



ASPECT

TOWN PLANNING

TOWN PLANNING REPORT

35, 37 & 37A NUNDAH STREET, NUNDAH

REF: 0657

Prepared for:
CITIMAX 7 PTY LTD

JULY 2026

Revision No.	Author	Reviewer	Signature	Date
A	ZP	-	ZP	14 July 2026

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EXECUTIVE SUMMARY

This report has been prepared on behalf of *Citimax 7 Pty Ltd* (applicant) to obtain a Development Approval on land at 35, 37 & 37A Nundah Street, Nundah and formally described as Lots 149, 150 & 151 on RP34070. The proposal seeks the following approval:

- Development Permit – Material Change of Use – for a Multiple Dwelling (59 units) and Centre Activities (shop).

This report addresses the merits of the proposal against the relevant provisions of the *Brisbane City Plan 2014* (the Planning Scheme), the *Planning Act 2016* (the Act) and other relevant legislation. A detailed analysis of the proposal against the local and state planning framework is included within this report and appendices.

Under the *Brisbane City Plan 2014*, the subject site is identified as being contained within the Mixed Use (Centre Frame Precinct) Zone and the Toombul-Nundah District Neighbourhood Plan. The planning scheme intends the Centre Frame Precinct to provide:

“Development capitalises on locations adjacent to a centre, promotes patronage of public transport stations and supports the functions of the adjoining centre in the Centre frame zone precinct.”

The proposed development is identified as being consistent with the Overall Outcomes of the Centre Frame Precinct as it will provide a Multiple Dwelling that is of a height and intensity reflective of its location within a rejuvenated centre, whilst capitalizing on the site’s close proximity to Nundah Train Station. The proposed development ensures a logical reuse and redevelopment of this site and has been designed to make a positive contribution to the streetscape through built form and material selection.

Specifically, the proposed development will provide:

- A Multiple Dwelling that will not detract from the existing streetscape and provide an alternative form of housing type.
- A Multiple Dwelling that is of bulk and scale that is in keeping with the surrounding built form.
- A design that will provide prominent visual reference and contribution to the surrounding public realm.
- A Development that provides a built form that creates a consistent and cohesive streetscape and continuous pedestrian connections and shelter.

The site is located within an established area with all the necessary infrastructure and services available to the proposed lots. Stormwater resulting from the proposed development is capable of being appropriately discharged to the kerb and channel Nundah Street.

This development application is subject to **Impact Assessment**.

Accompanying this report is the supporting documentation as identified:

Document	Author	Dated
Appendix 1 - Code Assessment	Aspect Town Planning	July 2026
Appendix 2 - Proposed Plans	Angelo Patrick Architect	June 2026
Appendix 3 - Traffic Technical Memorandum	Velocity Traffic Engineering	June 2026
Appendix 4 - Engineering Services Report	Westera Partners Pty Ltd	June 2026
Appendix 5 - Stormwater Management Report	Westera Partners Pty Ltd	June 2026
Appendix 6 - Acoustic Report	Decibell Consulting	July 2026
Appendix 7 - Landscape Concept Plan	Mark Baldock Landscape Architect	July 2026
Appendix 8 - Buildings That Breathe Report	Angelo Patrick Architect	June 2026

Overall, the proposal is identified as meeting the relevant requirements of the Brisbane *City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions.

1.0 PROJECT OVERVIEW

SITE DETAILS		
Site Address	35, 37 & 37A Nundah Street, Nundah 4012	
Real Property Description	Lots 149, 150 & 151 on RP34070	
Site Area	1,215m²	
Site Owner	Citimax 7 Pty Ltd	
PLANNING DETAILS		
Local Government	Brisbane City Council	
Planning Scheme	Brisbane City Plan 2014 / v36 (12-Jun-2026)	
Zoning	Mix Use Zone - Centre Frame Precinct	
Neighbourhood Plan	Toombul-Nundah District Neighbourhood Plan - Nundah Village Precinct NPP-001	
Overlays	- Airport Environs Overlay; - Bicycle Network Overlay; - Community Purposes Network Overlay; - Critical Infrastructure and Movement Network Overlay; - Potential and Actual Acid Sulfate Soils; - Pre-1911 Building Overlay; - Road Hierarchy Overlay; - Streetscape Hierarchy Overlay; - Transport Noise Corridor Overlay.	
PROPOSED DETAILS		
Development Type	Type of Approval	
Material Change of Use (MCU)	Development Permit - MCU - Multiple Dwelling (59 Unit) & Centre Activities (shop).	
Level of Assessment	Impact Assessable	
Public Notification	15 Business Days	
APPLICANT DETAILS		
Applicant	Citimax 7 Pty Ltd c/- Aspect Town Planning Pty Ltd	
Contact Person	Zoc Pankaluic – Director	
Contact Details	p:	0435 812 611
	e:	zoc@aspect-tp.com.au
Client	Citimax 7 Pty Ltd	
Project Team	Architect:	Angelo Patrick Architect

	Traffic Engineer:	Velocity Traffic Engineering
	Civil Engineer:	Westera Partners Pty Ltd
	Acoustic Engineer:	Decibell Consulting
	Landscape Architect:	Mark Baldock Landscape Architect
	Town Planner:	Aspect Town Planning

2.0 SITE DESCRIPTION

2.1 SITE LOCATION

The subject site is located at 35, 37 & 37A Nundah Street, Nundah and formally described as Lots 149, 150 & 151 on RP34070. The site has an area measuring 1,215m² with a frontage of approximately 30.0m to Nundah Street (refer to Figure 1 & 2). The site is not encumbered by any easements.



Figure 1: Aerial image of the application site (in red) and surrounding area. Source: Queensland Globe.



Figure 2: The dwellings (to be demolished and relocated) when viewed from Nundah Street. Source: Google Streetview.

2.2 SITE DETAILS

SITE CHARACTERISTICS	
Topography	The site is flat with a height of 9.0m AHD.
Flooding	The Floodwise Property Report Indicates that the site is not impacted by any Flood Sources.
Vegetation / Street trees	The site contains some vegetation. There are no street trees within the verge.
Heritage Places	The site is not listed on the Local or State Heritage Registers.
INFRASTRUCTURE & SERVICES	
Road Frontage	Nundah Street (Neighbourhood Road).
Water Supply	The site has an existing water connection.
Sewerage	The site has an existing sewer connection.
Stormwater	The site will have a lawful point of discharge.
Electricity & Telecommunication	The site has existing electricity and telecommunications connections.

