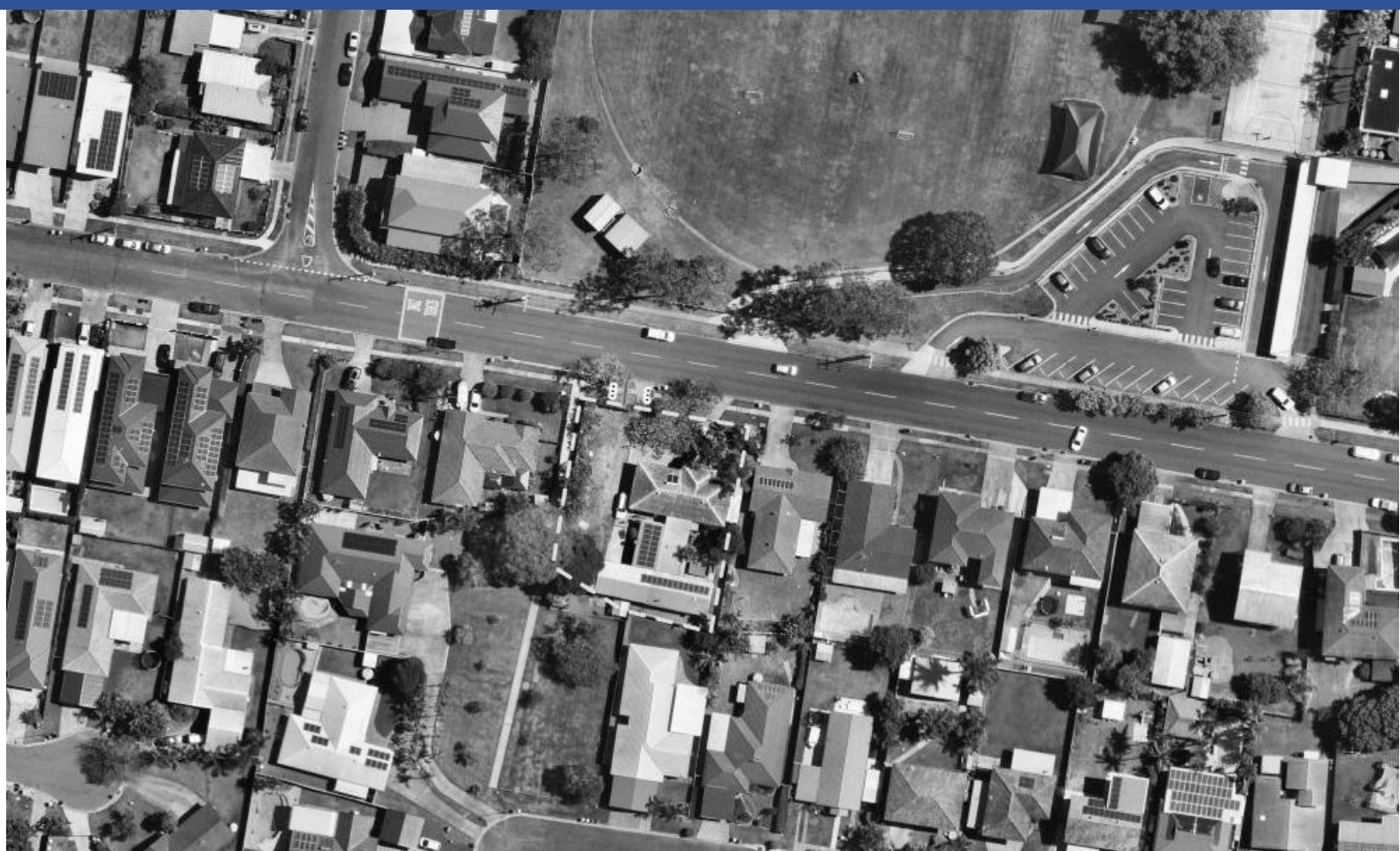


Our Ref: 9878

3 March 2026

Proposed subdivision (1 into 3 lots) in the Low-density residential zone

92 Roscommon Rd, Boondall



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Contents

| | | |
|----------|---|----------|
| 1 | Site Location & Background Review..... | 3 |
| 1.1 | Site Characteristics | 3 |
| 1.2 | Site History | 4 |
| 1.3 | Surrounding Development in the Locality..... | 5 |
| 1.4 | Site Photos | 5 |
| 2 | Proposal..... | 6 |
| 2.1 | Lot Size and Dimensions | 6 |
| 2.2 | Servicing | 6 |
| 2.3 | Access and Parking..... | 6 |
| 2.4 | Existing Dwelling | 6 |
| 2.5 | Stormwater | 7 |
| 2.6 | Other Details..... | 7 |
| 3 | Assessment Benchmarks and Compliance | 7 |
| 3.1 | South East Queensland Regional Plan..... | 7 |
| 3.2 | State Planning Policy | 7 |
| 3.3 | Temporary Local Planning Instruments | 8 |
| 3.4 | Public Notification | 8 |
| 3.5 | Referral Agencies | 8 |
| 3.6 | Brisbane Planning Scheme and Planning Scheme Policies | 8 |
| 3.7 | Other Relevant Matters..... | 9 |
| 4 | Recommendation & Conclusion..... | 9 |

Annexures

| | |
|----------|----------------------------------|
| A | Subdivision Proposal Plan |
| B | Code Compliance |
| C | Strategic Framework |

Report Summary

Site Details

| | |
|---------------------------------|---|
| Applicant name | Boutique Capital Pty Ltd ATF Distributed BTR SubTrust 13 |
| Report prepared by | Gateway Survey & Planning (Adrian Webberley) |
| Site address | 92 Roscommon Rd, Boondall |
| Real Property Description (RPD) | Lot 2 on RP229297 |
| Site area | 1,186 m ² |
| Zone and precinct | Low density residential zone |
| Neighbourhood plan and precinct | NA |
| Relevant overlays | Airport environs overlay Bicycle network overlay Community purposes network overlay Critical infrastructure and movement network overlay Dwelling house character overlay Potential and actual acid sulfate soils overlay Road hierarchy overlay Streetscape hierarchy overlay |

Aspects of Development

| | |
|-------------------------------|-----------------------------|
| Type of development | Reconfiguring a lot |
| Proposed use | — |
| Brief description of proposal | Subdivision (1 into 3 lots) |
| Referral agencies | — |
| Specialists reports provided | — |
| Pre-lodgement advice | — |

1 SITE LOCATION & BACKGROUND REVIEW

This report has been prepared by Gateway Survey & Planning in relation to a proposed subdivision at 92 Roscommon Rd, Boondall QLD 4034.

