

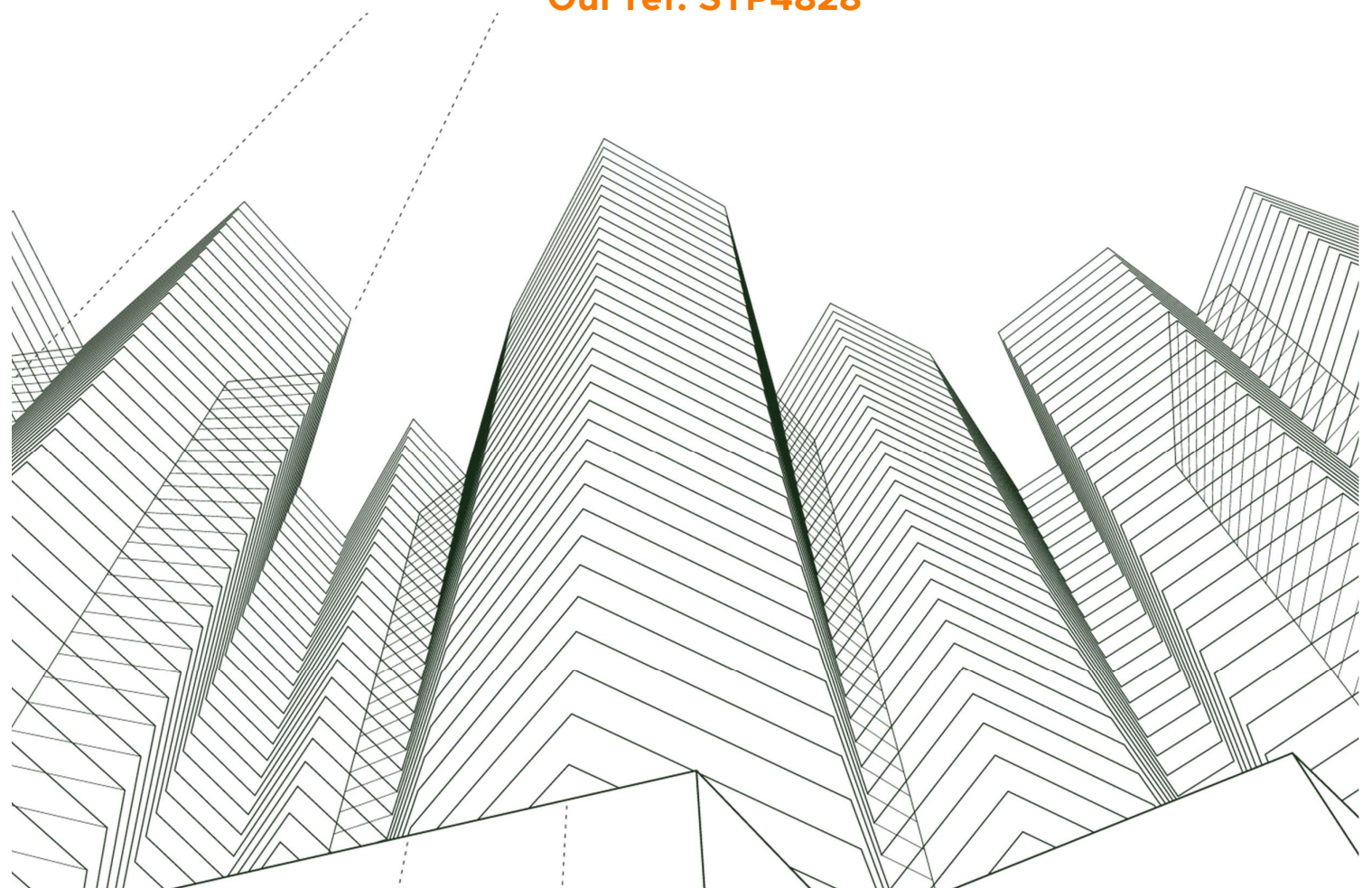


TOWN PLANNING REPORT

Multiple Dwelling (34 Units)

61 Landis Street,
McDowall QLD 4053
Lot 13 on RP810085

Our ref: STP4828



DOCUMENT CONTROL

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1 EXECUTIVE SUMMARY

This application seeks approval from Brisbane City Council for a Development Permit for a Multiple Dwelling (34 Units) at 61 Landis Street, McDowall QLD 4053, properly described as Lot 13 on RP810085.

The proposal seeks approval for a 34 dwelling townhouse (multiple dwelling) development that makes efficient use of the 8,228m² site currently developed with a single dwelling. The extent of works proposed essentially matches the approved footprint as part of the approval Council Ref: A006211747.

The development will provide shared residential amenities including an in-ground pool and small park area. The built form is predominantly two storeys, with only a limited three-storey component up to about 10m, which supports a low-rise suburban character and delivers a moderate housing yield of approximately 40.70 dwellings per hectare, improving local housing choice. The site is within the McDowall Neighbourhood Plan area and has been assessed against the relevant planning provisions and mapped overlays.

Technical investigations support the design, including stormwater quality treatment and on-site detention, with modelling indicating peak outflows can be managed to match pre-development conditions up to the 1% AEP event. A flood assessment has been completed indicating no creation of new offsite inundation areas and no adverse offsite flood impacts, supported by mitigation measures where required. These outcomes are consistent with the existing approval over the site.

Access is provided via an 8.3m wide driveway and the development supplies 68 resident spaces and 9 visitor spaces, which supports day-to-day operation and reduces reliance on on-street parking. Traffic assessment indicates an acceptable performance outcome, with peak generation up to 21 vehicles per hour and no material impact on the surrounding road network. The proposal also responds to existing vegetation through a vegetation retention plan that identifies retention and removals and sets out construction protection measures.

After assessment against the relevant Assessment Benchmarks which included the Acceptable Outcomes, Performance Outcomes, and Overall Outcomes of the Zone, Neighbourhood Plan, Overlays and Secondary Codes, no significant planning issues were identified and the proposed Multiple Dwelling (34 Units) was found to be largely compliant with the intention of the codes.

Consequently, as a result of the findings of this report and assessment, Steffan Harries concludes by respectfully requesting a favourable decision from Brisbane City Council with regards to this development application, subject to reasonable and relevant conditions.