2.3 ADJOINING LAND USE & DEVELOPMENT

The subject site is located within an area that predominantly exhibits land within the Mixed Use Zone, Low-Medium Density Residential Zone and Special Purpose Zone.

Land use designations in the surrounding area are identified below in Figure 3:

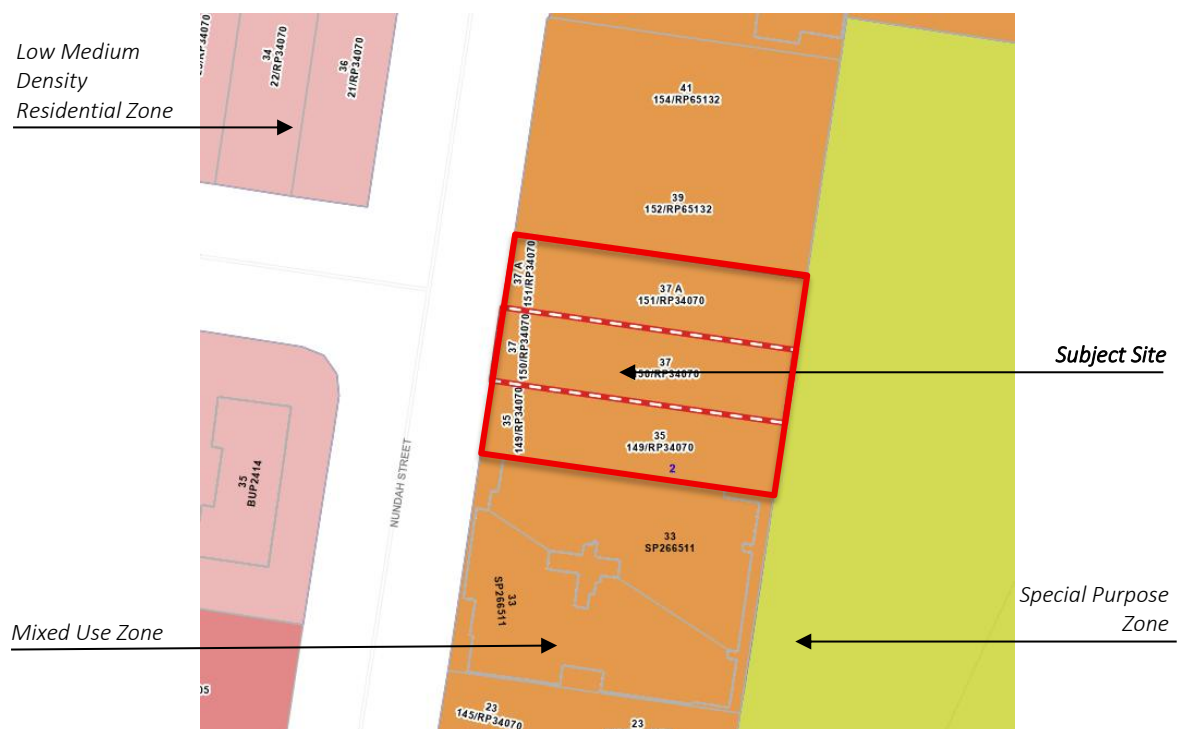


Figure 3: Surrounding Land Zoning. Source: BCC Interactive Mapping

3.0 SITE HISTORY & PRE-APPLICATION CONSULTATION

3.1 PREVIOUS APPROVALS

The subject site contains two buildings, which will be removed as part of this proposal.

It is noted that the Pre-1911 Building, which is located at 35 Nundah Street has received approval to be removed from the site.

Specifically, a development approval (Council ref. A007007308) was granted on the 9 July 2026 for the following:

- Development Permit - Demolition (removal and relocation) of a Pre-1911 dwelling house at Lot 149 on RP34070 to Lot 3 on SP343150.

At the time of writing this report, the Pre-1911 building remains on the site.

No recent or relevant approvals for the subject site were sighted during the preparation of this report.

3.2 PRE-APPLICATION CONSULTATION

A prelodgement meeting was not held with Brisbane City Council prior to or during the preparation of this development application.

4.0 PROPOSAL

4.1 PROPOSED DETAILS

This Development Application seeks approval for:

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Specifically, the proposed development will provide:

- A Multiple Dwelling that will not detract from the existing streetscape and provide an alternative form of housing type.
- A Multiple Dwelling that is of bulk and scale that is in keeping with the surrounding built form.
- A design that will provide prominent visual reference and contribution to the surrounding public realm.
- A Development that provides a built form that creates a consistent and cohesive streetscape and continuous pedestrian connections and shelter.

The following development parameters relate to the proposal:

4.2 DEVELOPMENT PARAMETERS – MULTIPLE DWELLING

The development parameters of the proposal are outlined in the table below:

MATERIAL CHANGE OF USE – Multiple Dwelling			
Storeys	11 storeys (including rooftop communal open space)		
Basement	2 basement carpark levels		
Building Height	Max. 35.20m		
Shop GFA	52.3m ²		
Site Cover	86% (Podium) / 70% (Level 3-4) / 54.9% (tower)		
Unit Breakdown	1 Bedroom	14 units	
	2 Bedroom	30 units	
	3 Bedroom	15 units	
	Total:	59 Units	
Front Setback	Western Boundary	Podium (L 1-3): Level 4-5: Level 6-10:	0.2m to balcony / Min. 1.39 to wall 1.8m to balcony / Min. 2.5m/3.0m to wall 3.0m to balcony / Min. 3.0m to wall
Side Setbacks	Northern Side	Podium (L 1-3): Level 4-5: Level 6-10:	0.5m to balcony & wall 1.80m to balcony / 3.0m to wall 4.0m to balcony / Min. 4.0m to wall
	Southern Side	Podium (L 1-3): Level 4-5: Level 6-10:	0.5m to balcony & wall Min. 1.80m to wall Min. 4.0m to wall
Rear Setback	Eastern Boundary	Podium (L 1-3): Level 4-5: Level 6-10:	4.0m to balcony / Min. 4.0m to wall 5.0m to balcony / Min. 5.80m to wall 6.0m to balcony / Min. 6.0m to wall
Built to Boundary	N/A		
Building Length	36.0m		
Private Open Space	All balconies greater than 12m ² with a minimum dimension of 3.0m		
Deep Planting	120m ² (10%)		
Carparking	Resident carparks	67 x resident carparks	
	Visitor carparks	10 x visitor carpark	

