4.8 Conclusion

The ecological assessment demonstrates that the proposed development has been informed by relevant ecological constraints and has adopted a design response that seeks to avoid, minimise and mitigate environmental impacts. The concentration of development within the northern portion of the site, together with the creation of a conservation lot, supports the intended residential development outcome while retaining key ecological values, including vegetation, koala habitat values, fauna movement opportunities and local ecological connectivity.

The proposed development is generally consistent with the intent of the Low-density Residential Zone and the Lower Oxley Creek South Neighbourhood Plan, which anticipate urban development while requiring the protection and enhancement of ecological values. The proposal also responds to the Biodiversity Areas Overlay by retaining and rehabilitating a consolidated vegetated corridor and addressing residual impacts through offsets where required.

On this basis, the Ecological Assessment Report concludes that the proposed development can be supported from an ecological perspective, subject to the implementation of the recommended mitigation, rehabilitation and offset measures. These measures should be secured through appropriate development conditions and addressed in further detail at the operational works stage.

5. PLANNING ASSESSMENT

This Development Application seeks approval for a Development Permit for Reconfiguring a Lot – Subdivision of Land (1 Lot into 18 Lots). In accordance with the *Brisbane City Plan 2014,* the proposed development is Assessable Development subject to Code Assessment. The relevant planning provisions for the project are addressed in the following sections.

5.1 BRISBANE CITY PLAN 2014

As shown in Figure 4, the proposed development is located within the Low-Density Residential Zone. The purpose of the Low-Density Residential Zone code is to:

> *provide for a variety of low-density dwelling types, including dwelling houses; and community uses, and small-scale services, facilities, and infrastructure, to support local residents.*



Figure 9: Land use zones (Brisbane City Plan, 2014)

In accordance with Table 5.6.1 of the City Plan, Reconfiguring a Lot – Subdivision of Land (1 Lot into 18 Lots) within the Low-Density Residential Zone is Assessable Development subject to Code Assessment. The relevant assessment benchmarks are:

- Low Density Residential Zone Code
  - Lower Oxley Creek south neighbourhood plan
- Overlay Codes including:
  - Airport environs overlay
  - Bicycle network overlay
  - Biodiversity areas overlay
  - Community purposes network overlay
  - Critical infrastructure and movement network overlay
  - Dwelling house character overlay
  - Flood overlay
  - Potential and actual acid sulfate soils overlay

  - Road hierarchy overlay
  - Street hierarchy overlay
- Development codes:
  - Subdivision Code
  - Filling & excavation code
  - Infrastructure design code
  - Landscape work code
  - Stormwater code
  - Transport, access, parking, and servicing Code

It is noted that Table 5.3.5.1 – Prescribed Secondary Code within *City Plan 2014* also specifies that the Outdoor lighting code, Park planning and design code and Wastewater code are assessment benchmarks for the subdivision, however, these codes are not relevant to this development.

The responses to the Overall Outcomes for the Low-Density Residential Zone are provided in **Table 4** below:

Table 4: Low Density Residential Zone Code Overall Outcomes

OVERALL OUTCOMES	RESPONSE
DEVELOPMENT LOCATION AND USES OVERALL OUTCOMES ARE:	
(a) Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low-density residential zone.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots).
(b) Development provides for other housing types at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots).
(c) Development maintains a low-density character in which multiple dwellings are not accommodated.	**Not Applicable** The proposed development is for Reconfiguring a Lot (1 Lot into 18 Lots) and does not accommodate a multiple dwelling.
(d) Development for other housing types, being a residential care facility or retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to remain within their local neighbourhood throughout their life cycle, may be accommodated at appropriate locations where development meets the bulk and building height requirements of the Retirement and residential care facility code.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots).
(e) Development for a relocatable home park or tourist park may continue to operate and expand where on an existing site to provide housing diversity.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots).
(f) Development for a dwelling unit may occur as part of a non-residential use.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots).

