

Town Planning Assessment

Address 566 – 570 Sherwood Road, Sherwood

Application Development Permit for Material Change of Use for Multiple Dwelling

Applicant Danny Gunn Property and Investment Trust and Gideon Gunn Family Trust

Date August 2026

BCC DS
LODGED
05/08/2026
APPLICATION REF
A007082221

Prepared for: Danny Gunn Property and Investment Trust and Gideon Gunn Family Trust

Prepared by: Mewing Planning Consultants

Our reference: 25492

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Table of Contents

Summary of Overarching Design and Planning Approach	7
1. Introduction	12
2. Site Details and Local Context.....	13
2.1 Site Details.....	13
2.2 Local Context.....	17
3. Proposed Development	19
3.1 Overview	19
3.2 Application Particulars	20
3.3 Proposed Development	20
4. Assessment against Statutory Planning Framework	32
4.1 Introduction	32
4.2 State Planning Framework	32
4.3 Local Planning Framework	36
5. Key Planning Matters	50
5.4 Other Relevant Matters	63
6. Conclusion and Recommendations	65

Appendices

- Appendix A Brisbane City Council Statement of Code Compliance**
- Appendix B Certificate of Title**
- Appendix C Building Design Package and Design Report**
- Appendix D Landscape Concept Plan**
- Appendix E Traffic Assessment**
- Appendix F Operational Waste Management Plan**
- Appendix G Civil Engineering Report**

Site and Planning Framework Details

Table 1 - Site Details and Planning Framework	
Site Details	
Address	566 – 570 Sherwood Road, Sherwood
RP Description	Lot 2 on RP117750 Lots 0-4 on BUP3855
Site Area	Lot 2 on RP117750 – 549m ² Lots 0-4 on BUP3855 – 663m ² Total site area: 1,212m² Note: The total site area includes land subject to road widening along Sherwood Road. ¹
Owner	Units 1 – 4, 566 Sherwood Road, Sherwood (Lot 1 – 4 on BUP3855) – Lokyjery Pty Ltd A.C.N 621 316 925 and Sunplan Pty Ltd A.C.N 080 855 929 Common Property at 566 Sherwood Road (Lot 0 on BUP3855 – Body Corporate for Glengower Community Titles Scheme 11320 570 Sherwood Road, Sherwood (Lot 2 on RP117750) Lokyjery Pty Ltd A.C.N 621 316 925 and Sunplan Pty Ltd A.C.N 080 855 929 For further detail refer to Appendix B – Certificates and Searches.
Easement /Encumbrance	The site is not affected or benefitted by any easement/s or encumbrance/s. For further detail refer to Appendix B – Certificates and Searches .
Existing Development Approval(s)	A004494496 – Development Permit for Material Change of Use for Multiple Dwelling (23 x Units). The development application was approved by way of Decision Notice dated 23 March 2018. The development approval related to land at 566 and 570 Sherwood Road, Sherwood. A00596855 – Extension Application to extend the currency period of development approval (A004494496). Brisbane City Council granted approval of the Extension Application on 10 June 2022, for a period of 24 months (or 2 years) until the 22 March 2024. For further detail, refer to Section 2.1.13 of this Town Planning Report.
Planning Framework	
Local Government	Brisbane City Council
Planning Scheme	Brisbane City Plan 2014 (v36.00/2026)
Strategic Framework	Suburban Living Area
Zone	Medium Density Residential Zone
Neighbourhood Plan	Sherwood-Graceville District Neighbourhood Plan Sherwood Centre Precinct – NPP-003
Overlays	- Airport Environs Overlay - OLS – Conical limitation surface boundary - PANS – Procedures for air navigation surfaces - BBS Zone – Distance from airport 3 – 8km

¹ Total site area after the resumption is approximately 1,145m².

Table 1 - Site Details and Planning Framework

	○ LI – Within 6km – Max intensity of light sources 3 deg above horizon • Bicycle Network Overlay ○ Secondary cycle route – Sherwood Road • Community Purposes Network Overlay • Critical Infrastructure and Movement Network Overlay ○ Critical infrastructure and movement planning area sub-category • Dwelling House Character Overlay • Flood Overlay ○ Brisbane River flood planning area 5 sub-category • Potential and Actual Acid Sulfate Soils Overlay ○ Potential and actual acid sulfate soils sub-category ○ Land above 5m AHD and below 20m AHD sub-category • Road Hierarchy Overlay ○ Arterial road sub-category – Sherwood Road • Streetscape Hierarchy Overlay ○ Subtropical boulevard – out of centre verge width 3.75m / 4.25m • Transport Noise Corridor Overlay ○ Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 2 sub-category ○ Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 3 sub-category ○ Designated State Noise Corridor – Rail Network: Category 0: Noise level <70 dB(A) ○ Designated State Noise Corridor – Rail Network: Category 1: 70 dB(A) –75 dB(A)
State Designations	• South East Queensland Regional Plan (Urban Footprint) • Water Resources ○ Water resource planning area boundaries • Native Vegetation Clearing ○ Category X on the regulated vegetation management map