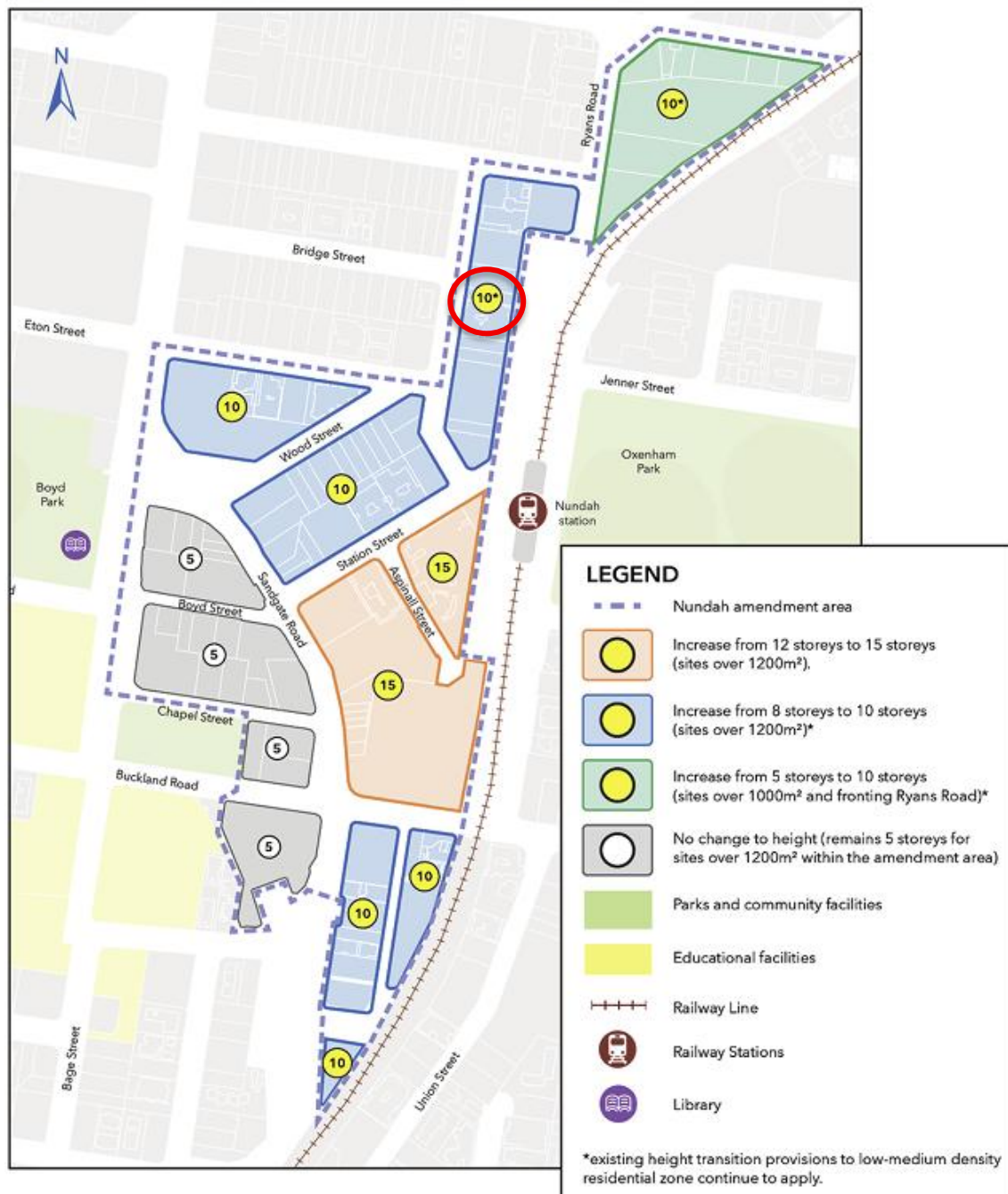
4.2.1 TOOMBUL – NUNDAH NEIGHBOURHOOD PLAN CODE

PO1 - Building Height:

The application site is within the Nundah Village Precinct – NPP-001 and has a site area greater than 1,200m² and frontage of more 25.0m. As such, a development on this site can be built to a maximum height of 8 storeys. However, at the time of writing this report, the *Tailored amendment package – Indooroopilly, Carindale and Nundah Major Centres* is currently in progress with community consultation completed in May.

The application site forms part of the Tailored Amendment Package and benefits from an increase in building height from 8 storeys to 10 storeys (refer to image below).

Nundah - Proposed changes to building heights



The proposed development being 10 storeys plus the rooftop communal open space making it 11 storeys is seen to be consistent with the anticipated height requirements for this site and locality, based on the Tailored Amendment Package.

Whilst it is acknowledged that the height increase is still under consideration and does not form part of the current City Plan assessment benchmarks, we consider this to be a relevant matter given the stage of the amendment process, i.e. public consultation has been completed.

Furthermore, it is evident that Council are 'planning for housing in the right location, through increasing building heights to support more homes, more jobs, and a greater mix of uses' – 'growing up, not out'. The proposal is consistent with Council's intention to increase building heights for well located sites, that are within close proximity to high frequency public transport, shops and services.

Notwithstanding there being a strong case that the proposed height is in line with the anticipated height for this site, an assessment against the current Performance Outcome (PO1) of the Toombul – Nundah Neighbourhood Plan has been undertaken.

While the proposed development exceeds the nominated building height of 8 storeys by three storeys, the additional height does not undermine the planning intent of the Toombul – Nundah Neighbourhood Plan or built form outcomes. The proposal demonstrates that the performance outcomes sought are achieved despite the increase in height.

The proposed building is consistent with the anticipated density of the locality and does not generate infrastructure demands beyond those reasonably contemplated for the precinct. The development intensity remains appropriate to the site's location, scale and accessibility, ensuring that the additional height does not result in an unreasonable burden on existing or planned infrastructure. It is evident through Council's proposed height increases that the assumed infrastructure demand can cater for the increased density.