OVERALL OUTCOMES	RESPONSE
(g) Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.	**Complies** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots). The subdivision will establish lot sizes which will facilitate future dwelling houses in accordance with the intentions of the Low-Density Residential Zone.
(h) Development for commercial character-building activities on land within the Commercial character-building overlay is to comply with the Commercial character building (activities) overlay code.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots) and is not identified within the Commercial character-building overlay.
(i) Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit), where not on land within the Commercial character-building overlay is to: i. have a gross floor area of less than 250m^2; ii. serve local residents' day-to-day needs; iii. not undermine the viability of a nearby centre.	**Not Applicable** The proposed development is for Reconfiguring a Lot (1 Lot into 18 Lots) for future residential uses.
(j) Development for a home-based business may operate in a dwelling house and is of a scale and nature that protects the amenity of adjoining residents.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots) and does not involve a home-based business.
(k) Development for a non-residential use serves a local community facility need only, such as a childcare centre or a substation, and is of a bulk and scale that is compatible with and integrates with the built form intent for the Low-density residential zone.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots) for future residential uses.
(l) Development for rooming accommodation accommodates five persons or less.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots) and does not involve rooming accommodation.
DEVELOPMENT FORM OVERALL OUTCOMES ARE	
(a) Development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density buildings set in green landscaped areas.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots) that will allow for the establishment of low rise dwelling houses at a density consistent with the existing and intended subdivision pattern within the surrounding area.
(b) Development for a dwelling house is of a height, bulk, scale and form which is compatible with the low density detached housing suburban identity of the Low-density residential zone.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots). No building works are proposed as part of this application.
(c) Development for a dwelling house occurs on appropriately sized and configured lots, and: i. where not on a rear lot, has a minimum lot size of 400m2;	**Complies** The proposal will maintain the existing neighbourhood block pattern as all road frontage lots will have a minimum lot size of 400m^2 and minimum average width of 10m while the rear lot will have a minimum

OVERALL OUTCOMES	RESPONSE
ii. where on a rear lot, has a minimum lot size of 600m2; iii. maintains a block pattern that accommodates traditional backyards and large trees.	area of 600m^2 excluding the accessways and can fit a minimum building rectangle of 14m x 20m.
(d) Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings by maintaining access to sunlight, daylight and privacy.	**Not Applicable** The proposed development is for Reconfiguring a Lot (Subdivision of Land - 1 Lot into 18 Lots) and does not involve the development of a dwelling house on a small lot.
(e) Development of a dwelling house on a small lot comprising a new premise or an increase in gross floor area of an existing premises is located within a defined building envelope that: i. provides safety from fire hazards; ii. maximises the retention of backyard spaces as private landscaped space; iii. avoids overbearing development involving bulk or setback which is inconsistent with the character of a dwelling house on an adjoining lot.	**Not Applicable** The proposed subdivision will not result in any small lots having a building envelope. No new dwellings are proposed as part of this application.
(f) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	**Complies** The proposed development has been designed to take into consideration land constraints and environmental values.

The responses to the Overall Outcomes for the Low-Density Residential Zone are provided in **Table 4** below:

Table 5: Lower Oxley Creek South Neighbourhood Plan Code Overall Outcomes

OVERALL OUTCOMES	RESPONSE
OVERALL OUTCOMES ARE:	
(a) The neighbourhood plan area will become a vibrant and sustainable community containing a mix of residential, convenience, industrial, community and recreational activities.	**Complies** The proposed subdivision will create lots in accordance with the Low density residential zone which will support the establishment of a vibrant and sustainable community.
(b) Development provides a balance between protection of ecological values and urban development. Intensive forms of urban development, including residential, industrial and commercial development are contained within residential and industrial and associated urban zones. Development in urban zones is connected to reticulated water and sewerage. Urban development that is not provided with or connected to reticulated infrastructure is not consistent with the outcomes sought.	**Complies** The development layout has been informed by existing and approved development patterns on adjoining properties and has been strategically designed to retain vegetation of high ecological value through the establishment of a dedicated conservation lot. The development will be connected to reticulated sewer and water infrastructure which is available within the site's road frontage.
(c) Development that has the potential to adversely affect biodiversity, water quality and water	**Not Applicable**