2 APPLICATION SUMMARY

2.1 Site overview

Street Address	61 Landis Street, McDowall QLD 4053
Real Property Description	Lot 13 on RP810085
Site Area	8228m ²
Current Development	Dwelling house
Local Government Authority	Brisbane City Council
Applicable Planning Scheme	Brisbane City Plan 2014 (v35)
Planning Scheme: Area Classification	Emerging Community
Planning Scheme: Applicable Local Plan	McDowall Neighbourhood Plan
Planning Scheme: Applicable Overlays	Airport Environs, Community Purposes Network, Critical Infrastructure and Movement Network, Flood Overlay, Road Hierarchy, Streetscape Hierarchy, Transport Noise Corridor
Applicable Regional Plan	South East Queensland Regional Plan
Regional Plan Area:	Urban Footprint



Figure 1: Location of the subject site. **Source:** Queensland Globe

2.2 Application Details

Description of Proposal	Multiple Dwelling – Townhouses – 34 Units
Type of Application	Development Permit – Material Change of Use
Level of Assessment	Impact Assessable
Applicant	Blue Ember Grove Pty Ltd atf Blue Ember Grove Trust C/o Steffan Harries PO Box 6258, Fairfield Qld 4103
Contact Person	Mike Harries mike@steffanharries.au 07 3317 0042 www.steffanharries.au

2.3 Approvals Sought

Type of Development	Impact Assessable	
	Preliminary Approval	Development Permit
Material Change of Use – Multiple Dwelling (34 Units)		✓

2.4 Fee Payable

Land Use Definition	Level of Assessment	Associated Fee
Multiple Dwellings	Impact Assessable	\$8,723 + \$715 per unit over 2
Additional Impact Assessable Fee		\$16,302
TOTAL		\$47,905.00

2.5 Level of Assessment

Under the Table of Assessment for the Emerging Community (Part 5 of the Brisbane City Plan 2014 (v35)), the proposed Multiple Dwelling (34 Units) requires Impact Assessment. Please find an extract below:

Zone / Overlay	Categories of Development and Assessment	Assessment Benchmarks
Emerging Community Zone	Assessable development—Impact assessment	
	Any other use not listed in this table.	The Planning Scheme
	Any use listed in this table and not meeting the description listed in the "Categories of development and assessment" column.	
Any other undefined use.		

3 SITE INFORMATION AND ANALYSIS

3.1 Area Classification and Development Site

3.1.1 Property description and zone

The subject site is located at 61 Landis Street, McDowall QLD 4053, formally described as Lot 13 on RP810085. The site falls within the Emerging Community.

3.1.2 Development site features

The site features a rectangular-shaped lot, with a total area of 8,228m² with an approximate average width of 50.9m fronting Landis Street. The property has an average slope of 2m in 50.9m (3.9%) going parallel to the front boundary, which rises from the South to the North boundary. The site includes a moderately steep small slope on the Southern side of the front boundary.

The site is currently improved with a Dwelling house and ancillary domestic outbuildings.

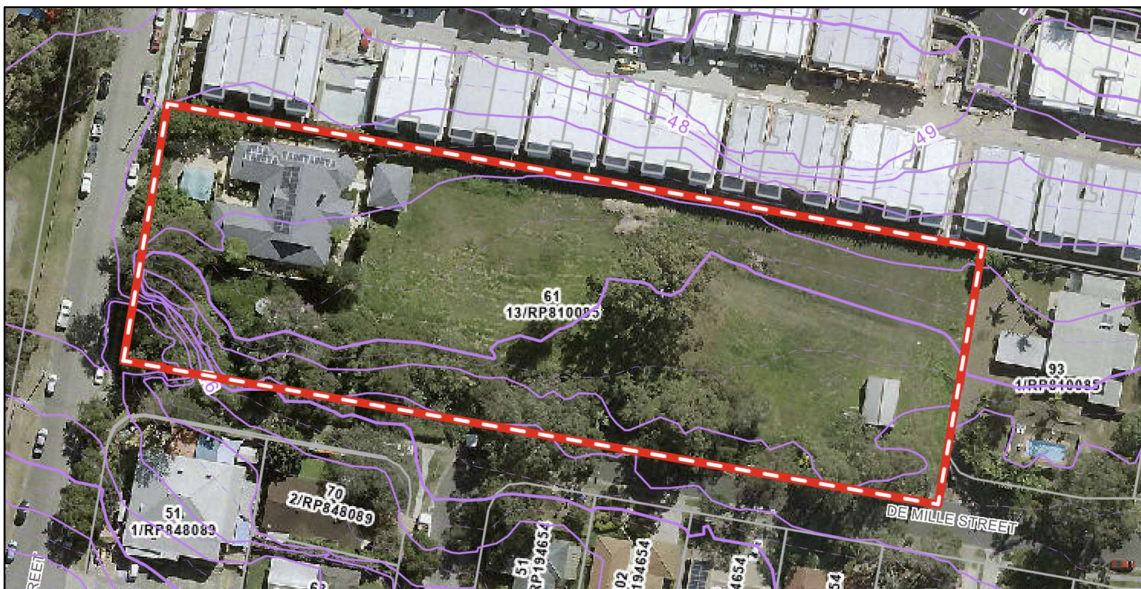


Figure 2: Aerial view depicting the subject site. Source: Brisbane City Council

3.2 Existing Development and Site Characteristics

3.2.1 Services and Infrastructure

The subject site is connected to all services required for the intended land use.

3.2.2 Vehicular Access

The subject site currently has one vehicular access via the frontage onto Landis Street.

3.2.3 Significant Vegetation

The subject site has significant vegetation along the front boundary and has two small street trees within the frontage of the property.

3.2.4 Site History

By way of searching all available online resources, the subject site is affected by the following applications:

Application Number	Type of Application	Description of Application
A006211747	Reconfigure a Lot	61 LANDIS ST MCDOWALL QLD 4053 - Reconfigure a Lot - BEGE Trust (Primary Applicant), Steffan Town Planning (Consultant)

A006760167	Reconfigure a Lot			61 LANDIS ST MCDOWALL QLD 4053 - Reconfigure a Lot - BEGE Trust (Primary Applicant), Steffan Harries (Consultant)
A006624912	Carry Work	Out	Operational	61 LANDIS ST MCDOWALL QLD 4053 - Carry Out Operational Work - Bege Pty Ltd ATF Bege Trust (Primary Applicant), DRW CONSULTING PTY LTD (Consultant)
A006624920	Carry Work	Out	Operational	61 LANDIS ST MCDOWALL QLD 4053 - Carry Out Operational Work - Bege Pty Ltd ATF Bege Trust (Primary Applicant), DRW CONSULTING PTY LTD (Consultant)
A006628656	Reconfigure a Lot			61 LANDIS ST MCDOWALL QLD 4053 - Reconfigure a Lot - BEGE Trust (Primary Applicant), Steffan Harries (Consultant)
A006620397	Carry Work	Out	Operational	61 LANDIS ST MCDOWALL QLD 4053 - Carry Out Operational Work - Bege Trust (Primary Applicant), S5 CONSULTING PTY LTD (Consultant)
A001630065	Carry Out Building Work; Material Change of Use			61 LANDIS ST MCDOWALL QLD 4053 - Carry Out Building Work; Material Change of Use - DREW, KEN (Primary Applicant), KEN DREW TOWN PLANNING (Primary Applicant)

A review of the site history did not discover any applications that will impact or influence this application.