The proposal is also aligned with community expectations given the recent community consultation undertaken to discuss the increase in building heights. However, the modest increase in height above the acceptable outcome is not readily distinguishable within the broader context and is reflective of the surrounding built form, where higher-density development has occurred to the north and south of the site.

The building height is proportionate to and commensurate with the site area and frontage, enabling a building form that responds appropriately to the streetscape. The increased height facilitates a more slender tower profile, reducing the building footprint and allowing for generous setbacks on the upper floors.

The proposal has been carefully designed to avoid significant or undue adverse amenity impacts on adjoining properties. Appropriate setbacks, separation distances and building articulation minimise visual bulk, overlooking and overshadowing, ensuring that the adjoining properties retain a reasonable level of amenity. The siting of the tower also provides adequate separation from existing and future development.

As such, it is considered that the proposal satisfies PO1 of the Toombul - Nundah Neighbourhood Plan Code.

PO2 - Site Cover (Tower):

The proposed tower site cover of 54.9%, representing a minor variation from the 50% specified by the acceptable outcome, achieves the underlying performance intent and does not result in an overdevelopment of the site.

The additional site cover facilitates an efficient and well-resolved building footprint while maintaining a high standard of architectural design that minimises the perceived building bulk through articulation, varied façades and generous setbacks. As a result, the development presents as a slender tower form that integrates appropriately with the surrounding area and contributes to the existing streetscape.

The modest increase in tower site cover does not compromise the amenity of adjoining properties or the future development potential of surrounding sites. Appropriate tower setbacks and separation distances are maintained to provide adequate access to natural light, air circulation, privacy and outlook for both existing and future development.

In addition, we note the site cover is consistent with other developments in the street, specifically 45-47 Nundah Street, which had a tower site cover of 57.8%.

As such, the proposal satisfies PO2 of the Toombul – Nundah Neighbourhood Plan by delivering a high-quality built form outcome despite the minor increase of site cover.

4.2.2 CENTRE OR MIXED USE CODE

PO24 - Front Setback:

At ground and podium levels, the proposal contains built to boundary setbacks (0.2m) along Nundah Street frontage, which assists in promoting an active street frontages. However, the walls of the units are setback by a minimum of 1.39m to reduce any overbearing impact on the streetscape.

Levels 4 and 5 are setback 1.8m to the balcony and a minimum of 2.5m (level 4) and 3.0m (level 5) to the wall. These setbacks as to assist with building articulation and provide an appropriate transition to the tower.

The upper levels (level 6 to 10) proposes front boundary clearances of 3.0m to the balcony and varying setbacks of 3.0m to 6.0m to the walls of units.

It is considered that these setbacks provide a clear definition between the podium and tower and are appropriate for the Nundah Street streetscape. The proposal provides a high quality and highly articulated built form which:

- Delivers appropriate height requirements for the site;
- Provides an aesthetically pleasing built form via articulation and material combination;
- Adopts an appropriate interface where addressing residential uses; and

- Will contribute positively to the streetscape intent.

PO25 - Rear Setback:

The prescribed residential setbacks as outlined by Table 9.3.3.3.C of the Centre or Mixed Use Code vary between 6.0m up to 5 storeys and 10.0m above 5 storeys to 15 storeys.

The proposed development provides setbacks that vary between a minimum of 4.0m to 6.0m.

The primary reason for the reduced rear setbacks is that the site adjoins the Nundah Train Station carpark at the rear. It is expected that this carpark will remain open i.e. no residential development to occur on it. As such, the setback encroachments do not have any perceivable impact towards any residential amenity considerations, as outlined in PO25 of the Centre or Mixed Use Code.

The rear elevation is also broken up by the proposed balconies, which in combination provide a greater degree of articulation and visual relief to the setback incursions. It is considered that the architectural design has taken great lengths to compensate for the constraints associated with the allotment to design a building that provides appropriate setbacks to all boundaries, addresses the street and enhance the streetscape character of the area.

In addition to the built form, it is noted that the Performance Outcome requests deep planning areas be located within the rear boundary setback, which the proposal provides compliant deep planting areas (refer to Figure 4).

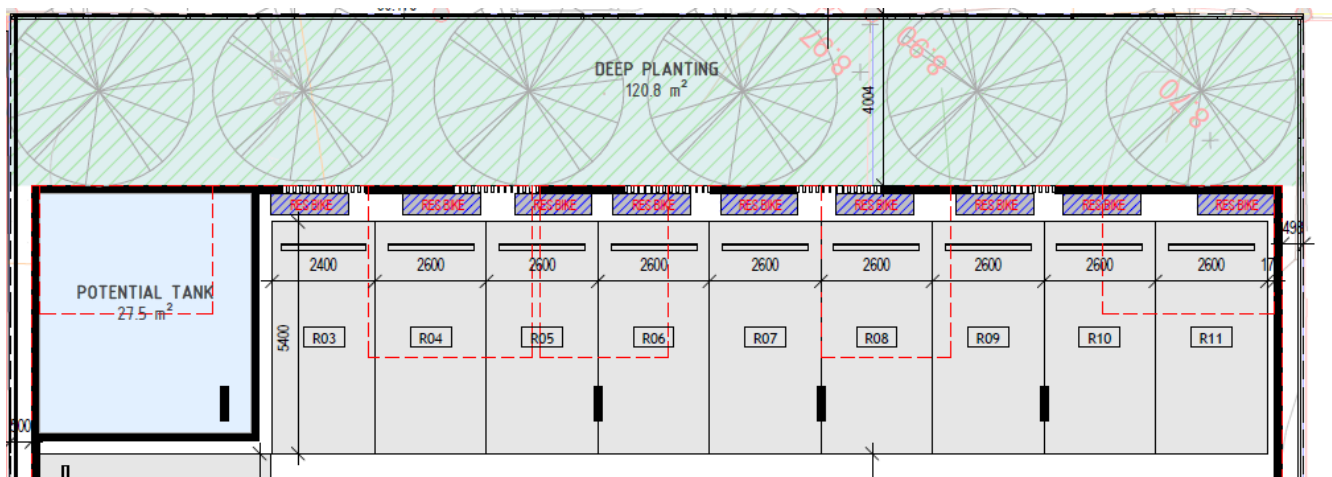


Figure 4: The deep planting area at the rear of the site.

As such, it is considered that the proposal satisfies PO25 of the Centre or Mixed Use Code.