Development Application Details

Table 2 - Development Application Details

Proposal Overview	The Applicant proposes to develop a residential development of six (6) storeys and communal open space rooftop (not constituting a technical storey), containing a total of twenty-six (26) residential units, comprising 15 x 2-bedroom units and 11 x 3-bedroom units. As presented within the Architectural Plans (Appendix C), the proposal includes one (1) level of basement car parking in addition to ground level car parking, comprising 38 x resident car parking spaces and 7 x visitor spaces. A total of 209m² of landscaping is provided throughout the site, with 12.45% of deep planting inclusive of subtropical vegetation provided to the street frontage and rear of the site.
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Table 2 - Development Application Details	
	For further detail regarding the proposed development refer to Chapter 3 of this report and the Architectural Package included within Appendix C .
Development Description	Development Permit for Material Change of Use for a Multiple Dwelling
Defined Land Use	Multiple Dwelling
Level of Assessment	Impact Assessment
Assessment Manager	Brisbane City Council
Referral Agencies	Not Applicable
Public Notification	Yes – 15 Business Days
Applicant	Danny Gunn Property and Investment Trust and Gideon Gunn Family Trust
Applicant's Representative	Natasha Hatzipapas, Principal Planner Mewing Planning Consultants GPO Box 1506, Brisbane Qld 4001 natasha.papas@mewing.com.au 0488 750 956
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Summary of Overarching Design and Planning Approach

The land at 560 and 570 Sherwood Road, Sherwood, presents a range of site and contextual characteristics that create the opportunity to develop a high quality multiple dwelling development that is integrated into its spatial context and encourages urban consolidation and the efficient use of land.

The focus for the development is the delivery of a residential housing product that allows households and families to live in a well-located area that is afforded with close proximity of key employment nodes, education facilities, public transport, mixed use centres and public open space within a suburban context.

The Applicant proposes to develop a six (6) storey Multiple Dwelling on the site, comprising 15 x two (2) bedroom units and 11 x three (3) bedroom residential units, basement and ground level car parking, landscaping and private / communal opens paces.

The proposed development responds to and addresses the site and contextual characteristics, together with all relevant planning, design and technical provisions of the planning framework, to create a positive and suitably balanced development outcome.

This summary outlines key aspects of the development background and design approach, to assist the Council and community's understanding of the project and its town planning assessment.

- The site is located on Sherwood Road, which runs perpendicular to Oxley Road (to the west) and Ipswich Road (to the east). The site benefits from its proximity to the Sherwood centre precinct, which comprises a range of centre activities and uses (i.e., shopping centre, cafes, restaurants, retail shops, health care services etc), in addition to various community and educational facilities that are within walking distance of the site. The site is within proximity to Sherwood Station and Corinda Station, providing active and public transport opportunities to and from the city centre and surrounds. These local features provide the site and future residents with amenity, accessibility and services.
- Importantly, there is a development approval previously granted over the subject site (Council Reference: **A004494496**), which establishes the overarching suitability of the site and surrounding context to support medium density residential built form outcomes. The development approval granted a five (5) storey multiple dwelling outcome, comprising twenty-three (23) dwelling units (18 x 2-bedroom and 5 x 3-bedroom), communal rooftop amenities, and 34 x car parking spaces proposed across one (1) basement level and ground level.
- The site's context and highly accessible location presents the opportunity to diversify the medium density residential living product within Sherwood by providing homes that are suitable for workers, families or downsizers who are looking to enter or remain in the Sherwood community. The development proposes to deliver a mix of two (2) and three (3) bedroom units, which provides for housing choice and diversity within a well-connected, high amenity location. The nature of the units is that they will achieve relative affordability in the local market.
- In addition to considerable opportunities presented by the sites locational context and characteristics, the proposed development continues to appropriately advance the outcomes of the Brisbane City Plan 2014 (**City Plan**), including land use, design and built form outcomes for the site.
 - The site is identified within the Medium Density Residential Zone and the Sherwood – Graceville District Neighbourhood Plan (Sherwood Centre Precinct – NPP-003), which anticipates medium density residential outcomes that are located within close proximity to centres and key transport nodes.

- The strategic and overall outcomes of the City Plan reinforce the opportunity for the site having regard to its proximity to the Sherwood Centre and within proximity to major roads and public transport services, to provide the opportunity for people to live in well-located parts of the city, including along growth corridors and on the periphery of centres.
- The site is located within the Medium Density Residential Zone which seeks that “development allows for urban consolidation and better use of physical and social infrastructure, capitalising on the zone’s strategic location and amenity and proximity to key destinations”².
- The Sherwood – Graceville Neighbourhood encourages a *“mix of housing densities, types and sizes exist within walking catchment of services and public transport at the Corinda and Sherwood centres, to accommodate the community’s housing needs at various stages of their lives and in particular to provide housing for the ageing population in the area”*³.
- The Overall Outcomes of the Sherwood – Graceville District Neighbourhood Plan identifies the Sherwood Centre Precinct as *“a vibrant, mixed use centre, accommodating a range of centre activities, including multiple dwellings, offices, shops and community activities”* and envisages that *“a wide choice of housing types is located within walkable proximity to the services provided at Sherwood Centre and to the Sherwood railway station”*⁴.
- Furthermore, the overall outcomes seek that *“residents living within the precinct will have residential amenity consistent with the levels in a vibrant, mixed use centre”*⁵.
- A detailed summary of the building height context is provided within **Section 5.1** of this Town Planning Report, however it is noted that the Sherwood locality includes a range of building height outcomes consistent to that proposed, which notably includes (but is not limited to) the following key applications and approvals:
 - 512 Oxley Road, Sherwood (**A004739381**) – Six (6) storeys.
 - 47 Primrose Street, Sherwood (**A007059364**) – Six (6) storeys
 - 52 Mayhew Street, Sherwood (**A003895252**) – Six (6) storeys.
 - 10 Mayhew Street, Sherwood (**A007015791**) – Five (5) storeys (and 24.9 metres).
 - 14 – 22 Hood Street, Sherwood (**A003829289**) – Five storeys (and 23.70m).
- The proposed development responds to current and emerging policies at both the State and local levels, including:
 - The opportunity for medium rise residential development has been reinforced by *Shaping SEQ 2023 (Regional Plan)*. The Regional Plan recognises the current housing supply issues faced in South East Queensland and specifically identifies a target of 210,800 additional homes to be provided within the Brisbane Local Government Area from 2021 – 2046. Supply of housing in a diverse range of built forms is critically important to achieve the dwelling supply targets, respond to changing households, provide greater housing choice and deliver gentle density in partnership with local governments and industry.