3.2.5 Easements and Encumbrances

The subject site is affected by two easements, FSP229257 and ARP98956. These easements are reflected in the below **Figure 3** below.



Figure 3: Easement Locations within Subject Site. **Source:** Queensland Globe

4 PROPOSED DEVELOPMENT

4.1 General Description

This application seeks Council approval for a Development Permit for a Multiple Dwelling (34 Units) located at 61 Landis Street, McDowall QLD 4053, properly described as Lot 13 on RP810085. Please find a set of proposed plans attached as **Appendix A** and an extract below.

The proposed development seeks to develop the subject site and establish 34 units, an in-ground swimming pool, and other ancillary facilities associated with a Multiple Dwelling. The site has previously been approved for Reconfiguration of a Lot. Overall, the proposal seeks to modify the approved area for the lots into a Multiple Dwelling development. The extent of works proposed essentially matches the approved footprint as part of the approval Council Ref: A006211747. Please refer to **Figures 4 and 5** below.



Figure 4: Site plan of proposed development. Not to scale. **Source:** Pembroke Constructions



Figure 5: Elevation 1 of proposed development. Not to scale. **Source:** Pembroke Constructions.

Access to the site will be maintained from Landis Street, with the drainage corridor running through the southern extent of the site. Each proposed townhouse within the development is derived from one of 12 base designs, each with the following attributes:

House Type (as Per Appendix A)	Bed / Bath / Car	Storeys	Private Open Space Minimum
A1	4 / 2.5 / 2	2	49m ²
A2	4 / 2.5 / 2	2	49m ²
A3	4 / 2.5 / 2	2	49m ²
B1	4 / 2.5 / 2	2	52m ²
B2	4 / 2.5 / 2	2	52m ²
B3	4 / 2.5 / 2	2	52m ²
C1	4 / 2.5 / 2	2	38m ²

C2	4 / 2.5 / 2	2	38m ²
C3	4 / 2.5 / 2	2	38m ²
D1	5 / 2.5 / 2	3	56m ²
D2	5 / 2.5 / 2	3	56m ²
D3	5 / 2.5 / 2	3	56m ²

4.2 Supporting Appendices

4.2.1 Appendix C - Stormwater Management Plan

The site-based stormwater management plan for 61 Landis Street, McDowall, prepared by Bravo Consult, supports the proposed townhouse development. It confirms the post-development lawful point of discharge is to EMT-A RP98956 on the southern boundary. Site runoff is directed to a below-ground on-site detention tank under the eastern driveway area. DRAINS modelling shows outflows can match pre-development peak flows to the 1% AEP event. Water quality treatment uses ATLAN StormSack and SPELFilter devices, modelled in MUSIC.

4.2.2 Appendix D - Landscape Plan

The landscape plan for 61 Landis Street, McDowall, prepared by Studio8 Concept+Design, supports the proposed townhouse development. It sets a streetscape planting framework along Landis Street and De Mille Road. It provides feature trees, screening shrubs, and infill planting to soften built form. It also reinforces private open space amenity and shade within the site.

4.2.3 Appendix E - Flood Report

The flood study report for 61 Landis Street, McDowall, prepared by Bravo Consult, supports the proposed townhouse development. It assesses overland flow flooding using WBNM and TUFLOW modelling for pre and post conditions. It confirms no offsite increase in flood extent or new inundation areas. It identifies minor level changes under 300 mm, with the driveway in Hazard Category H1. The design includes a 260 m³ overland flow detention tank and a 2.7 m x 2.1 m box culvert, with no net loss of flood storage.

4.2.4 Appendix F - Civil Concept Drawings

The civil concept drawings for 61 Landis Street, McDowall, prepared by Bravo Consult, support the proposed townhouse development. They set the concept earthworks, internal roadworks, services, drainage, and detention infrastructure.

4.2.5 Appendix G - Approved Vegetation Retention Plan

Please find attached the approved vegetation retention plan, prepared by S5 Environmental, supports the proposed townhouse development. It maps tree numbers, removals, and retained trees with tree protection zones. The extent of tree removal and rehabilitation will be consistent with the existing approval, Council Ref: A006620397.

4.2.6 Appendix H - Traffic Engineering Report

The traffic engineering report for 61 Landis Street, McDowall, prepared by Modus, supports the proposed multiple dwelling development. It confirms site access via an 8.3m wide driveway and crossover design consistent with BCC TAPS PSP and AS 2890.1. It provides 68 resident spaces and 9 visitor spaces, plus compliant bicycle parking. Peak-hour traffic generation is up to 21 vehicles per hour, or one about every three minutes. The report concludes the proposal will not materially impact external network safety or efficiency.

5 STATE PLANNING FRAMEWORK

The PA establishes the framework and process for development assessment throughout the State of Queensland. The PA states the following is applicable to an Impact Assessable application.

Chapter 3, Part 1, 45(5)

An **impact assessment** is an assessment that—

- a) must be carried out—
 - i. against the assessment benchmarks in a categorising instrument for the development; and
 - ii. having regard to any matters prescribed by regulation for this subparagraph; and
- b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

Examples of another relevant matter—

- a planning need
- the current relevance of the assessment benchmarks in the light of changed circumstances
- whether assessment benchmarks or other prescribed matters were based on material errors

The subordinate legislation to the PA is the *Planning Regulation 2017* (PR). The PR states the following in relation to assessment benchmarks.

Planning Regulation 2017, Part 4, Division 4, Subdivision 1, 30 – Assessment benchmarks generally

1. For [section 45\(5\)\(a\)\(i\)](#) of the [Act](#), the impact assessment must be carried out against the assessment benchmarks for the development stated in [schedules 9 and 10](#).
2. Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—
 - a. the assessment benchmarks stated in—
 - i. the regional plan for a region; and
 - ii. the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
 - iii. a temporary State planning policy applying to the premises;
 - b. if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;
 - c. if the local government is an infrastructure provider—the local government's LGIP.
3. However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.