PO26 - Side Setback:

Above the 0.5m setback podium the proposal adopts setbacks of a minimum 1.8m to the balcony and wall for Levels 4 and 5 and a minimum 4.0m setback to the balcony and walls on both the northern and southern boundaries.

It is considered that the proposed development incorporates side boundary setbacks that are appropriate to the scale and form of the building. The setbacks have been designed to minimise impacts on the amenity and privacy of adjoining properties by maintaining appropriate separation distances, reducing opportunities for direct overlooking and preserving access to natural light and ventilation. Specifically, the proposal has been designed to incorporate high sill windows along the southern boundary to reduce any impacts to the adjoining tower at 27-33 Nundah Street.

The proposed built form ensures that the adjoining properties (both existing and future) can continue to enjoy a reasonable level of residential amenity, while also allowing for breezes and sunlight to penetrate to residential accommodation located above the podium level, given the setbacks provided.

In addition, the building has been sited to ensure that it does not prejudice the orderly development of the adjoining site at 39-41 Nundah Street, by placing all the primary balconies on the east and west elevations (front and rear) thus ensuring there is no direct overlooking with the future building.

As such, it is considered that the proposal satisfies PO26 of the Centre or Mixed Use Code.

4.2.3 MULTIPLE DWELLING CODE

AO29.2 - Deep Planting:

The proposed development provides deep planting at rear setback, which equates to a total of **120m² or 10.0% of the site area** for deep planting. Furthermore, the following items are noted in regard to the deep planting:

- The deep planting areas will remain 100% open to the sky, therefore, receiving appropriate light and rainfall.
- The deep planting areas provide appropriate dimensions (4m x 4m) to accommodate large subtropical species.
- The size of these deep planting areas is sufficient to provide trees capable of growing to a maturity that is complementary in scale and height of the proposed building.
- The location of the deep planting can easily be accessed for maintenance purposes.

In view of the above, the proposal achieves compliance with AO29.2 of the Multiple Dwelling Code.

AO31.1 - Private Open Space:

The proposed development will private open space balconies above 12m² for each Unit.

Furthermore, they will be of an appropriate shape and dimension i.e. min. 3.0m to allow a functional use for the future residents.

To this end, the proposal satisfies AO31.1 of the Multiple Dwelling Code.

4.2.4 TRANSPORT, ACCESS, PARKING AND SERVICING CODE

Access & Maneuvering:

For a Multiple Dwelling land use, the Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy (PSP) defines the service vehicles to be a Large Rigid Vehicle (LRV) for occasional furniture delivery and a rear loading Refuse Collection Vehicle (RCV) for waste.

Both the LRV and RCV are proposed to access the site to conduct their respective servicing activities. A loading hardstand has been provided within the crossover which will be used by refuse vehicles to access bulk bins and for LRVs to load/unload, past this loading area the access driveway will only be trafficked by private vehicles.

Both TAPS PSP and AS2890.2 states the driveway width will depend on the design vehicle requiring ingress/egress to the site. As such, to confirm the adequacy of the proposed crossover and driveway, a swept path assessment has been conducted for the LRV which confirms the vehicle can safely and efficiently manoeuvre on/off the site using the 6.5m wide Type B1 driveway proposed (refer to Traffic Technical Memorandum).

Carparking (Parking Rate Adoption):

In accordance with Table 14 of the TAPS PSP, the proposal provides the following carparking numbers:

Required Resident Carparks: 74 Spaces and 15 visitor spaces.

Provided Resident Carparks: 67 Spaces and 10 visitor spaces (including PWD).

Although the proposed development is located outside the City Frame, the application site is located within the Mixed-use zone, Centre frame precinct, which reinforces its centre-based, higher-density and public-transport supportive planning context.

For the purposes of assessing compliance with PO14 of the TAPS Code, the City Frame multiple dwelling rates are an appropriate basis for determining the likely design peak parking demand generated by the development. The basis for this approach is detailed below:

PO14 requires parking to accommodate the development's design peak demand. Accordingly, the traffic engineer has undertaken an assessment to determine whether the proposed supply is appropriate considering the expected demand, having regard to the site's location, likely resident profile and available transport alternatives.

The 2021 ABS Census data for Nundah supports a lower resident parking demand than conventional suburban locations.

Nundah records an average of approximately 1.4 motor vehicles per dwelling. Further, 13.0% of dwellings have no registered motor vehicle and 50.3% have one registered motor vehicle. Combined, 63.2% of Nundah households have one or no registered motor vehicles, compared with 40.9% across Queensland.

High multi-vehicle ownership is also materially lower in Nundah, with only 7.5% of occupied private dwellings having three or more registered motor vehicles, compared with approximately 20.0% across Queensland.

Having regard to the local car ownership profile, public transport accessibility, expected resident profile, housing affordability considerations and centre-based planning context, it is considered the City Frame multiple dwelling parking rates to be an appropriate basis for assessing the likely design peak parking demand generated by the proposed development

It is acknowledged that the development also includes a small 50m² shop. This use is considered ancillary in nature and, as a centre activity within the Mixed-use zone and within 200m of Nundah Train Station, is subject to maximum parking rates. No dedicated parking has therefore been allocated to the shop use. This is considered appropriate having regard to the small tenancy size, expected reliance on residents, nearby multiple dwellings and passing pedestrian movements to and from Nundah Station. Accordingly, the parking assessment below has been limited to the multiple dwelling component.

Based on the City Frame multiple dwelling parking rates the proposed development requires a total of 67 residential spaces and 10 visitor spaces, which the development proposes. As such, the adopted parking requirements for residents and visitor parking are met.

Refuse:

Separate refuse enclosures are proposed for the residential and retail components of the development. Residential refuse will be stored within the residential bin store, while the shop will be serviced from a separate retail bin enclosure located adjacent to the loading area.

Residential Refuse:

The residential component comprises 59 apartments, of which 44 apartments are one or two-bedroom units. This represents approximately 75% of the total residential yield, with only 15 three-bedroom units proposed. For recycling, a rate of 120L per dwelling per week has been adopted. This is considered appropriate given 44 of the 59 apartments are one or two-bedroom units, which are expected to generate less recycling than larger detached dwellings captured by standard dwelling-based rates. Applying 240L per dwelling per week is therefore considered excessive for the proposed apartment mix and not representative of likely recycling demand.