² Overall Outcome (4)(b) of the Medium Density Residential Zone Code.

³ Overall Outcome (3)(b) of the Sherwood – Graceville District Neighbourhood Plan.

⁴ Overall Outcome (8)(a) of the Sherwood – Graceville District Neighbourhood Plan.

⁵ Overall Outcome (8)(c) of the Sherwood – Graceville District Neighbourhood Plan.

The SEQ Regional Plan defines medium-rise buildings as comprising a building height of 4 to 8 storeys. In 2021, 7% of housing in the Brisbane LGA was in the form of medium-rise buildings. The ShapingSEQ 2046 target for medium-rise buildings within the LGA is to grow to 11%. The site includes an arrange of contextual matters, which are relevant to the site's suitability to accommodate medium density residential development. As outlined in throughout the report, the site is in proximity to public transport services (including bus, train and ferry services), mixed use precincts and district centres, educational facilities, open space and recreation opportunities (Oxley Creek).

- **Brisbane's new World City Design Guide – Buildings that Breathe**, which seeks to achieve subtropical building design that is responsive to its location and climate.
- **Brisbane City Council's Sustainable Growth Strategy** encourages the urban consolidation and redevelopment of existing urban areas to support housing supply and the efficient use of physical and social infrastructure in well-located parts of Brisbane.
- Brisbane City Council recently announced the **Low-Medium Density Residential (LMR) Zone** review, proposing to increase building height up to 4 storeys in well-located sites near frequent public transport services and shops. Relevantly, the Low-medium density residential zone on the opposite side of Sherwood Road meets the accessibility criteria being considered by Council and therefore is expected to benefit from the building height uplift opportunities (up to 4 storeys). The additional height within the Low-medium Density Residential Zone changes the interface between this zone and the Medium Density Residential Zone.
- Pursuant to the abovementioned strategic intentions, the proposed development has been curated through the consideration of existing and planned character, built form, infrastructure assumptions, proximity to public transport and to specific site characteristics.
- A summary of the key features of the proposed development is provided below.
 - The proposed development has a building height of **six (6) storeys** and rooftop communal open space terrace (not constituting a technical storey).
 - The development comprises one (1) basement level, five (5) levels of residential units, and communal open space area on the rooftop level. The proposed development has been suitably designed to respond to its context and proposed scale.



Figure 1: Proposed Development viewed from Sherwood Road (Source: Finegrain Group, 2026)

- All units have been afforded with substantially sized and functional private open space areas that are directly accessible from the main living area of the units. The ground level unit is provided with private open space opportunities comprising a total area of 25m². Upper level units are provided with balconies ranging in size from 12m² to 22m². As demonstrated within the Architectural Plans (**Appendix C**), balconies are primarily oriented to Sherwood Road to promote casual surveillance and activation to the street.
- The building design is responsive to and protects the amenity of adjoining residential properties. Considered placement of high level windows and screening elements, together with the provision of landscaping and a suitable setback response, minimises opportunities for overlooking into the adjoining properties.
- The site is generously **landscaped** at both ground level and within the façade and communal open space, with on-site landscaping totalling 209m² (17.2% of the site) (inclusive of deep planting).
- A total of 151m² (12.45% of the total site area⁶) is accommodated for **deep planting** and provides dimensions in excess of 4m (noting basement levels have been setback accordingly to accommodate deep planting and suitable soils volumes / depths). Deep planting is proposed along the Sherwood Road frontage and along the rear boundary of the site to interface with the adjoining dwelling house, including the provision of large subtropical trees and other landscaping to provide positive amenity outcomes to adjoining properties.

⁶ **Note:** The deep planting calculation is inclusive of land identified within the road resumption on Sherwood Road. A total of 103m² (8.49%) of deep planting is achieved, excluding the area to be resumed.



Figure 2: Proposed ground level landscaping outcome (Source: AGLA, 2026)

- **Vehicle access** will be obtained via a new 6.5 metre wide vehicle crossover from Sherwood Road.
- **Servicing and refuse collection** will be undertaken on-site. A suitable area is provided on the site for servicing the residential development. As demonstrated on the Architectural Plans (**Appendix C**), a loading bay is proposed on-site, which is capable of accommodating the relevant design vehicle (RCV and MRV).
- The development provides 45 x **car parking** spaces accommodated within one (1) basement level and on ground level. The proposed car parking provision is considered suitable and will have negligible impact on the surrounding road network as demonstrated in the Traffic Impact Assessment (**Appendix E**). The development continues to promote public and active transport utilisation, which notably includes the generous provision of bicycle parking spaces.
- The development provides a total of 56 x **bicycle parking** spaces, comprising 44 x spaces for residents and 12 x spaces for visitors. Bicycle storage areas are located within the basement level and on ground level. Given the availability of alternate public transport options and close proximity to major employment centres (as detailed within **Section 2.2** of this Town Planning Assessment), the proposed provision of bicycle parking is deemed sufficient, and exceeds the minimum bicycle parking provision sought within the City Plan.
- The proposed development has been designed to respond to Brisbane's subtropical climate and lifestyle.
- The built form of the building is intended to be modulated and articulated through variation in materiality, curved forms, and the variation in configuration of balconies. The design strategy integrates strong structural rhythms of vertical and horizontal lines throughout the built form, achieved through varying setbacks, balcony recesses, differentiated façade treatments and vertical breaks which are dispersed throughout the tower form to create a more refined and human scaled proportions. Refer to **Figure 1** above.