The following section of this report provides a response to the identified assessment benchmarks as prescribed by the PA.

5.1 State Planning Policy

The State Planning Policy was adopted on 3 July 2017 and is Queensland's pre-eminent state planning instrument. It expresses the state interests in land-use planning and development. The current version of the Brisbane City Council Brisbane City Plan 2014 (v35) is considered to be aligned with the State Planning Policy. Subsequently, no further assessment is required.

5.2 South-East Queensland Regional Plan (ShapingSEQ)

The site is included within the Urban Footprint of the South-East Queensland (SEQ) Regional Plan (ShapingSEQ). The proposed development is consistent with the intent for the regional land use category.

5.3 Development Assessment Mapping System (DAMS) Layers

5.3.1 State Assessment and Referral Agency (SARA) DAMS Layers:

Layer	Applicable
SEQ Regional Plan Land Use Categories	Urban Footprint
Queensland heritage place	N/A
Unexploded Ordnance	N/A
Coastal Protection	N/A
Fish Habitat Areas	N/A
Water Resources	Water resource planning area boundary
Wetland Protection Areas	N/A
Native Vegetation Clearing	N/A
Koala Habitat in SEQ Region	N/A
Maritime Safety and Development	N/A
Port of Brisbane	N/A
State Transport	N/A

5.3.2 Non-SARA DAMS Layers:

Layer	Applicable
Electricity Infrastructure	N/A

5.4 Development Assessment Forms

The Development Assessment forms are the approved forms under the PA and must be used for applications lodged under this Act. The following forms are included in this submission to the Local Council:

- DA Form 1 – Development application details

5.5 Referral Agencies

A referral agency is a generic term and covers both ‘advice’ agencies and ‘concurrence’ agencies. If there is a requirement under the PR for an entity other than the assessment manager to have input in the assessment of a specified development application, the application is referred to that agency. No referral agencies have been identified as part of this application.

5.6 State Development Assessment Provisions

As the proposed development does not trigger assessment under the PA, the State Development Assessment Provisions aren’t applicable to this application.

5.7 Public Notification

As the proposed application is Impact Assessable, public consultation will be required to be undertaken in accordance with Part 4 of the Development Assessment Rules [s68 of the Planning Act 2016]. The applicant is required to give public notice by:

- publishing a notice at least once in a newspaper circulating generally in the locality of the premises the subject of the application;
- placing notice on the premises the subject of the application that must remain on the premises for the period of time up to and including the stated day; and
- giving notice to the adjoining owners of all adjoining the premises the subject of the application.

Public consultation will begin as required under the DA Rules at the conclusion of the Information Request Stage.

6 LOCAL PLANNING FRAMEWORK

6.1 Introduction

The site is located within the Brisbane City Council area and is subject to assessment against the Brisbane City Plan 2014 (v35). This application has been made in accordance with Chapter 3 of the *Planning Act 2016 (PA)* and constitutes an application for an Impact Assessable Development Permit for a Material Change of Use for a Multiple Dwelling Land Use.

6.2 Brisbane City Plan 2014 (v35) Planning Provisions

6.2.1 Zone

The subject site is located within the Emerging Community zone as depicted in the below imagery and is nearby to Council parkland within the OS1 Open Space (Local) zone.



Figure 6: Aerial view depicting the zoning of the property. **Source:** Brisbane City Council

6.2.2 Overlays

Under the Brisbane City Plan 2014 (v35), the site is identified as being affected by a number of overlays as demonstrated below in Table A. Assessment against the relevant overlays has been undertaken. Complete responses to each applicable overlay code have been provided in **Appendix B**.

Table A – Overlay Assessment		
Overlay	Assessment (assessed under Part 5 of the Brisbane City Plan 2014 (v35))	Assessment Benchmark
Airport environs overlay	Impact Assessment	Airport environs overlay code – purpose, overall outcomes and outcomes in sections A
Community purposes network overlay	N/A – No mapped overlay within Development area	Community purposes network overlay code
Critical infrastructure and movement network overlay	N/A	-
Flood overlay	Impact Assessment	Flood overlay code—purpose, overall outcomes and outcomes in sections B and C
Road hierarchy overlay	Impact Assessment	Road hierarchy overlay code—purpose, overall outcomes and outcomes in sections A, B and C

Table A – Overlay Assessment		
Overlay	Assessment (assessed under Part 5 of the Brisbane City Plan 2014 (v35))	Assessment Benchmark
Streetscape hierarchy overlay	Impact Assessment	Streetscape hierarchy overlay code—purpose, overall outcomes and outcomes in sections A and B
Transport noise corridor overlay	Impact Assessment	Transport noise corridor overlay code

6.2.3 Neighbourhood Plan / Local Plan

The subject site is located within the following Neighbourhood Plan or Local Plan and will form part of the relevant Assessment Benchmarks:

- McDowall Neighbourhood Plan code.

6.2.4 Level of Assessment

Under the Table of Assessment for the Emerging Community (Part 5 of the Brisbane City Plan 2014 (v35)), the proposed Multiple Dwelling (34 Units) requires Impact Assessment. Please find an extract below:

Zone / Overlay	Categories of Development and Assessment	Assessment Benchmarks
Emerging Community Zone	Assessable development—Impact assessment	
	Any other use not listed in this table.	The planning scheme
	Any use listed in this table and not meeting the description listed in the "Categories of development and assessment" column.	
Any other undefined use.		

6.2.5 Applicable Codes

The proposed development application will be subject to assessment against the Brisbane City Plan 2014 (v35). The following planning scheme codes have been identified as Assessment Benchmarks:

- Strategic framework, including;
 - Theme 1 – Brisbane’s globally competitive economy;
 - Element 1.2 – Brisbane’s industrial economy;
 - Theme 2 – Brisbane’s outstanding lifestyle;
 - Element 2.1 – Brisbane’s identity;
 - Element 2.2 – Brisbane’s housing and accommodation choices;
 - Element 2.3 – Brisbane’s healthy and safe communities;
 - Theme 3 – Brisbane’s clean and green leading environmental performance;
 - Element 3.1 – Brisbane’s environmental values;
 - Element 3.2 – Brisbane’s environmental quality and sustainable design;
 - Theme 4 – Brisbane’s highly effective transport and infrastructure;
 - Element 4.1 – Brisbane’s transport and infrastructure networks;
 - Element 4.2 – Brisbane’s other infrastructure networks;
 - Element 4.3 – Brisbane’s coordinated infrastructure planning and delivery;
 - Theme 5 – Brisbane’s CityShape;
 - Element 5.2 – Brisbane’s major industry areas;
 - Element 5.5 – Brisbane’s suburban living areas;