It is also noted that application of 120L recycling per week has recently been accepted by Council for the development at 42-48 Federation Street, Windsor (Council Ref: A006851839) On this basis, the adopted recycling rate is considered reasonable and supportable for the proposed development.

In accordance with Council's Refuse Requirements for Development in Brisbane factsheet, residential developments greater than 30 dwellings may be serviced twice weekly, with compaction required. Accordingly, twice-weekly collection is proposed for both residential waste streams, with a 3:1 compaction ratio applied to general waste.

Retail Refuse:

For the 50m² shop, a convenience store rate has been adopted as a conservative worstcase assessment of the expected shop uses.

Application of the convenience store rate results in approximately 210L of general waste per week and 700L of recycling per week. With twice-weekly collection, this equates to approximately 105L of general waste and 350L of recycling per collection.

The proposed retail bin enclosure provides 1 x 1,100L general waste bin and 1 x 660L recycling bin, which is sufficient to accommodate the expected retail waste generation.

The retail bins are stored within a separate enclosure to the residential bins and are located directly adjacent to the RCV standing area, providing a clear and unobstructed transfer path to the rear of the vehicle.

Refuse Collection:

The bin stores have been designed with 150mm clearances around bins and a 1.2m internal aisle to allow bins to be accessed and manoeuvred to the collection point. This arrangement is considered suitable for the proposed bin sizes and collection method.

On collection day, the RCV will reverse into the site, park within the loading area and service the bins from the rear of the vehicle. The residential and retail bin enclosures are located directly adjacent to the RCV standing area, providing a clear, short and unobstructed bin transfer path to the rear of the vehicle. The RCV will then depart the site in a forward gear.

The driveway is 6.5m wide, which provides sufficient width for private vehicles to perceive and safely navigate past the standing RCV during servicing. The proposed loading area measures 12.5m by 3.5m with a height clearance of 4.5m, which is considered suitable for the RCV and associated bin loading area.

The refuse collection arrangement is considered suitable for the proposed development.

Commercial Servicing:

The LRV will undertake the same access arrangements as the RCV, reversing into the site, utilising the proposed loading area for loading/unloading and departing the site in forward gear.

It is expected that the majority of commercial loading will be undertaken by vehicles such as the Medium Rigid Vehicle (MRV) for deliveries such as furniture and white goods.

Although there are not expected to be any impacts due to servicing based on the above, the following is noted:

- It is recommended to implement a servicing management plan which acts to limit servicing outside of the weekday AM and PM development peak periods where the ingress/egress traffic movements are the highest. This plan should include additional traffic management measures such as convex mirrors, signage, line marking and an alarm system for departing vehicles.

- According to the 2021 Census data, only 14.3% of Australians moved within the previous year. Adopting this moving rate to the 59 proposed units, this correlates to approximately 9 move-ins and 9 move-outs each year, for a total of 18 service vehicle trips. This equates to only 22 days per year a service vehicle is expected to access the site which is considered infrequent. Also, servicing by an Small Rigid Vehicle (SRV) for smaller servicing requirements is also expected for frequently.

4.2.5 CIVIL ENGINEERING

Stormwater:

Stormwater drainage for the proposed development shall ensure no adverse impacts on upstream, downstream or adjoining properties. It is assumed that the existing properties discharge roofwater to the Nundah Street kerb and channel with ground level runoff discharging to the south as sheet flow.

The proposed lawful point of discharge for the development shall be the Nundah Street kerb and channel with multiple outlets proposed to ensure the 30L/s discharge flow rate limit is adhered to. New on-site stormwater infrastructure shall be constructed to direct stormwater to the lawful point of discharge to ensure no adverse impacts on adjacent properties.

The site is classified as a 'low-risk' development as the site does not exceed 2,500m² in area. Formal stormwater quality treatment is therefore not required however stormwater quality should still be addressed via the implementation of best management practices.

Earthworks:

Earthworks are proposed to occur across the majority of the site to facilitate the proposed basement carpark.

The presence of acid sulphate soils should be established by geotechnical investigation as basement excavation would be expected to extend below 5.0m AHD.

All basement retention shall be to structural/geotechnical engineers' details and to BCC planning scheme requirements. Final Earthworks volumes and extents will be confirmed during detailed design.

An erosion and sediment control management plan will be undertaken at the detailed design phase. In accordance with IECA requirements.

4.2.6 STREETSCAPE HIERARCHY OVERLAY CODE

Verge width:

The verge requirements are identified as a Neighbourhood Street Major on the Streetscape Hierarchy Overlay, which requires a 3.75m verge width. The existing verge is approximately 3.90m in width. As such, the proposal is in accordance with the verge widths prescribed in Table 8.2.20.3.B of the Streetscape Hierarchy Overlay Code.

Overall, the proposal is identified as meeting the relevant requirements of the Brisbane *City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions.

5.0 STATUTORY PLANNING REQUIREMENTS

5.1 STATE FRAMEWORK

The development application requires assessment against the relevant provisions of the *Planning Act*, SPP and SEQRP. Consideration of these matters are outlined below:

5.1.1 PLANNING ACT 2016

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

The proposal will be assessed in accordance with the Development Assessment Rules under section 68(1) of the *Planning Act 2016*.

5.1.2 SOUTH EAST QUEENSLAND REGIONAL – SHAPING SEQ 2023

Shaping SEQ 2023 is the Queensland Government's 25 year strategic plan to guide regional development and growth of the SEQ region. The SEQ region encompasses the 12 local government areas (LGAs) of Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba (urban extent).

Shaping SEQ allocates all land in SEQ into one of three regional land use categories: Urban Footprint, Regional Landscape and Rural Production Area (RLRPA), and Rural Living Area (RLA). In doing so, it provides a framework for delivering efficient urban and rural residential growth, a more compact urban form, economic agglomeration, and the protection and sustainable use of SEQ's natural assets, landscape and productive rural areas. Shaping SEQ 2023 helps to advance the purpose of the Urban Footprint through the Brisbane City Plan 2014, which acts as the primary instrument to help establish desired uses on the site. The subject site is appropriately located in the Urban Footprint.

5.1.3 STATE PLANNING POLICY

The State Planning Policy was released on 3 July 2017. Under Section 26 of the Planning Regulation, the State Planning Policy is an assessment benchmark that the Assessment Manager must have regard to if not appropriately integrated into the Planning Scheme.