OVERALL OUTCOMES	RESPONSE
conveyance in Oxley or Blunder creeks and their associated corridors to the extent of overlay mapping identifying those values of those corridors is avoided and existing degraded sites are remediated and rehabilitated.	The proposed development will not adversely affect biodiversity, water quality and water conveyance in Oxley or Blunder creeks and their associated corridors.
(d) A range of lot sizes, densities and dwelling types are provided in residential zones. Residential housing is predominantly low density with higher densities located in close proximity to planned centres, major transport routes or district level parks. Larger lots are envisaged in residential zoned land also in High ecological significance sub-category or the High ecological significance strategic sub-category of the Biodiversity areas overlay to retain landscape character.	**Complies** The proposed sizes achieve compliance with the minimum lot size for the Low density residential zone with a large lot proposed to contain a large proportion of the site's vegetation. The large lot has been deliberately configured to encompass the majority of mapped environmental overlay areas and existing vegetation, thereby consolidating ecological values within a single, manageable land parcel
(e) Multiple dwellings are not accommodated in the Low density residential zone.	**Not Applicable** A Multiple dwelling is not proposed as part of this application.
(f) Industrial development takes advantage of Lower Oxley Creek south's proximity to the Archerfield Airport, Logan Motorway and the intermodal transport hub at Archerfield.	**Not Applicable** Industrial development is not proposed as part of this application.
(g) Former extractive industry sites are remediated and rehabilitated before re-use occurs. Site-based constraints of former extractive industry sites including flooding and geotechnical stability are appropriately managed.	**Not Applicable** The subject site is not a former extractive site.
(h) Development protects the continuation of lawfully established rural activities. New rural activities protect the amenity and development potential within urban zones.	**Not Applicable** The proposed development will not impact on any lawfully established rural activities.
(i) The community is supported by highly accessible convenience centres. The Pallara convenience centre is a community focal point with a dedicated multipurpose community space.	**Not Applicable** The proposed development will support the local convenience centres.
(j) Subdivision avoids creating large clusters of smaller lots, and the road layout uses laneways or similar design outcomes to provide high quality streetscape and reduce the number of closely spaced vehicle crossovers on non-laneway streets.	**Complies** The subdivision does not create large clusters of smaller lots and will link with a new roadway that will contain similar sized lots with similar road frontages.
(k) Development including fencing located opposite or directly adjoining a school, public road or public open space is designed to provide opportunities for passive surveillance.	**Complies** Fencing adjacent to a public road or public open space will be designed to allow for passive surveillance.
(l) Retirement facilities or residential care facilities may be acceptable where the site is within 400m walking distance of any part of the lot frontage of a	**Not Applicable** No retirement facilities or residential care facilities are proposed as part of this application.

OVERALL OUTCOMES	RESPONSE
site or sites in a zone in the centre zones category, or directly adjoining or opposite a park or school, and the site area is not less than 3,000m2. The scale is consistent with the preferred character of the residential area.	
(m) Local recreation parks are positioned within 750m of residential land.	**Complies** The subject site is located within 750m of trunk park land on Kraft Street and Van Dieren Road.
(n) Existing and proposed parks form a comprehensive and integrated open space network. Site design of the district sports park retains koala habitat where possible.	**Not Applicable** No parks are proposed or required as part of this application.
(o) The new linear district recreation park will provide a multipurpose open space linkage that provides connectivity between the district sport park, the proposed convenience centre in Pallara and the existing school on Ritchie Road.	**Not Applicable** No parks are proposed or required as part of this application.
(p) Significant vegetation within the proposed linear district recreation and local recreation parks will be retained to provide fauna habitat, amenity and the preservation of the historic semi-rural nature of the Lower Oxley Creek south landscape. Site design also ensures safe koala movement.	**Not Applicable** The subject site does not propose linear district recreation and local recreation parks.
(q) The Queensland Government has identified an opportunity to potentially accommodate a high voltage overhead powerlines within the Paradise Road corridor as identified in Figure a. Development must not prejudice establishment of the powerlines.	**Complies** The subject site is not impacted by the proposed high voltage overhead powerlines.
(r) Land in Brisbane River flood planning area sub-categories, Creek/waterway flood planning area sub-categories or Overland flow flood planning area sub-category has a risk of flooding and is highly sensitive to earthworks. Any earthworks, in particular filling, is limited in extent to ensure that development does not directly, indirectly or cumulatively impact on flooding in the creek catchment.	**Complies** The site is identified as being subject to Creek/waterway flood planning areas 4 & 5. Please see the attached Stormwater management plan which identifies that site is not directly influenced by overland flow or Oxley Creek flooding, however, minimum lot and floor levels have been determined to ensure flood immunity is achieved.
Land in residential zones and the High ecological significance sub-category or the High ecological significance strategic sub-category of the Biodiversity areas overlay overall outcomes are	
(a) This zone is intended for larger urban lots that provide a habitat transition between low density residential areas, environmental protection areas and waterway corridors. The precinct provides koala movement opportunities including safe access to koala habitat trees and access between koala habitats.	**Complies** Development is strategically confined to the northern extent of the Site, resulting in only limited and localised encroachment into HES and HESS areas were unavoidable, and avoiding widespread fragmentation or disruption of ecological values. These measures ensure the long-term viability of areas of strategic biodiversity value while facilitating development consistent with the site's zoning and planning intent.

OVERALL OUTCOMES	RESPONSE
(b) Dwelling houses, including domestic outbuildings, pools, tennis courts and driveways, are located within development footprint plans that protect significant vegetation and maximise koala habitat retention. Non-juvenile koala habitat trees are retained and koala friendly fencing is provided to enhance koala movement opportunities.	**Complies** The proposed BLE within Lot 18 represents an avoidance and minimisation measure, directing development toward the least constrained areas practicable while retaining and enhancing the Site's most significant ecological values.