- Element 5.6 – Brisbane’s greenspace system;
- Element 5.7 – Brisbane’s future suburban living areas;
- Element 5.8 – Brisbane’s growth nodes on selected transport corridors;
- Emerging community zone code;
- McDowall Neighbourhood plan code;
- Multiple Dwelling code;
- Overlay codes, including;
 - Airport environs overlay code – purpose, overall outcomes and outcomes in sections A;
 - Community purposes network overlay code;
 - Flood overlay code—purpose, overall outcomes and outcomes in sections B and C;
 - Road hierarchy overlay code—purpose, overall outcomes and outcomes in sections A, B and C;
 - Streetscape hierarchy overlay code—purpose, overall outcomes and outcomes in sections A and B; and
 - Transport noise corridor overlay code;
- Prescribed secondary code, including;
 - Filling and excavation code;
 - Infrastructure design code;
 - Landscape work code;
 - Outdoor lighting code;
 - Park planning and design code;
 - Stormwater code;
 - Transport, access, parking and servicing code; and
 - Wastewater code.

Please find attached as **Appendix B**, an assessment against these codes.

6.2.6 Infrastructure charges

Infrastructure charges will be payable as a result of this application. The applicable costs and fees will be calculated using the relevant adopted schedule at the time of decision.

7 KEY PLANNING MATTERS

The proposed Multiple Dwelling (34 Units) was found to be generally consistent with the intent of the Brisbane City Plan 2014 (v35) and its associated planning provisions and relevant Assessment Benchmarks. Please refer to **Appendix B1 and B2** for a full response to the applicable codes and Strategic Framework as noted in section 6.2.5 of this report. An overview of the key planning matters has been provided below in support of the proposal.

Please find below a detailed outline of the key themes derived from the assessment benchmarks prescribed within the Strategic Framework and identified relevant Planning Scheme Codes from *Brisbane City Plan 2014*. From the assessment undertaken, the key themes include:

- Development height and density;
- Surrounding community infrastructure;
- Road and public transport infrastructure; and
- Other relevant matters including, community expectations, economic benefits and consistency with the SEQ regional plan.

These are explored in detail below and to be read in conjunction with the assessments completed in **Appendix B1** and **B2**.

7.1 Site and Surrounds Contextual Overview

7.1.1 Development Height and Density

Building heights

The proposed development will include largely 2 storey dwellings, with 8 x 3 storey dwellings proposed. The maximum height of the 3 storey dwellings will be approximately 10m in height, with the 2 storeys ranging from 7.2m to 7.5m in height. This outcome is deemed consistent with Overall Outcome 2(d) (OO2(d)) of the Emerging Community Zone Code. It is noted that OO2(d) states that the development should contain ‘predominately’ dwellings that are 2 storeys in height. Of the 34 dwellings proposed, the predominate height is 2 storeys. This is further supported by Overall Outcome 3(d) (OO3(d)) of the McDowall Neighbourhood Plan which allows for a mix of housing types, styles and densities. Given this, the proposed 3 storeys are considered generally consistent with the overall outcomes of both the McDowall Neighbourhood Plan Code and the Emerging Community Zone Code.

Densities

The McDowall neighbourhood area contains a substantial amount of higher-density residential development, with a clear predominance of multiple dwelling townhouse estate projects that interconnect the Low-density residential and Emerging community zones. The scale and density of the proposed development align with the established residential identity for comparable outcomes within the Emerging community zone of the McDowall neighbourhood area, as demonstrated in **Table B**.

Table B – Local Approved Multiple Dwellings

Site Address	BCC Zone	Dwelling Count	Total Site Area (m ²)	Dwelling Density (dph)	MCU Reference ID
67 Landis Street, McDowall	EC	45	10,135	44.4006	P&EC – 3971/19
906 Hamilton Road, McDowall	EC	37	9,961	37.1449	P&EC – 839/20
902 Hamilton Road, McDowall	EC	83	20,270	40.9472	P&EC – 1468/24
112 Beckett Road, McDowall	EC	22	5,883	37.3959	A004036835
36A Boulting Street, McDowall	EC	30	8,349	35.9324	A004220432
111-123 Soames Street, Everton Park	EC	48	13,481	35.6057	A003975587

Table B – Local Approved Multiple Dwellings

Site Address	BCC Zone	Dwelling Count	Total Site Area (m ²)	Dwelling Density (dph)	MCU Reference ID
11 Tuckeroo Street, McDowall	EC	23	5,371	42.8226	A003585315

The development pattern within the immediate EC zoned area surrounding the subject site is clearly dominated by higher-density outcomes, with an average density for the properties within **Table B** at 39.1785dph; and no development achieving a density of less than 35.50dph. In that established context, the proposed density of 40.70dph sits comfortably within the prevailing range and is consistent with the density already realised in the neighbourhood. The proposal therefore represents a logical continuation of the existing development character of the EC area and supports orderly, consistent development outcomes, rather than introducing an out-of-character intensity or built form given local context. On this basis, the proposal is not expected to conflict with community expectations for development on the subject site.

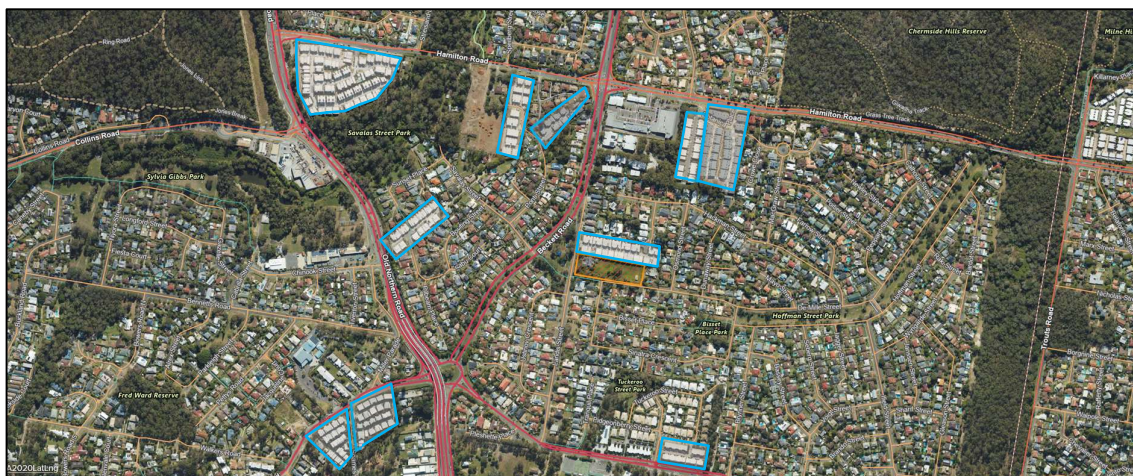


Figure 7: Surrounding Multiple Dwelling Land Uses within EC Zone (Shown in blue, subject site shown in orange)
Source: Queensland Globe / Brisbane City Council

7.1.2 Surrounding Community Infrastructure

Centre zoned land

The subject site is in close proximity to a nearby Centre to the North. As shown in **Figure 8**, the site is approximately 350m from a pedestrian access point to the Centre-zoned land along Beckett Road, which provides a range of essential services for local residents.