An assessment of the proposed development has been carried out against the State Planning Policy (SPP). It has been determined that the proposed development does not require further assessment against the SPP.

5.1.4 REFERRALS AND STATE DEVELOPMENT ASSESSMENT PROVISIONS

Referral matters for this proposal have been assessed against the *Planning Regulation 2017*. In accordance with the Planning Regulation 2017, the application triggers the following referral:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Material Change of Use near a State transport corridor.

The application triggers referral to the State Assessment and Referral Agency (SARA) and the following State Development Assessment Provisions have been addresses in this application:

- State Code 2: Development in a railway environment (Version 3.5).

5.2 LOCAL FRAMEWORK

The site is located within the Brisbane City Council local government area and is required to be assessed against the relevant provisions of the *City Plan 2014*. The relevant provisions are identified and addressed below.

5.2.1 STRATEGIC FRAMEWORK

The City Plan includes a Strategic Framework which sets the policy direction for the planning scheme. The subject site is located within Brisbane's CityShape's Major Centres. With respect to this element, the following is stated in City Plan:

- i. *are vibrant, mixed-use destinations that support an 18-hour economy;*
- ii. *encourage and accommodate economic activity, distinguished by different scales of built form and urban design appropriate to the local context, as detailed in neighbourhood plans;*
- iii. *accommodate high levels of employment outside the City Centre and Major Industry Areas;*
- iv. *are highly accessible elements in the city's public and active transport network and serve as key transport interchanges in their area;*
- v. *integrate residential development;*
- vi. *provide focal points for access to and provision of cultural, education, health and community services and urban commons;*
- vii. *have their own distinctive urban form, sense of place and functions, tailored to the locality and community needs*

Having regard to the outcomes of the Strategic Framework it is our view that the proposed development is consistent with the strategic framework. The proposed development involves a multiple dwelling with ground retail use. The proposed residential use is considered tailored for the subject site's location which is on the fringe of the Nundah Village precinct and addresses residential zoning.

South of the subject site is the heart of the precinct and revitalisation of this area with high intensity development is already emerging e.g. Nundah Circa. The proposed development meets future building height requirements prescribed for the precinct and is of an intensity and built form appropriate for a site zoned for mixed use activities and within walking distance to a planned transit node.

The proposal provides for walkable centres, increasing accommodation opportunities within walking distance to employment and transport nodes. The proposed design is highly articulated and responds to surrounding uses.

5.2.2 LEVEL OF ASSESSMENT

Under the Brisbane *City Plan 2014*, the site is located within the Mixed Use Zone and the Toombul-Nundah District Neighbourhood Plan. The following Overlays apply to the subject site:

- Airport Environs Overlay;
- Bicycle Network Overlay;
- Community Purposes Network Overlay;
- Critical Infrastructure and Movement Network Overlay;
- Potential and Actual Acid Sulfate Soils;
- Pre-1911 Building Overlay;
- Road Hierarchy Overlay;
- Streetscape Hierarchy Overlay;
- Transport Noise Corridor Overlay.

In accordance with Part 5 of the Brisbane *City Plan 2014*, the application is subject to **Impact Assessment**, on the following basis:

LEVEL OF ASSESSMENT	
ZONE	
Mixed Use Zone	
Impact Assessment	In accordance with Table 5.5.22 – Mixed Use Zone, a Material Change of Use for a Multiple Dwelling is subject to Code Assessment If no greater than: <i>If no greater than:</i> a. the building height and gross floor area specified in a relevant neighbourhood plan; b. <i>where a neighbourhood plan does not specify building height:</i> i. 5 storeys in the Inner city zone precinct; or ii. 5 storeys in the Centre frame zone precinct; or iii. 4 storeys in the Corridor zone precinct The Neighbourhood Plan specifies a building height of 8 storeys for a site 1,200m² or greater. As such, the proposal is identified as triggering Impact Assessment and the Mixed Use Zone Code is addressed in Appendix 1.
NEIGHBOURHOOD PLAN	
Toombul - Nundah District Neighbourhood Plan	
No Change	In accordance with Table 5.9.64.A – Toombul - Nundah District Neighbourhood Plan, there is no change to the level of assessment for the proposed development. The table identifies the Toombul - Nundah District Neighbourhood Plan Code as an assessment benchmark for the development. As such, the level of assessment remains Impact Assessable and the Toombul - Nundah District Neighbourhood Plan is addressed in Appendix 1.
OVERLAYS	
Airport Environs Overlay	
Impact Assessment	In accordance with Table 5.10.2 – Airport Environs Overlay, a Material Change of Use for a Multiple Dwelling in the PANS sub-category, if assessable development in the zone, is subject to code assessment. Notwithstanding this, the note in the table identifies where the MCU is Impact assessable in the zone or neighbourhood plan, then the category of assessment is not lowered to Code Assessment. As such, the level of