1. Introduction

This Town Planning Assessment accompanies a development application made by Danny Gunn Property and Investment Trust and Gideon Gunn Family Tre (**the Applicant**) over land at 566 – 570 Sherwood Road, Sherwood (**the site**).

The Applicant proposes to develop a six (6) storey Multiple Dwelling on the site, comprising 15 x two (2) bedroom units and 11 x three (3) bedroom residential units, basement and ground level car parking, landscaping and private / communal open spaces.

The proposal showcases a high quality architectural design and landscape design outcome that complements the suburban context, and provides a subtropical design response that celebrates Brisbane's climate and lifestyle.

In order to undertake the proposed development, the development application comprises a Development Permit for Material Change of Use for a Multiple Dwelling (26 x units).

The development application is subject of assessment pursuant to the *Planning Act 2016* (**Planning Act**). The applicable planning scheme in this instance is the *Brisbane City Plan 2014* (**City Plan**).

The proposal is assessable development pursuant to the Planning Act and the City Plan. In this instance, an Impact Assessable development application is required. Brisbane City Council is the assessment manager, and referral is not triggered to the State Assessment and Referral Agency or any other authority in this instance.

This Town Planning Assessment provides a comprehensive assessment of the proposed development having regard to the Planning Act and the City Plan. Key components of the Town Planning Assessment comprise:

- an overview of the site details and local context (**Chapter 2**);
- a description of the proposed development (**Chapter 3**);
- an assessment against the applicable town planning framework (**Chapter 4**); and
- a discussion of key planning matters arising from the assessment (**Chapter 5**).

The Town Planning Assessment is supported by specialist reports and other material including:

- Brisbane City Council Code Assessment (**Appendix A**);
- Certificate of Title (**Appendix B**);
- Building Design Package and Design Report, prepared by Finegrain Group (**Appendix C**);
- Landscape Concept Plan, prepared by Andrew Gold Landscape Architecture (**Appendix D**);
- Traffic Assessment, prepared by Modus Transport and Traffic Engineering (**Appendix E**);
- Waste Management Plan, prepared by Modus Transport and Traffic Engineering (**Appendix F**);
- Engineering Assessment, prepared by Michael Bale and Associates (**Appendix G**).

2. Site Details and Local Context

2.1 Site Details

2.1.1 Address and Real Property Description

The site is located at 566 and 570 Sherwood Road, Sherwood and is more properly described as Lot 2 on RP117750 and Lots 0-4 on BUP3855. Refer to **Figure 3**.



Figure 3: Subject Site (depicted by green outline and fill) (Source: Landchecker, 2026)

2.1.2 Location

The site is located approximately 8km south-west of the Brisbane Central Business District. The subject site is well-located for medium density residential development outcomes, being in proximity to educational establishments (Sherwood State School), public transport services (bus and train services), established District Centres (Sherwood Road and Oxley Road) and local sport and recreation parks (Sherwood Road Park, and Souths Graceville Hounds Rugby League Club).

2.1.3 Shape and Size

The site is identified as regular (rectangular) in shape with a site area encompassing 1,213m². The site comprises an approximate 30m frontage to Sherwood Road. Refer to **Figure 4** above.

2.1.4 Ownership and Encumbrances

The registered owners of the site are detailed herein.

- **Units 1 – 4, 566 Sherwood Road, Sherwood** (Lot 1 – 4 on BUP3855) – Lokyjery Pty Ltd A.C.N 621 316 925 and Sunplan Pty Ltd A.C.N 080 855 929.

- **Common Property at 566 Sherwood Road** (Lot 0 on BUP3855 – Body Corporate for Glengower Community Titles Scheme 11320.
- **570 Sherwood Road, Sherwood** (Lot 2 on RP117750) Lokyjery Pty Ltd A.C.N 621 316 925 and Sunplan Pty Ltd A.C.N 080 855 929.

The site is not identified as benefitting from or being burdened by any easements and/or encumbrances.

A copy of the current title search extracts for the site is included within **Appendix B**.

2.1.5 Current Use

The site at 566 Sherwood Road is currently improved by a two (2) storey multiple dwelling (accommodating 4 x residential units) and 570 Sherwood Road is currently improved by a two (2) storey post-1947 dwelling house. The site is currently accessed via two (2) vehicular crossovers to Sherwood Road.

2.1.6 Topography

The site gently falls from the eastern portion of the site (566 Sherwood Road) at approximately 11m AHD to the western portion of the site (570 Sherwood Road) at approximately 10.5m AHD, equating to a slope of approximately 0.5m across the site.

2.1.7 Vegetation and Ecology

The site contains some domestic landscaping within the front, rear and side boundaries of the site. It can be noted that Brisbane City Council's mapping does not include the vegetation in either the Significant Landscape Tree Overlay or Biodiversity Areas Overlay.

Pursuant to street-view imagery, two (2) street trees are currently identified within the Sherwood Road verge fronting the subject site.

In accordance with Brisbane City Council's Protected Vegetation Report, no record of the existing vegetation onsite is protected by the Natural Assets Local Law 2003.

Furthermore, the vegetation is identified as 'Category X' in accordance with the State Regulated Vegetation Management Map prepared by the Department of State Development, Manufacturing, Infrastructure and Planning and therefore the subject site does not contain state-significant vegetation.

The site is not identified as being included within a wetland or waterway corridor.