The proposed development has also undergone assessment against the relevant assessment benchmarks, as seen in **Table 6.**

Table 6: Summary of Assessment Benchmark

CODE	RESPONSE
PRIMARY CODES	
Low Density Residential zone code	An assessment against the Overall Outcomes of the Low-Density Residential zone code are addressed in **Table 4**. The proposed subdivision demonstrates a high level of compliance with the relevant Overall Outcomes.
NEIGHBOURHOOD PLANS	
Lower Oxley Creek south code	An assessment against the Overall Outcomes of the Lower Oxley Creek south code are addressed in **Table 5**. The proposed subdivision demonstrates a high level of compliance with the relevant Overall Outcomes.
OVERLAY CODES	
Airport Environs Overlay Code	The proposed development is accepted development within the Airport Environs Overlay Code; therefore, an assessment of the code is not required.
Bicycle network overlay code	The proposed development is assessable development within the Bicycle Network Overlay Code. The proposed subdivision is deemed to be consistent with the assessment benchmarks, with a detailed assessment of the code provided in **Appendix 2**.
Biodiversity areas overlay	The proposed development is assessable development within the Biodiverse areas overlay code. The proposed subdivision is deemed to be consistent with the assessment benchmarks, with a detailed assessment of the code provided in Ecological assessment report.
Community Purposes Network Overlay Code	The proposed development is assessable development within the Community Purposes Network Overlay Code. The proposed subdivision is deemed to be consistent with the assessment benchmarks, with a detailed assessment of the code provided in **Appendix 2**.
Critical Infrastructure and Movement Network Overlay Code	The proposed development is accepted development within the Critical Infrastructure and Movement Network Overlay Code; therefore, an assessment of the code is not required.
Dwelling House Character Overlay Code	The proposed development does not involve new dwelling houses, therefore, an assessment of the code is not required.
Flood overlay code	The assessment benchmarks for the proposed development against the Flood Overlay include the purpose, overall outcomes and outcomes in sections B and C. The proposed subdivision is deemed to be consistent with the assessment benchmarks, with a detailed assessment of the code provided in **Appendix 2**.
Potential and actual acid sulfate soils overlay code	The assessment benchmarks for the proposed development against the Potential and actual acid sulfate soils overlay. The proposed subdivision is deemed to be consistent

CODE	RESPONSE
	with the assessment benchmarks, with a detailed assessment of the code provided in **Appendix 2**.
Road Hierarchy Overlay Code	The assessment benchmarks for the proposed development against the Road Hierarchy Overlay include the purpose, overall outcomes and outcomes in sections C and D. The proposed subdivision is deemed to be consistent with the assessment benchmarks, with a detailed assessment of the code provided in **Appendix 2**.
Streetscape Hierarchy Overlay Code	The assessment benchmark for the proposed development against the Streetscape Hierarchy Overlay include the purpose, overall outcomes in sections A and B. The proposed subdivision is deemed to be consistent with the assessment benchmarks, with a detailed assessment of the code provided in **Appendix 2**.
Transport Noise Corridor Overlay	The proposed development is accepted development within Transport Noise Corridor Overlay Code; therefore, an assessment of the code is not required.
DEVELOPMENT CODES	
Subdivision Code	The proposed development is consistent with the outcomes of the Subdivision Code. A detailed assessment against the code is provided in **Appendix 2**.
Filling & excavation code	The proposed development is consistent with the outcomes of the Filling & Excavation Code. A detailed assessment against the code is provided in **Appendix 2**.
Infrastructure design code	The proposed development is consistent with the outcomes of the Infrastructure design code. A detailed assessment against the code is provided in in **Appendix 2**.
Outdoor lighting code	There is no outdoor lighting involved in the proposed development – an assessment against the code is not required.
Park planning and design code	There is no park planning and design involved in the proposed development – an assessment against the code is not required.
Landscape code	The proposed development is consistent with the outcomes of the Landscape work code. A detailed assessment against the code is provided in **Appendix 2**.
Stormwater code	The proposed development is consistent with the outcomes of the Stormwater code. A detailed assessment against the code is provided in **Appendix 2**.
Transport, access, parking, and servicing Code	The proposed development is consistent with the outcomes of the Transport, access, parking, and servicing code. A detailed assessment against the code is provided in **Appendix 2**.
Wastewater code	There is no wastewater involved in the proposed development – an assessment against the codes is not required.

5.2 STATE DEVELOPMENT APPLICATION PROVISIONS (SDAP)

The Development Application does not require referral to the State Assessment Referral Agency (SARA).