	assessment is Impact Assessable and the Airport Environs Overlay Code is addressed in Appendix 1.
Bicycle Network Overlay	
Impact Assessable	In accordance with Table 5.10.10 – Level of Assessment for the Bicycle Network Overlay, a Material Change of Use for a Multiple Dwelling, if assessable development in the zone or Neighbourhood plan, triggers Code Assessment. Notwithstanding this, the note in the table identifies where the MCU is Impact assessable in the zone or neighbourhood plan, then the category of assessment is not lowered to Code Assessment. As such, the level of assessment is Impact assessable, and the Bicycle Network Overlay Code is addressed within Appendix 1.
Community Purposes Network Overlay	
Impact Assessment	In accordance with Table 5.10.7A – Community Purposes Network Overlay, a Material Change of Use for a Multiple Dwelling is identified as Code Assessment. Notwithstanding this, the note in the table identifies where the MCU is Impact assessable in the zone or neighbourhood plan, then the category of assessment is not lowered to Code Assessment. As such, the level of assessment is Impact Assessable and the Community Purposes Network Overlay Code is addressed in Appendix 1.
Critical Infrastructure and Movement Network Overlay	
Not Applicable	In accordance with Table 5.10.8 – Critical Infrastructure and Movement Network Overlay, there is no level of assessment nominated for a Material Change of Use for a Multiple Dwelling. As such, there is no change to the category of assessment and no assessment required against the Critical Infrastructure and Movement Network Overlay Code.
Potential and Actual Acid Sulfate Soils Overlay	
Not Applicable	In accordance with Table 5.10.15 – Potential and actual acid sulfate soils overlay, a Material Change of Use if involving filling or excavation if the natural ground level is less than 20m AHD, where the disturbance of land is equal to or less than 5m AHD, involving: <i>a. filling equal to or greater than 500m³; or</i> <i>b. filling equal to or greater than 0.5m average depth; or</i> <i>c. excavation equal to or greater than 100m³</i> is Code Assessment. The proposed development will not involve any of the quantities identified above. As such, there is no change to the category of assessment and no assessment required against the Potential and actual acid sulfate soils overlay code.
Pre-1911 Overlay	
Not Applicable	In accordance with Table 5.10.9 – Dwelling house character overlay, Building Work for the removal of a pre-1911 building if in any other zone, if complying with acceptable outcome AO5 in the Pre-1911 Building Overlay Code is Code Assessment. We note that approval (Council ref. A007007308) has been obtained for the relocation of the Pre-1911 Dwelling from Lot 149 on RP34070. As such, there is no change to the category of assessment and no assessment is required against the Pre-1911 Overlay Code.
Road Hierarchy Overlay	
Impact Assessment	In accordance with Table 5.10.18 – Road Hierarchy Overlay, a Material Change of Use for a Multiple Dwelling is subject to code assessment. Notwithstanding this, the note in the table identifies where the MCU is Impact assessable in the zone or neighbourhood plan, then the category of assessment is not lowered to Code assessment. As such, the level of assessment is Impact Assessable and the Road Hierarchy Overlay Code is assessed in Appendix 1.

Streetscape Hierarchy Overlay	
Impact Assessment	In accordance with Table 5.10.20 – Streetscape Hierarchy Overlay, a Material Change of Use for a Multiple Dwelling is subject to code assessment. Notwithstanding this, the note in the table identifies where the MCU is Impact assessable in the zone or neighbourhood plan, then the category of assessment is not lowered to Code assessment. As such, the level of assessment is Impact Assessable and the Streetscape Hierarchy Overlay Code is assessed in Appendix 1.
Transport Noise Corridor Overlay	
	In accordance with Table 5.10.23 – Transport Noise Corridor Overlay, a Material Change of Use involving a Multiple Dwelling is code assessment. Notwithstanding this, the note in the table identifies where the MCU is Impact assessable in the zone or neighbourhood plan, then the category of assessment is not lowered to Code assessment. As such, there is no change to the level of assessment and an assessment of the Transport Noise Corridor Overlay Code is provided in Appendix 1.

5.2.3 ASSESSABLE DEVELOPMENT

Following a detailed review of the relevant planning provisions, the following table summarises the level of assessment and relevant codes for all assessable development associated with the proposal.

APPLICABLE CODES	
Zone Code	Mixed Use Zone Code
Neighbourhood Plan	Toombul - Nundah District Neighbourhood Plan Code
Use Code	Multiple Dwelling Code Centre or Mixed Use Code
Overlay Codes	Airport Environs Overlay Code Community Purposes Network Overlay Code Road Hierarchy Overlay Code Streetscape Hierarchy Overlay Code Transport Noise Corridor Overlay Code (Appendix 6)
Prescribed Secondary Codes	Filling and Excavation Code (Appendix 4) Infrastructure Design Code (Appendix 4) Landscape Work Code (Appendix 7) Outdoor Lighting Code Park Planning and Design Code Stormwater Code (Appendix 4) Transport, Access, Parking and Servicing Code (Appendix 3) Wastewater Code

A full assessment of the codes is provided within **Appendix 1**, unless otherwise specified above.

However, it is noted that no assessment is undertaken against the following codes:

- Assessment against the **Landscape Work Code** is not required as a Landscape Concept Plan is provided.

- Assessment against the **Outdoor Lighting Code** is not required as no outdoor lighting is proposed as part of this proposal;
- Assessment against the **Park Planning and Design Code** is not required as no park planning and design is required as part of this proposal; and
- Assessment against the **Wastewater Code** is not required as the subject site is serviced by sewerage infrastructure.

5.2.4 LOCAL GOVERNMENT INFRASTRUCTURE PLAN (LGIP)

In accordance with BCC's interactive mapping, the site is not identified as being subject to or containing any planned infrastructure under the Local Government Infrastructure Plan (LGIP).

6.0 CONCLUSION

This report has been prepared on behalf of *Citimax 7 Pty Ltd* (applicant) to obtain a Development Approval on land at 35, 37 & 37A Nundah Street, Nundah and formally described as Lots 149, 150 & 151 on RP34070. The proposal seeks the following approval:

- Development Permit – Material Change of Use – for a Multiple Dwelling (59 units) and Centre Activities (shop).

This report addresses the merits of the proposal against the relevant provisions of the Brisbane *City Plan 2014* (the Planning Scheme), the *Planning Act 2016* (the Act) and other relevant legislation. A detailed analysis of the proposal against the local and state planning framework is included within this report and appendices.

Under the Brisbane *City Plan 2014*, the subject site is identified as being contained within the Mixed Use (Centre Frame Precinct) Zone and the Toombul-Nundah District Neighbourhood Plan. The planning scheme intends the Centre Frame Precinct to provide:

“Development capitalises on locations adjacent to a centre, promotes patronage of public transport stations and supports the functions of the adjoining centre in the Centre frame zone precinct.”

The proposed development is identified as being consistent with the Overall Outcomes of the Centre Frame Precinct as it will provide a Multiple Dwelling that is of a height and intensity reflective of its location within a rejuvenated centre, whilst capitalizing on the site’s close proximity to Nundah Train Station. The proposed development ensures a logical reuse and redevelopment of this site and has been designed to make a positive contribution to the streetscape through built form and material selection.

Specifically, the proposed development will provide:

- A Multiple Dwelling that will not detract from the existing streetscape and provide an alternative form of housing type.
- A Multiple Dwelling that is of bulk and scale that is in keeping with the surrounding built form.
- A design that will provide prominent visual reference and contribution to the surrounding public realm.
- A Development that provides a built form that creates a consistent and cohesive streetscape and continuous pedestrian connections and shelter.

Overall, the proposal is identified as meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions.

7.0 APPENDIX 1

7.1 CODE ASSESSMENT