2.1.8 Flooding

A review of Brisbane City Council's mapping indicates that the site is affected by the Brisbane river flooding, with the entire site identified within the Brisbane River flood planning area 5 subcategory. Table 5.10.11 – Flood overlay of City Plan, identifies that an assessment against the Flood overlay code is not applicable for the proposed development outcome (noting the proposal does not constitute a difficult to evacuate use, vulnerable use or essential community infrastructure).

The site is not identified as being affected by Brisbane creek / waterway flooding or an overland flowpath.

2.1.9 Heritage and Character

A review of Brisbane City Council's mapping indicates that the site is not identified in the Traditional Building Character Overlay, as a heritage place, pre-1911 dwelling, pre-1946 dwelling or commercial character building.

2.1.10 Roads and Verges

The site comprises a road frontage to Sherwood Road. The type and function of the road frontage is as follows:

- Frontage of approximately 30 metres;
- Designated as an Arterial Road;
- Kerb and channel construction;
- Two (2) way street, with one (1) lane in each direction;
- Verge width of approximately 3.0m; and
- Informal on-street car parking identified in front of the site.

The site is subject to a 2.25 metre wide not to prejudice road widening to Sherwood Road, in accordance with Brisbane City Council's Road Widening Plan (Concept Design Number: **RC16003**, dated 09/02/2018). Refer to **Figure 4** below.



Figure 4: Sherwood Road - Road Widening

The road widening along the Sherwood Road frontage has been clearly annotated on the Architectural Plans prepared by Finegrain Group, included in **Appendix C**.

2.1.11 Public Transport

The site is well serviced by a number of public transport options, which includes bus services aligning Sherwood Road (approximately 240m west of the subject site), bus services aligning Oxley Road (approximately 320m south-west of the subject site) and Sherwood Train Station (approximately 610m west of the subject site). The bus stops identified along Sherwood Road (within walking distance to the subject site) service several routes to the Brisbane CBD and surrounding suburbs.



Figure 5: Surrounding public transport services (Source: Finegrain Group, 2026)

Formal pedestrian footpaths are located on both sides of Sherwood Road, connecting footpaths with public transport infrastructure.

Refer to the Traffic Impact Assessment prepared by Modus Transport and Traffic Engineering included within **Appendix E**, for further detail.

2.1.12 Infrastructure Networks

The site is presently serviced with reticulated mains water, stormwater, sewer, electricity, communications, stormwater drainage and sewerage.

For further detail, refer to the Civil Engineering Report prepared by Michael Bale and Associates included within **Appendix F**

2.1.13 Site Approvals History

Pursuant to Brisbane City Council's Public Scrutiny File (Development.i), there is an existing development approval over the site for a Development Permit for Material Change of Use for a Multiple Dwelling (Council Reference: **A004494496**). The development approval granted a five (5) storey multiple dwelling outcome, comprising twenty-three (23) dwelling units (18 x 2-bedroom and 5 x 3-bedroom), communal rooftop amenities, and 34 x car parking spaces proposed across one (1) basement level and ground level. The development approval was granted on the 10 June 2022.

The approved development is shown in **Figure 6** and **Figure 7** below, for ease of reference.

Brisbane City Council granted an extension to the development approval currency period until the 22 March 2024 (Council Reference: **A005968545**). The Applicant has not pursued a subsequent extension application and as such, the previous development approval is understood to have lapsed (i.e., is no longer in effect).

17

Due to the medium density residential classification of land surrounding the sites, the surrounding allotments contain a mixture of predominantly multiple dwellings and dwelling house developments, which vary in height up to five (5) storeys.

Situated within the broader area, close to the site, are the following notable landmarks and uses:

- Sherwood State School, located approximately 100m north-west of the subject site;
- Sherwood Cemetery, located approximately 170m north-west of the subject site;
- Sherwood Bus Depot, located approximately 350m south-east of the subject site;
- Sherwood Road District Centre (comprising a mix of retail, commercial and food and drink outlets), located approximately 427m west of the subject site;
- Sherwood Road Park, located approximately 470m north-east of the subject site;
- Guardian Childcare and Education Sherwood Forest, located approximately 490m west of the subject site;
- Sherwood Court (Shopping Mall), located approximately 535m north-west of the subject site; and
- Hives Park, located approximately 550m south-west of the subject site.



- | | |
|-------------------------------------|--------------------------|
| 1. Sherwood Central Shopping Centre | 5. Sherwood Cemetery |
| 2. Sherwood Square | 6. Sherwood Dog Park |
| 3. Sherwood State School | 7. Sherwood Bus Station |
| 4. Sherwood Train Station | ● Bus Stop 104, 106, 598 |

Figure 8: Surrounding Context identified within Sherwood (Source: NearMap, 2026)

3. Proposed Development

3.1 Overview

The site at 566 and 570 Sherwood Road, Sherwood presents a range of site and contextual characteristics that create the opportunity to deliver a high quality multiple dwelling development that is integrated into its spatial context and encourages urban consolidation and the efficient use of the site.

The Applicant is proposing a Multiple Dwelling on the site, comprising a building height of six (6) storeys and communal open space rooftop level (not constituting a technical storey). The proposal comprises twenty-six (26) x residential units (varying in unit composition and mix), with generous private open space, landscaping and deep planting, and an inviting communal open space area on the rooftop level.

The proposal showcases a high quality architectural and landscape design outcome, which has been thoughtfully designed and is sympathetic to adjoining residential development and provides an exemplar subtropical design response that celebrates Brisbane's climate and lifestyle.

The proposal includes a building design that maximises access to natural light and ventilation through the provision of well-proportioned living areas and balconies for individual units, and permeable spaces at the ground plane that create a physical connection between the outdoors and indoors by drawing in natural light and ventilation.