The subject site is a 1,186 m² lot in an established residential neighbourhood, currently containing an existing dwelling house (to be demolished).

The proposal results in three small lots fronting Roscommon Road. It is noted that one of the proposed lots measures less than 400m² as such the DA triggers impact assessment. Despite it's non-compliant area, it has a frontage and average width of over 10m, as such the reduced area at the rear of the lot will not affect the streetscape. It is further noted there is an adjoining park at the rear of the property, however the history of the skewed boundary is known as the fence line and structures of the subject lot encroach the park, as it appears the boundary was assumed to go straight. As part of this application the encroachments (fences and buildings etc) will be removed from Council land. The skewed boundary at the rear is the reason one of the proposed lots measures less than 400m².

It is proposed that the existing crossover is retained to service proposed lot 1, with compliant future crossovers to be constructed with dwelling construction to service lots 2 and 3.

The proposal creates 3 infill lots suitable to contain future compliant dwellings and can therefore be supported by Council.

1.1 SITE CHARACTERISTICS

| | |
|------------------------------|---|
| SITE SHAPE/DIMENSIONS | Irregular |
| ACCESS | The current dwelling house gains access via dual-access horseshoe driveway crossovers from Roscommon Road. |
| EXISTING VEGETATION | The site contains no protected or significant vegetation. There are two street trees located within the frontage that are to be retained and won't be affected by the proposal. |
| TOPOGRAPHY | The site slopes gently towards Roscommon Rd. |
| FLOODING | The site is unaffected by flooding. |
| INFRASTRUCTURE | Both water and sewer connections are available in Water Connections are available in Roscommon Road. |
| EASEMENTS | The site is not burdened by any easements, and there are no new easements proposed. |

1.2 SITE HISTORY

The site is currently utilised for residential purposes and contains an existing dwelling house, which will be demolished as part of this development.

As mentioned earlier, the history of the encroachments into the adjoining park is not known. It appears at some stage either boundary was straight or the residents of the subject lot assumed the boundary was straight and therefore erected a fence and buildings which encroach Council's land. These encroachments will be removed as part of the subdivision.