5.3 SCHEDULE 12A: ASSESSMENT BENCHMARKS FOR PARTICULAR RECONFIGURING A LOT

This application involves reconfiguring a lot into 2 or more lots and is required to address Schedule 12A of the *Planning Regulation 2017*. Please see **Table 7** for the assessment of this schedule.

Table 7: Schedule 12A Assessment

ASSESSMENT BENCHMARK	RESPONSE
Connectivity	

ASSESSMENT BENCHMARK	RESPONSE
The reconfiguration provides connectivity for pedestrians by— *(a) ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints; and* *(b) ensuring that, to the extent topography and other physical constraints reasonably permit, any roads constructed or extended in association with the reconfiguration, or footpaths provided in relation to the reconfiguration—* *i. connect to roads and footpaths in surrounding areas; or* ii. *allow for connection to future roads and footpaths in surrounding areas.*	**Complies** The proposed layout will be incorporated into the proposed road network of the adjoining development which has a grid-like pattern. The subject lot and its connection to the future adjoining road network is not physically constrained.
Maximum length of particular blocks	
1) The reconfiguration provides for convenient pedestrian movement by ensuring the length of each boundary of a block for the reconfiguration does not exceed the lesser of— *(a) a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or* *(b) 250m.* *2) Subsection (1) does not apply in relation to a block for the reconfiguration that the development application for the reconfiguration states will be subdivided as part of a future stage of development*	No street blocks will exceed 250m in length as a result of this development.
Street trees	
The reconfiguration provides shade for comfortable walking by— *(a) if a local assessment benchmark for the reconfiguration requires the planting of more than 1 tree per 15m on each side of a new road—complying with the local assessment benchmark; or* *(b) otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road.*	Street trees will be provided in accordance with these requirements.
Footpaths	
The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring— *(a) for a new road used mainly for providing direct access to a created lot—a footpath is constructed—* *i. if a local assessment benchmark for the reconfiguration requires the construction of a footpath on both sides of the new road—on both sides of the road; or*	A footpath will be provided unless a footpath is constructed on the opposite side of the road as part of the adjoining development which will precede this proposal.

ASSESSMENT BENCHMARK	RESPONSE
ii. (otherwise—on at least 1 side of the new road; or (b) *for another new road—a footpath is constructed on both sides of the road.*	
Parks and other areas of open space	
1) The reconfiguration ensures access to areas for recreation, leisure or exercise by ensuring that, to the extent topography and other physical constraints reasonably permit, a part of each block for the reconfiguration is within 400m of a park or another area of open space that is accessible to the public. *2) In this section—* *park includes—* *(a) an existing park; and* *(b) a park, to be provided under a development approval, if development of the park has started; and* *(c) land identified as a park in a local planning instrument; and* *(d) land identified in an LGIP for public park infrastructure.*	The proposed block will be within 400m walking distance of trunk park with frontage to Kraft Road.

6. CONCLUSION

PSA Consulting has been engaged by Central Alliance Investment Trust No.13to prepare this application seeking a development permit for Reconfiguring a lot involving the subdivision of one (1) lot into eighteen (18) lots at 168 Laxton Road, Pallara QLD 4110, formally known as Lot 73 on RP87803.

The proposal will create lots that achieve a minimum lot size greater than 400m^2 for a road frontage lot and 600m^2 for a rear lot. Each lot will contain the minimum dimensions for standard lots and will be sufficiently sized to contain new dwelling houses. The development will create lot sizes that are consistent with the intent of the Low density residential zone.

The proposed development has been assessed against the planning scheme and all relevant Local Government planning codes and as outlined within this report, is considered to comply with all relevant criteria. Accordingly, it is recommended that Brisbane City Council approve the proposed development, subject to reasonable and relevant conditions.

APPENDIX 1 OWNERS CONSENT AP01

APPENDIX 2 SUBDIVISION PROPOSAL PLAN AP02

APPENDIX 3 ECOLOGICAL ASSESSMENT AP03

APPENDIX 4 TRAFFIC IMPACT STATEMENT AP04

APPENDIX 5 CIVIL ENGINEERING PLANS AP05

APPENDIX 6 STORMWATER MANAGEMENT PLAN AP06

APPENDIX 7 BUSHFIRE MANAGEMENT PLAN AP01



psaconsult.com.au

PSA Consulting Pty Ltd
ABN 83 109 836 197
T + 61 7 3220 0288
Brisbane (Head Office) L20 / 127 Creek Street, Brisbane / Meeanjin Qld 4000
PO Box 10824 Adelaide Street Brisbane Qld 4000