A combination of varied materials, curved forms, varied projections through balconies and generous landscaped areas have been incorporated into the façade that minimises the visual bulk and mass of the building, contributing to a high-quality streetscape presence and articulation when viewed from Sherwood Road and surrounds. Refer to **Figure 10** below.



Figure 9: Proposed Perspective (viewed from Sherwood Road) (Source: Finegrain Group, 2026)

The proposed development responds to and addresses those site and contextual characteristics, together with all relevant planning, design and technical provisions of the planning framework, to create a positive development outcome.

This summary outlines key aspects, to assist Council's understanding and assessment of the development application. The particulars of the development have been set out in detail below.

Further detail regarding the proposed development is provided in the sections below.

3.2 Application Particulars

Table 3 - Development Application Particulars	
Development Description	The Applicant proposes to develop a residential development of six (6) storeys and rooftop, containing a total of twenty-six (26) residential units, comprising 15 x 2-bedroom units and 11 x 3-bedroom units. As presented on the Building Design Package (Appendix C), the proposal includes one (1) level of basement car parking in addition to ground level car parking, comprising 38 x resident car parking spaces and 7 x visitor spaces. For further detail regarding the proposed development refer to Chapter 3 of this report and the Building Design Package included in Appendix C.
Defined Land Use	Multiple Dwelling
Level of Assessment	Impact Assessment
Assessment Manager	Brisbane City Council
Referral Agencies	No Applicable Referral Agencies
Public Notification	Yes – 15 Business Days

3.3 Proposed Development

The Applicant proposes to develop a new multiple dwelling on the site. A summary of the key aspects of the proposed development is provided as follows.

- The proposed development has a **building height** of six (6) storeys and communal open space rooftop (not constituting a technical storey). The proposed development will support the increased supply and diversity of housing within Sherwood in conjunction with the creation of a liveable and sub-tropical design outcome for residents.
- The proposed development comprises **twenty-six (26)** residential units, comprising fifteen (15) x two bedroom units and eleven (11) x three bedroom units with generous open space, landscaped areas and basement level car parking (identified entirely below natural ground level).
- The **ground level** includes the provision of a residential foyer, residential and visitor car parking spaces, building services, residential and visitor bicycle parking, and landscaping / deep planting to Sherwood Road and the rear boundary of the site. A residential unit is accommodated on ground level (within the eastern portion of the development).
- The ground level unit is provided with private open space opportunities for activation and casual surveillance to Sherwood Road, comprising a patio space with an area of 25m². Upper level units are provided with balconies ranging in size between 12m² to 22m². Private open space areas are conveniently accessible from living areas and have been designed to integrate indoor spaces with the outdoors as part of the subtropical design of the building. As presented within the Building

Design Package (**Appendix C**), balconies are oriented to Sherwood Road and the rear of the site, to promote casual surveillance and address privacy and overlooking to adjoining developments (adjoining the side facades).

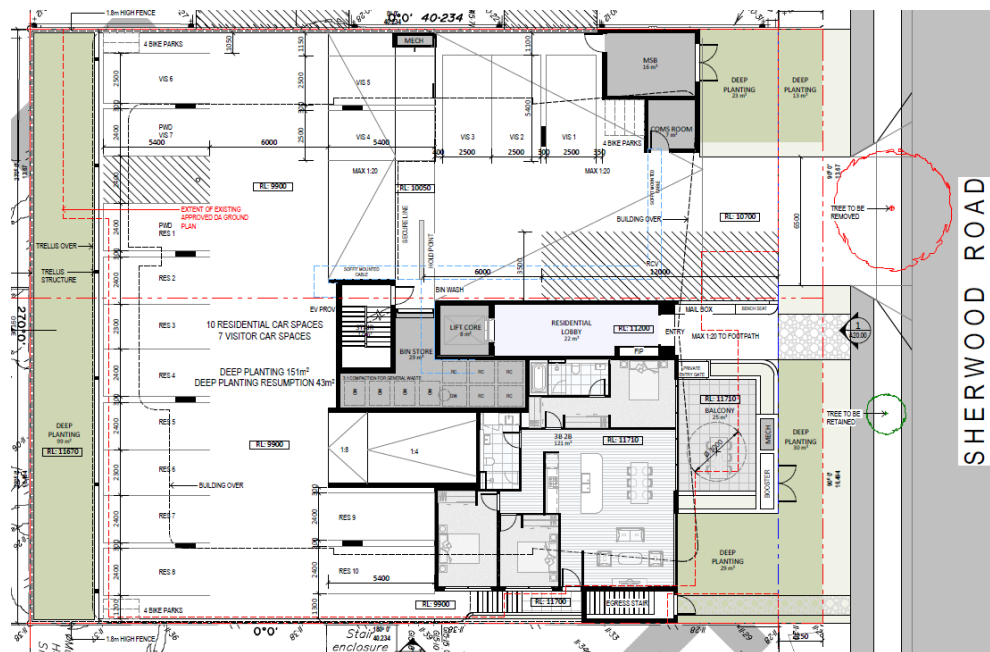


Figure 10: Proposed ground level layout (Source: Finegrain Group, 2026)

- A **large feature tree** has been incorporated into the eastern corner of the site fronting Sherwood Road, complementing the scale of the building and offering shade and protection to the lower floor levels. A mix of subtropical canopy trees and tiered landscaping screen planting is provided along the Sherwood Road frontage, which will provide visual softening and screening to the road network and contribute to the amenity of the streetscape and ground level spaces.
- A total of 90m² of **communal open space** is provided on the rooftop level. The proposed landscaped communal recreation space includes the provision of indoor and outdoor areas, including dining areas, outdoor lounges and barbeque areas. Refer to **Figure 12**. The proposed communal open space area on rooftop level complies with the relevant provisions for 'Rooftop Garden' pursuant to the City Plan. Refer to **Section 3.1.1** of the Town Planning Assessment for further detail.