Council's public records do not identify any recent development applications involving the property, and no further site history is relevant to this application.

1.3 SURROUNDING DEVELOPMENT IN THE LOCALITY

Boondall is a well-established residential suburb located approximately 13 kilometres north of the Brisbane CBD. The locality is predominantly characterised by low-density residential development, with lot sizes in the surrounding neighbourhood generally ranging between 400m² and 800m². The prevailing built form comprises detached dwelling houses, with evidence of incremental infill development reflective of the suburb's gradual evolution.

- **Parks and Recreation:** The site benefits from proximity to several recreational amenities, including Mulbeam Park, Boondall Wetlands and associated walking and cycling trails located to the east. Additional local parks and open space areas are situated within comfortable walking distance, providing recreational opportunities for residents.
- **Public Transport:** Public transport access is facilitated by nearby bus services operating along Roscommon Road and Sandgate Road. Boondall Railway Station is also located approximately 1.4 kilometres from the subject site, providing regular rail services to the Brisbane CBD and surrounding suburbs.
- **Shops and Services:** Local shopping and service facilities are available at nearby neighbourhood centres along Sandgate Road, with larger retail and commercial services located at Taigum Square and Westfield Chermside within a short driving distance.
- **Community Facilities:** The site is located in proximity to a range of community facilities, including Boondall State School and St Joseph's Nudgee College. The Boondall Entertainment Centre (Brisbane Entertainment Centre) is also situated nearby, providing a significant regional community and event facility.

The surrounding land uses are predominantly residential in nature, comprising a mix of established single dwelling houses and contemporary suburban development. This built form pattern is consistent with the site's zoning under the *Brisbane City Plan 2014* and supports the ongoing residential function and character of the area.

1.4 SITE PHOTOS



Figure 1. Nearmap (November 2025)



Figure 2. Google Street View—September 2024.

2 PROPOSAL

The development proposal involves the subdivision of the existing allotment into three (3) lots, identified as proposed Lots 1, 2, and 3 on the proposal plan. Key elements of the proposal include:

- **Lot access**
 - Lot 1 – Retains access via the existing crossover to Roscommon Road.
 - Lots 2 and 3 – will have compliant crossovers constructed in the future to coincide with the construction of future dwellings on the lots.
- **Demolition:** The existing dwelling on the site will be removed to enable the subdivision.
- **Access and Street Trees:** The access design has been coordinated to minimise impact on Roscommon Road. Roscommon Road. The subject site has sufficient sightlines on both sides of Roscommon Road. . The existing street trees in the property verge will be retained.

➡ Refer to Annexure A—Subdivision Proposal Plan

2.1 LOT SIZE AND DIMENSIONS

Table 1. Summary of proposed lots and minimum requirements in the Subdivision code.

| Proposed lot | Area | | Frontage / Average width | | Rectangle dimensions | |
|--------------|--------------------|----------------------|--------------------------|-----------|----------------------|---|
| | Minimum | Proposed | Minimum | Proposed | Minimum | |
| Lot 1 | 400 m ² | 405 m ² ✓ | 10 m | 10.67 m ✓ | 9 × 15 m | ✓ |
| Lot 2 | | 409 m ² ✓ | | 10.75 m ✓ | | ✓ |
| Lot 3 | | 372 m ² X | | 10.83 m ✓ | | ✓ |

The proposed development requires impact assessment as one of the proposed lots is below 400m² in a low-density residential zone. However, the development complies with the entirety of the remainder of subdivision code as per the requirements identified in table 9.4.10.3.B Part 2.

2.2 SERVICING

The development facilitates kerbside refuse collection—accommodating at least two mobile bins within each lot frontage. No other service vehicle requirements are applicable for vacant residential lots or dwelling houses.

2.3 ACCESS AND PARKING

Lot 1 retains access via the existing crossover to Roscommon Road. Lots 2 and 3 will have compliant crossovers constructed in the future, coinciding with the construction of dwellings on the lots.

2.4 EXISTING DWELLING

The existing dwelling will be demolished as a result of the development, and is deemed as accepted development.

2.5 STORMWATER

Stormwater is proposed to be discharged via gravity to the kerb and channel in Roscommon Road.