Within the centre, while this may change from time to time, there are generally the following services available:

- a Childcare centre;
- Dental clinics;
- a Retail pharmacy;
- Food and drink outlets;
- a Fitness centre;
- Retail outlets;
- Grocery store supermarket; and
- a Pathology clinic.



Figure 8: Approximate Pedestrian Walking Distance from Subject Site (Shown in red outline) to Nearby Centre Zoned Land **Source:** Brisbane City Council

Parks and outdoor recreation spaces

As shown in **Figure 9**, the subject site is well serviced by parks and other outdoor recreation spaces within the McDowall area; namely *Ustinov Crescent Park*, which is centrally located less than 50m from the planned entrance of the proposed development. Subsequently, the location of this park relative to the subject site is envisaged to promote the further activation of this public space and will allow residents of the development to continually access external open space on a regular basis. Families will further be enabled to reside within the development, given its location to a playground area within the *Ustinov Crescent Park* and that it is accessible by crossing Landis Road – a Neighbourhood road under the Road hierarchy.

Supporting this, it can be identified that the subject site is surrounded by other parks that are still within a relatively close walking distance. This choice of public park land is envisaged to promote active transportation within the local community.



Figure 9: Nearby Council Park Infrastructure (Subject site shown in orange, parks in green) **Source:** Queensland Globe / Brisbane City Council

McDowall State School – Prep to year 6

The location of the McDowall P-6 state school about 650m from the proposed development gives families a practical, daily benefit. It will place an education institution within an easy neighbourhood catchment. This supports the Strategic framework of the Planning scheme in that, It directly aligns with Table 3.4.5.1, Land use strategy L2.4, which supports community facilities and services, such as education institutions, providing broad community access to their facilities, and locating more housing within a short walk of a school also reinforces the scheme direction for community services to cluster around existing facilities and link with the active travel network, as stated in Table 3.4.5.1, Land use strategy L1.2.

The approximate 650m distance is also a clear active transport advantage. It supports walking and cycling for school trips and reduces reliance on short, fuel consumption heavy, car movements. That outcome is consistent with the Strategic framework direction for development to provide integration between public transport and active transport, in Table 3.6.2.1, Land use strategy L9.3, and to support direct and convenient access for pedestrians and cyclists of all abilities throughout neighbourhoods, to and within centres, and to schools as set out in Table 3.6.2.1, Land use strategy L9.1. This is demonstrated within **Figure 10**.



Figure 10: Pedestrian Walking Distance to McDowall State School (School shown in red. Subject site shown in orange.) **Source:** Queensland Globe

7.1.3 Road and public transport network

Road network

Access to and from the subject site is via Landis Street, which functions as a neighbourhood road that prioritises property access and local traffic distribution. From Landis Street, vehicles can readily connect to the surrounding higher-order road network, providing convenient routes to the CBD, the eastern suburbs and regional destinations. On this basis and having regard to the traffic volumes typically generated by the proposed development, the existing road network is expected to comfortably accommodate the additional vehicle movements without compromising the intended operation of the local street network.

In addition, the planned future arterial road to the west will provide an alternative and more direct route for some trips, further dispersing traffic and improving network resilience. This planned connection is shown in **Figure 11**.

Overall, the proposal aligns with the role and hierarchy of the surrounding roads, with the neighbourhood road accommodating site access and the higher-order network accommodating longer-distance travel between outer areas and inner-city destinations.

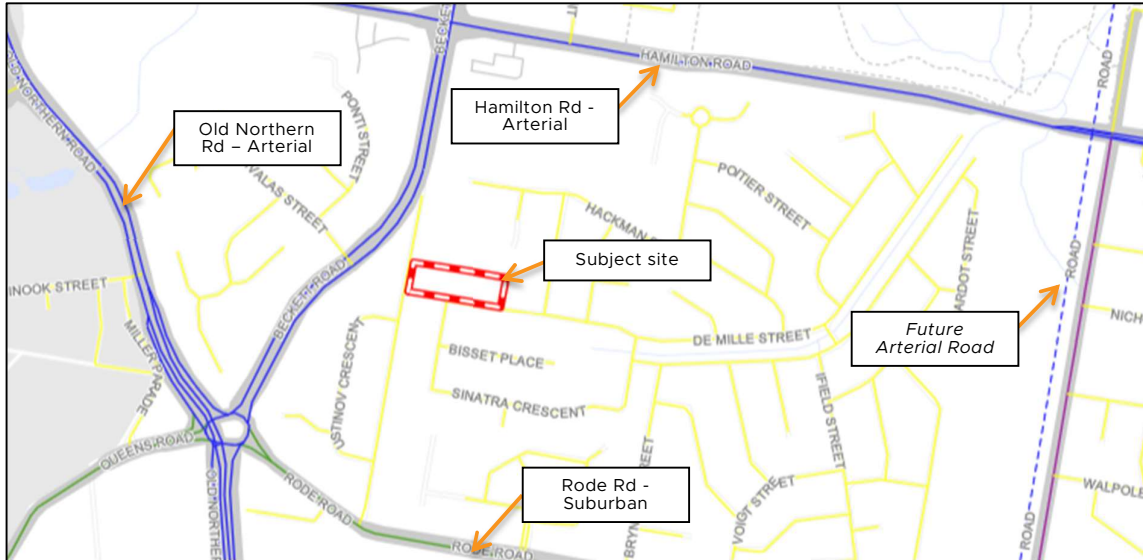


Figure 11: Surrounding Road Network (Subject site shown in red outline) **Source:** Brisbane City Council

Public transport network

The subject site is well serviced by Translink, with bus stop 004059 being located about 105m west of the subject site on Beckett Road, as shown in **Figure 12**. The stop is serviced by routes 352 and 353, with more than four services per hour during peak periods, per the BCC Interactive Map Portal. In addition, bus stop 004016 is located about 355m north of the site, as shown in **Figure 13**, and is serviced by routes 350, 351 and 353. Together, these two stops provide multiple route choices and more than four bus services per hour in peak periods to cater for the planned residents of the proposed development.