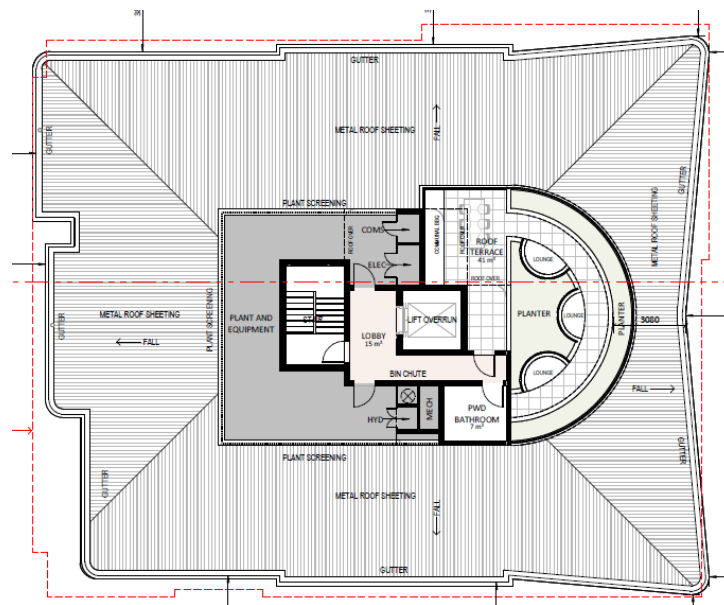


Figure 11: Proposed rooftop communal open space (Source: Finegrain Group, 2026)

- The proposed **setbacks** have been informed by the existing development approval and the site's interfaces.
- The proposed **site cover** for the proposed development comprises 81.9% at the ground level, and a tower site cover of 52.1%, which together with the proposed open space areas identified above, demonstrates a suitable balance of built form and open space for the development.
- The proposed development includes 151m² of **deep planting** (12.2% of the total site area⁷). The proposed deep planting will include large subtropical trees and shrub species toward the Sherwood Road frontage to enhance the arrival experience and streetscape interface. Deep planting is also proposed along the rear boundary of the site and will include shaded subtropical trees and tiered shrub groundcover species to soften the proposed built form and provide screening and visually softening to the rear adjoining developments. Refer to the Landscape Concept Plans prepared by Andrew Gold Landscape Architecture (**Appendix D**) for further detail.
- As demonstrated within the Landscape Concept Plans (**Appendix D**), the proposal includes a trellis system above the proposed ground level car parking area which will accommodate climbing plant species, providing a lush planting offering at the first floor level to soften the building form and increase amenity outcomes to adjoining residential interfaces. Refer to the Landscape Concept Plan prepared by Andrew Gold Landscape Architecture (**Appendix D**), for further detail.
- The proposed development proposes to remove and replace an existing **street tree** identified along the Sherwood Road frontage to facilitate safe and improved vehicular access to the site. It is noted that the proposed crossover location (and subsequent removal of the existing street tree) is generally consistent with the previous development approval identified onsite pursuant to A004494496.
- **Vehicle access** will be obtained from Sherwood Road via a new 6.5 metre wide vehicle crossover in the western corner of the site. The two (2) existing crossovers will be removed and kerb and channel reinstated.

⁷ **Note:** The deep planting calculation is inclusive of land identified within the road resumption on Sherwood Road. A total of 103m² (8.49%) of deep planting is achieved, excluding the area to be resumed.

- The development proposes forty-five (45) **car parking spaces**, including thirty-eight (38) x spaces for residents and seven (7) x spaces for visitors, located across one (1) basement level and ground level. The proposed development supports the highly-accessible location being within proximity to a high number of transport nodes and a district centre. For further detail, please refer to the Traffic Assessment prepared by Modus Transport and Traffic Engineering included in **Appendix E**.
- The development provides a total of fifty-six (56) x **bicycle parking spaces**, comprising forty-four (44) x spaces for residents and twelve (12) x visitor spaces. Bicycle storage areas are located within the basement level and on ground level. The proposal therefore encourages active transport utilisation.
- The proposed development has been designed to respond to **Brisbane's subtropical climate and lifestyle**. The design responds to the Buildings that Breathe criteria through appropriate building orientation, operable façade, and living greenery incorporated through the ground level and within the facades. This includes a building design that maximises access to natural light and ventilation through the provision of well-proportioned living areas and balconies for individual units, and permeable spaces at the ground plane that create a physical connection between the outdoors and indoors by drawing in natural light and ventilation.
- The **built form** of the building has been modulated and articulated through variations in materiality, curved forms and variation in the configuration of balconies. The design strategy integrates strong rhythms of vertical and horizontal lines throughout the built form. The design outcome is achieved through varying setbacks, balcony recesses, differentiated façade treatments, vertical breaks and living greenery at the ground plane, to create a more refined and human scaled proportions.

Further detail about the development and design is included in the proposed Building Design Report included in **Appendix C**.

The proposed development comprises the following key parameters as outlined within **Table 4**.