2.6 OTHER DETAILS

| | |
|-----------------------------|---|
| Street trees | The existing street trees in property verge will be retained as part of this development. |
| Earthworks | No earthworks are proposed. |
| Fire Hydrants | Each proposed lot is serviceable from existing fire hydrants. No new hydrants or private fire mains are required. |
| Existing Footpath | The verge has an existing footpath present in front of the site and is 1m wide. |
| Minimum Flood Levels | The site is unaffected by flooding. |

3 ASSESSMENT BENCHMARKS AND COMPLIANCE

The proposal reflects the relevant planning outcomes set out in all applicable State and local government planning instruments, as follows.

3.1 SOUTH EAST QUEENSLAND REGIONAL PLAN

The development involves lots for residential use within the Urban Footprint and, as such, is consistent with the intent of the *South East Queensland Regional Plan 2023* (ShapingSEQ).

3.2 STATE PLANNING POLICY

The site is located in the following *State Planning Policy* mapped areas:

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - local government flood mapping area

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Obstacle limitation surface area
- Wildlife hazard buffer zone
- Aviation facility

In complying with the planning scheme, the proposal is taken to comply with the *State Planning Policy*.

3.3 TEMPORARY LOCAL PLANNING INSTRUMENTS

Table 2. Current TLPIs in effect (Brisbane City Council).

| TLPI | Description | Comments |
|-------------|-------------------------------------|------------------------|
| 02/25 (Qld) | Kurilpa Sustainable Growth Precinct | No effect on the site. |
| 01/25 (BCC) | Colmslie Road Industry Precinct | No effect on the site. |

3.4 PUBLIC NOTIFICATION

The application requires impact assessment and, as such, is subject to public notification requirements pursuant to section 53 of the *Planning Act 2016*.

For this application type, the minimum public notification period is 15 business days.

3.5 REFERRAL AGENCIES

No applicable referral requirements are identified in Schedule 10 of the *Planning Regulation 2017*.

3.6 BRISBANE PLANNING SCHEME AND PLANNING SCHEME POLICIES

The categories of development and assessment for the proposal are determined in accordance with Part 5 of *City Plan 2014*, as follows:

Table 3. City Plan 2014 categories of development and assessment—subdivision.

| Subdivision | ROL |
|--|---------------------------|
| Zone | |
| Low residential zone | Impact assessment |
| Neighbourhood Plan | |
| Bracken Ridge and district neighbourhood plan | Impact assessment* |
| Overlays | |
| Airport environs overlay | Not applicable |
| Bicycle Network overlay | Impact assessment* |
| Community purposes network overlay | Impact assessment* |
| Critical infrastructure and movement network overlay | Not applicable |
| Dwelling house character overlay | Not applicable |
| Potential and actual acid sulfate soils overlay | Not applicable |
| Road hierarchy overlay | Impact assessment* |
| Streetscape hierarchy overlay | Impact assessment* |

* Due to the category of assessment in the zone.

Relevant assessment benchmarks are set out in the applicable planning scheme codes. Based on the tables of assessment in *City Plan 2014*, the following codes apply to this development:

Table 4. Applicable City Plan 2014 codes.

| | |
|---------------------------|---|
| Primary Code | Subdivision code |
| Zone Code | Low density residential zone code |
| Neighbourhood plan | NA |
| Secondary Codes | Filling and excavation code |
| | Infrastructure design code |
| | Landscape works code |
| | Stormwater code |
| | Transport, access, parking and servicing code |
| Overlay Codes | Bicycle network overlay code |
| | Community purposes network overlay code |
| | Road hierarchy overlay code |
| | Streetscape hierarchy overlay code |

➡ Refer to Annexure B—Code Compliance.

3.7 OTHER RELEVANT MATTERS

According to section 45(5)(b) of the *Planning Act 2016*, impact assessment may involve consideration of any other 'relevant matter' (subject to limitations described therein). In this instance, no relevant matters are recognised and as such, assessment should be carried out only against the applicable categorising instrument—*City Plan 2014*.

4 RECOMMENDATION & CONCLUSION

The proposed subdivision creates three vacant lots suitable for dwelling houses or similar in the Low-density residential zone, demonstrating compliance with all outcomes sought by the zone code, subdivision code, neighbourhood plan, and relevant overlay codes and secondary codes.

Furthermore, the development advances the strategic intent of *City Plan 2014* and the *South East Queensland Regional Plan 2017* by facilitating urban consolidation through infill development.

With these considerations, the development should be approved by Council, subject to relevant standard conditions.