This location promotes the prioritisation of public and active transport and is aligned to the Strategic intent of the planning scheme within s3.2.1 of City Plan 2014 in that it is envisaged by 2026, 1 in 5 transport trips will be made by walking and cycling and 13 per cent by public transport.

The central location of the proposed development to high frequency TransLink stops is crucial when considering the general location of the subject site in relation to the railway network. It is noted that no existing or future railways service the McDowall locality and as such, residents of this suburb can be generally expected to predominately rely on the bus network for car-free travel when required.



Figure 12: Pedestrian Walking Distance from Subject Site (Shown in orange) to Bus Stop 04059 on Beckett Road **Source:** Queensland Globe



Figure 13: Pedestrian Walking Distance from Subject Site (Shown in orange) to Bus Stop 004085 on Beckett Road **Source:** Queensland Globe

7.2 Other relevant matters

The below section provides further support for the proposed development, which should be considered as per *Chapter 3, Part 1, 45(5)(b)* of the *Planning Act 2016*.

7.2.1 Community expectations for this site

The community expectations for development on the subject site are set by the existing development pattern in conjunction with the outcomes of the Planning scheme. As shown within **Figure 7**, the proposed development is centrally located within an established network of higher-density residential living options, including townhouse precincts oriented around the local centre and other community facilities.

Further signals to the community from the Planning scheme are:

- The McDowall Neighbourhood plan code, it is specified that the subject site is a Potential development area within *Figure a* which identifies the subject site as being for “Development... [that] addresses the location of the land, availability of services, environmental constraints, amenity, and existing patterns of development to ensure an integrated development outcome.”
- The McDowall Neighbourhood plan consists of residential land zoned predominately as Low-density residential, or Emerging community; with ancillary commercial/alternatively zoned sites to support this outcome. When noting this against s7.2.13.1.2(e) of the code – which states “Multiple dwellings are not accommodated in the Low density residential zone, including where in a potential development area.” Demonstrating that the preferred accepted outcome for a Multiple dwelling within this Neighbourhood area is within an Emerging community zoned site.
- Historical development applications for Multiple dwellings of a similar scale that undertook public consultation and did not receive any public submissions; include:
 - A004036835, dated 23/12/2024;
 - A004220432, dated 03/06/2016; and
 - A003975587, dated 07/05/2024.
- Within the Emerging Community zone code, it is specified that: “Development including... a multiple dwelling... contributes to contained, sustainable and functional communities that provide housing at a larger scale and greater dwelling density appropriate for the site’s location and commensurate with ease of access to services, facilities and high frequency public transport.” (s6.2.6.2(c)(iii)).

Further, owing to the existing and planned Road hierarchy – as demonstrated within **Figure 11** – residents and stakeholders travelling through or using the area will already understand that McDowall contains a predominant quantity of similar developments within a visually close proximity to each other.

In this context, a higher density is supported by the existing and planned major road network and will not be overwhelmed by any new traffic generated as a result of the proposed development.

This is also demonstrated through the Council report titled *Brisbane's Housing Supply Action Plan*, which states that: “Growing up, not out, will protect Brisbane's unique suburban neighbourhoods while facilitating more well-designed housing in areas close to jobs, transport and facilities.”. To quote the Lord Mayor Adrian Schrinner* when talking about Anti-sprawl initiatives: “We want to put more homes where the jobs are, where the transport is and where the services are.”. Overall, this highlights the outreach conducted by Brisbane City Council to the broader public to identify their intentions for planning future growth within the middle- and outer- suburbs.

*Source: <https://www.adrianschrinner.com.au/media-announcements/next-phase-of-anti-sprawl-plan-launched/>

In short, a resident familiar with the McDowall area planning intent would reasonably expect a well landscaped, low rise multiple dwelling on this Emerging community zoned potential development area site, located near the centre, schools, parks and public transport, and consistent with the established pattern of similar townhouse and multiple dwelling precincts in the locality.

7.2.2 Economic benefits of the proposed development

The proposal delivers clear economic benefits that align with Council's stated suburban renewal focus and the Lord Mayor's “anti-sprawl” objectives.

Council's Suburban Renewal Precincts program is about:

- transforming underutilised land in and around suburban centres into vibrant mixed use communities
- aligning zoning and built form around centres and transport to create more housing and activity
- relying on private capital to deliver that renewal in places like Alderley, Stones Corner, Wynnum and Mt Gravatt.

This proposal is a textbook example of that approach at McDowall:

- It replaces an underutilised vacant site, across the road from parkland, with a vibrant Townhouse development aimed at servicing housing diversity near community facilities.
- It injects 34 dwellings directly centralised around a Centre, parkland and public transport. With an appropriate walking distance to the nearby State school for young families to enter into the locality and support economic growth.
- It strengthens the trading environment for the McDowall Village shopping centre and surrounding businesses, supporting jobs and turnover throughout the day and week.

The economic benefits include:

- construction employment and local procurement during delivery;
- ongoing jobs in retail, building management, maintenance and services;
- greater spend in local shops, cafés and services as residents walk to daily needs; and
- better utilisation of the existing busway and rail infrastructure, improving the value of past public investment.

The Lord Mayor has been clear that Council wants more homes “where the jobs are, where the transport is and where the services are”*, and that suburban centres are increasingly places people want to live near and work near if we allow it to happen. This proposal directly answers that call for McDowall.

Strengthening the Neighbourhood centre economy

By locating the proposed development on the subject site, nearby to McDowall Village centre (Neighbourhood centre):

- the everyday customer base for McDowall Village centre and nearby businesses increases;
- local spending is captured within the centre rather than leaking to higher-order centres; and
- the viability of existing and future small businesses, hospitality, and services in McDowall is improved.

The development supports the Strategic framework outcome that district centres serve local and district catchments and accommodate higher densities than surrounding suburbs (SO5), with a resulting uplift in centre activity and resilience.

Efficient use of existing infrastructure

Economically, the proposal makes better use of sunk investment in:

- the existing McDowall road network;
- the existing McDowall Village centre;
- existing TransLink bus routes and stop locations;
- the existing Council park-land, namely Ustinov Crescent Park that is located within 50m of the subject site; and
- existing schools and childcare facilities within the locality.

