

**FW: Submission to Brisbane City Council – Objection to Proposed Development - Application Reference: A006756677**

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From  
Date  
To  
Cc

**SECURITY LABEL: OFFICIAL**

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**From:**  
**Sent:** Sunday, 5 April 2026 12:06 PM  
**To:** dalodgement <dalodgement@brisbane.qld.gov.au>  
**Cc:** DA RECORDS <DA\_RECORDS@brisbane.qld.gov.au>  
**Subject:** Submission to Brisbane City Council – Objection to Proposed Development - Application Reference: A006756677

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*This email originates from outside of Brisbane City Council.*

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**Submission to Brisbane City Council – Objection to Proposed Development**  
**Application Reference: A006756677**  
**Address of Proposed Development:** 430 Fig Tree Pocket Road, Fig Tree Pocket QLD 4069

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## 1. Introduction

I write to formally object to the proposed reconfiguration of a lot (1 into 3 lots) and associated access easement at the above address.

This objection is not based on resistance to change per se, but on the **cumulative and disproportionate impact** this development will have on:

- Local amenity
- Traffic safety and congestion
- Ecological and biodiversity values
- Neighbourhood character

The proposal represents a **material intensification of land use** that is inconsistent with the established and expected character of this locality.

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## 2. Neighbourhood Character and Planning Intent

At the time of purchasing our property, this area was characterised by:

- Low-density residential use

- Significant vegetation and biodiversity
- Quiet, low-traffic conditions

This aligns with the intent of the **Brisbane City Plan 2014**, which seeks to:

- Protect the **suburban and environmental character** of low-density areas
- Ensure development is **compatible with surrounding uses**
- Avoid overdevelopment that erodes established amenity

The proposed subdivision into three lots represents a **step-change in intensity**, not an incremental or compatible evolution.

This is not merely “another house” - it is the **beginning of a density shift** that risks setting a precedent for further fragmentation of similarly sized lots.

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### **3. Traffic, Access, and Safety Concerns**

#### **3.1 Existing Conditions**

The area is already experiencing:

- Increased congestion due to newly installed traffic lights
- Difficulty safely exiting our property, particularly when turning right
- Increased vehicle presence associated with current occupancy (often 10–12 vehicles observed)

#### **3.2 Impact of Proposed Development**

The proposal includes:

- Additional dwellings (increasing vehicle generation)
- Relocation of driveway/access point

This will:

- Increase **traffic conflict points**
- Exacerbate **queueing and congestion** near an already controlled intersection
- Reduce **safe sightlines and manoeuvrability**

#### **Planning Concern**

Under the City Plan, development must:

- Maintain **safe and efficient movement networks**
- Avoid worsening traffic conditions

This proposal fails to demonstrate how it will **not materially worsen existing congestion and safety risks**.

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### **4. Ecological and Biodiversity Impact**

This locality is valued not only as residential land, but as an **informal ecological corridor**, supporting:

- Native birdlife
- Vegetation continuity
- Urban biodiversity

The proposal will likely result in:

- Tree clearing and habitat loss
- Increased hard surfaces (driveways, roofs)
- Reduced permeability and ecological value

### **Planning Concern**

The City Plan places strong emphasis on:

- Protecting **biodiversity values and habitat**
- Minimising vegetation clearing

Even if compliant on paper, the **cumulative ecological erosion** from developments like this is significant and should be considered.

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### **5. Amenity and Overuse of the Site**

The current use of the property already appears to exceed typical single-dwelling occupancy, evidenced by:

- High vehicle volumes, often 10+ with vehicles parked on the grass banks
- Intensive use inconsistent with low-density expectations

The proposed subdivision will:

- Formalise and expand this intensity
- Increase noise, activity, and visual impact
- Further erode the quiet residential amenity

### **Planning Concern**

Development should:

- Respect **existing residential amenity**
- Avoid creating **overcrowded or overburdened sites**

This proposal moves the site further away from that principle.

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### **6. Precedent and Cumulative Impact**

Perhaps most critically, this development sets a **precedent**.

If approved, it signals that:

- Large blocks in the area can be subdivided into multiple lots
- Incremental intensification is acceptable regardless of cumulative impact

The result is not one development, but a **trajectory**:

From leafy, low-density suburb → fragmented lots → gradual urbanisation → loss of identity

Planning must consider not just **this application**, but what it enables next.

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### **7. Planning Framework Considerations**

Under the **Planning Act 2016 (Qld)** and Brisbane City Plan, assessment must consider:

- **Consistency with neighbourhood character**

- **Impacts on amenity and liveability**
- **Traffic and infrastructure capacity**
- **Environmental values**

This proposal raises concerns across all four domains.

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## **8. Requested Outcome**

Given the above concerns, I respectfully request that Council:

1. **Refuse the application**, OR
  2. At minimum, require:
    - A comprehensive **traffic impact assessment** addressing intersection performance
    - A **biodiversity and vegetation assessment**
    - Clear demonstration of **compatibility with neighbourhood character**
    - Consideration of **cumulative impacts**, not just site-specific compliance
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## **9. Closing Reflection**

Planning decisions are not just about land - they are about **the kind of place we are choosing to become**.

This proposal, while modest in isolation, contributes to a pattern of change that risks:

- Replacing ecological richness with fragmentation
- Replacing quiet amenity with incremental congestion
- Replacing character with uniformity

Once that line is crossed, it cannot easily be reversed.