Higher population through increased density and new development facilities the cost-effectiveness of this infrastructure, rather than requiring new facilities in greenfield or fringe locations.

7.2.3 ShapingSEQ 2023 – Southeast Queensland Regional Plan

Strategic role of ShapingSEQ 2023

ShapingSEQ 2023 is the statutory spatial growth strategy for SEQ and sets the regional framework for a sustainable growth pattern, “more homes, faster”, integration of land use and infrastructure, well-designed communities and new economic opportunities and jobs. It expressly promotes:

- growth within existing urban areas where land can be efficiently serviced;
- a more compact urban form; and
- facilitation of diverse, well-located homes near employment, services and public transport.

Development applications are to be assessed against the outcomes and strategies in Chapter 3, Part A and the sub-regional directions in Chapter 3, Part C, to the extent relevant.

A sustainable growth pattern and anti-sprawl outcomes

ShapingSEQ’s first regional priority is “A sustainable growth pattern”. It:

- continues to drive efficient use of land by encouraging growth within existing urban areas, where land is more readily serviced;
- seeks to “facilitate growth in locations with high accessibility to employment, services, natural areas and amenity”; and
- requires local planning to “proactively seek opportunities for residential growth in and around centres and quality public transport” and to focus on “building up and in”, not growth everywhere.

The plan also makes clear that urban sprawl leads to worse outcomes and that affordable housing near major centres and rapid public transport leads to better outcomes for people and the environment.

More homes, faster – supply, diversity and affordability

ShapingSEQ responds to the housing crisis by setting new housing targets and “more homes, faster – supply, diversity and affordability” as a central regional priority. The plan:

- recognises that almost 900,000 new, well-located homes are required in SEQ by 2046

- emphasises that these homes must be well-located, not just more of the same greenfield stock
- shifts dwelling diversity towards attached housing and apartments in locations with good access to employment, services and infrastructure.

It specifically promotes increased housing in well-located places such as high-amenity areas, supported by good design and diversity of dwelling types.

The proposal supports these objectives by:

- delivering 34 new attached dwellings, in a single, well-located project on vacant land already identified on a Local level as being a Potential development area;
- contributing to Brisbane's dwelling diversity targets by increasing the proportion of attached housing in a location consistent with the regional strategy for diversity and gentle density.

In short, this is exactly the type of “well-located home” that ShapingSEQ seeks to unlock in greater numbers.

Well-designed communities and liveable density

“Well-designed communities” is another regional priority. ShapingSEQ identifies that:

- communities are more willing to embrace greater urban density where there is good access to public transport, quality urban design, green open space and walkable/cyclable options; and
- design should be climate-responsive, subtropical, cost-conscious and support improved health, wellbeing and social cohesion.

The proposal responds by:

- providing higher-density, attached dwellings where it can be readily serviced by parks, public and private transport options, Centres and educational precincts; and
- working with existing plans that retain the ecological values of the site to achieve a climate-responsive, subtropical design.

Overall alignment with ShapingSEQ 2023 Regional Plan

Taken together, the proposal strongly advances the key ShapingSEQ regional priorities:

- **Sustainable growth pattern:** focuses growth on vacant land, surrounded by existing similar land uses and readily accessible to community facilities, the increased density of the proposed development is aimed at servicing the reduction in urban sprawl to promote a sustainable development pattern in the outer-suburbs;
- **More homes, faster – supply, diversity and affordability:** delivers attached housing on a well located potential development area, contributing to housing supply and diversity targets in the right place.
- **Integrating land use and infrastructure:** leverages existing public and private infrastructure, this will help reduce future sunk costs and promote the private expansion of facilities like the nearby centre as a result of increased patronage;
- **Well-designed communities:** provides a climate-responsive, subtropical, multiple dwelling development that makes higher density acceptable by pairing height with design quality, amenity and walkability.
- **New economic opportunities and jobs:** strengthens a key suburban centre with a larger local customer base and improved support for corridor employment.

In doing so, the development demonstrates a high level of consistency with the objectives and strategies of ShapingSEQ 2023 and represents the type of development that the regional plan seeks to encourage.

8 CONCLUSION

This application seeks approval from Brisbane City Council for a Development Permit for a Multiple Dwelling (34 Units) at 61 Landis Street, McDowall QLD 4053, properly described as Lot 13 on RP810085.

The proposed development should be supported by Brisbane City Council due to the following reasons:

- The development is a consistent land use intended for the Emerging Community Zone;
- The proposal is consistent with Brisbane City Plan 2014 intent and relevant assessment benchmarks, with detailed code and Strategic Framework responses contained in **Appendices B1** and **B2**;
- The proposed built form is low rise and predominately 2 storeys, with a limited component of 3 storeys (up to about 10m), which is consistent with the zone and neighbourhood plan outcomes for housing mix;
- The proposed density of about 40.70 dwellings per hectare aligns with the established Emerging Community context, sitting within the range of recently approved comparable multiple dwelling developments in the locality;
- The site is well located near daily services, with a neighbourhood centre within a short walk and a range of essential services available to residents;
- Open space access is strong, with Ustinov Crescent Park located very close to the planned entry, supporting recreation, amenity and active transport;
- The site's suitability is reinforced by walkable access to McDowall State School (about 650m), supporting local community facility catchments and reducing short car trips;
- The local road network arrangement supports site access via a neighbourhood street, with connections to higher-order roads for broader trips, and a future arterial connection expected to improve network resilience;
- Public transport accessibility is high for the suburb, with nearby bus stops offering multiple routes and frequent peak services, supporting reduced car dependence;
- Community expectations are argued to support this outcome, given the site's Emerging Community zoning, its identification as a potential development area, and the surrounding pattern of similar townhouse and multiple dwelling precincts;
- The development will deliver economic benefits through construction activity, ongoing local jobs and services demand, and increased patronage for the nearby centre, improving utilisation of existing infrastructure;
- The proposal aligns with ShapingSEQ 2023 priorities by delivering well-located infill housing, supporting a compact urban form, housing diversity, and infrastructure-efficient growth; and
- The proposed was assessed against all of the Assessment Benchmarks which included the Acceptable Outcomes, Performance Outcomes, and Overall Outcomes of the Zone, Neighbourhood Plan, Overlays and Secondary Codes, and no significant planning issues were identified.

As a result of the findings of this report and assessment, Steffan Harries concludes by respectfully requesting a favourable decision from Brisbane City Council with regards to this development application, subject to reasonable and relevant conditions.