Table 4 - Proposed Development Parameters	
Site Area	1,213m ²
Proposed Uses	Multiple Dwelling (26 x Units)
Yield	15 x 2 bedroom units; and 11 x 3 bedroom units. Total yield: 26 x residential units
Height	6 storeys and 25.17 metres.
Site Cover	592m ² – 993m ² (52.1 – 81.9%)
Deep Planting	151m ² (12.45%)
Landscaping	209m ² (27.2%) (incl. deep planting area)
Private Open Space	Unit 1 (Ground Level): 25m ² Unit 2 – 25: 12m ² – 22m ²
Access	6.5m wide type B1 vehicle crossover to Sherwood Road
Car Parking	45 x car spaces included within basement level: • 38 x residential car parks • 7 x visitor car parks
Building Setbacks	
Proposed Setback	

Table 4 - Proposed Development Parameters	
Front (Sherwood Road)	- Ground Level: 2.5m (to terrace) – 7.38m (to building wall) - Level 1: 6.35m – 7.1m (to balcony), 7.5m – 10.6 (to building wall) - Level 2 – 5: 6.35m – 7.1m (to balcony), 7.5m – 10.6 (to building wall) - Level 6 (Rooftop): 9.45m (to planter) – 15m (Wall)
Side	Eastern Side Boundary - Ground Level: 0m (to building wall) - Level 1: 2.63m (to planter), 3.51m – 3.81m (to building wall) - Level 2 – 5: 3.5m – 3.81m (to building wall) - Level 6 (Rooftop): 9.5m (to building wall) Western Side Boundary - Ground Level: 2.71m (to planter), 3.51m – 3.81m (to building wall) - Level 1: 3.51m – 3.81m (to building wall) - Level 2 – 5: 3.51m – 3.81m (to building wall) - Level 6 (Rooftop): 9.5m – 10.5m (to building wall)
Rear	- Ground Level: 3.5m (to carpark) - Level 1: 5m – 7.08m (to balcony), 5m – 7.93m (to building wall) - Level 2 – 5: 5m – 7.08m (to balcony), 5m – 7.93m (to building wall) - Level 6 (Rooftop): 13.06m (to building wall)

3.1.1 Rooftop Garden

The proposed development complies with the definition of ‘Rooftop Garden’ pursuant to the *Brisbane City Plan 2014* definition.

An assessment against the rooftop garden definition, pursuant to Schedule 1.2 of the Brisbane City Plan 2014 is provided in **Table 5** below for completeness.

Table 5: Assessment against ‘Rooftop Garden’ definition	
Rooftop Garden Definition	Complies (C)
a. Is not located on a podium or in a building height transition;	C – The rooftop is not located on a podium or in a building height transition.
b. Includes communal open space and does not include private open space;	C – The rooftop does not include communal open space and does not include private open space.
c. Includes a minimum soft landscaping area of 15% of the rooftop;	C – The proposed rooftop comprises a minimum soft landscaping area of 28.8%.
d. May only include the following structures: i. lift shaft and stairway; ii. pool or spa including any elevated deck, platform or floor level; iii. roofed structures and fully enclosed structures; A. lobby or foyer; B. shade or shelter structure; C. internal communal recreation space; D. toilets, bathrooms, showers and change room facilities;	C – The proposed rooftop terrace includes the structures listed in items (i) to (iii). Refer to the Architectural Plans prepared by Finegrain Group included within Appendix C .

Table 5: Assessment against 'Rooftop Garden' definition

Rooftop Garden Definition	Complies (C)
E. a structure accommodating a Bar or Food and drink outlet if in the Mixed use zone or a zone in the Centre zones category where the premises does not contain accommodation activities; F. a structure accommodating building plant, equipment or a meter room;	
e. Meets the following parameters for structures mentioned in (d): i. maximum height above the rooftop of: A. 3.5m for a pool, spa and any elevated deck, platform, walkway or floor level (excluding safety barriers up to 1.8m where not tinted); B. 3.5m where setback less than 3m from the outermost projection of the rooftop; C. 6m where setback a minimum 3m from the outermost projection of the rooftop; ii. maximum combined total footprint of 40% of the rooftop for all roofed structures (excluding lift shaft and stairway); iii. maximum combined total gross floor area of 20% of the rooftop for all fully enclosed structures (excluding lift shaft and stairway).	C – The maximum height of the rooftop is less than 6m and is setback greater than 3m from the outermost projection of the rooftop. Furthermore, the maximum combined total footprint of the rooftop for roofed structures is less than 40%. The maximum combined total gross floor area of the rooftop is less than 20% of the rooftop for fully enclosed structures (comprising the lobby and amenities). Refer to the Building Design Report prepared by Finegrain Group included within Appendix C.

3.1.2 Landscape

Andrew Gold Landscape Architecture has prepared a Landscape Concept Plan for the development and is included in **Appendix D**.

The Landscape Concept Plan outlines the landscape aspects proposed to be delivered as part of this development, including hard and soft landscaping at and above ground level, including but not limited to, the following key features.

- Existing street tree planting and new street tree planting to Sherwood Road;
- Generous landscaped areas along the street frontage, comprising a large feature tree, shrubs and low level plantings and groundcovers, providing connection between the ground level entrance and the streetscape;
- Deep planting areas along the frontage and rear boundary of the site, including a combination of large subtropical shade trees, columnar tree plantings and screen plantings providing visual softening and screening to the adjoining rear developments;
- Raised facade planter which borders that ground level terrace, comprising a combination of shrubs, ground covers and cascading plants from the planter box;
- Raised feature planter boxes along the eastern and western elevations of the building, which comprise a combination of shrubs, groundcovers and cascading plants that will cascade across the trellis structure; and
- Communal rooftop terrace, including:
 - Outdoor dining and seating areas;

- Communal BBQ; and
- Lobby and amenities.

Figure 13 – 15 below illustrates the proposed landscape outcome over the site, inclusive of tree plantings, and subtropical species to promote the subtropical character of Brisbane.



Figure 12: Ground Level Landscaping Outcome (Source: AGLA, 2026)

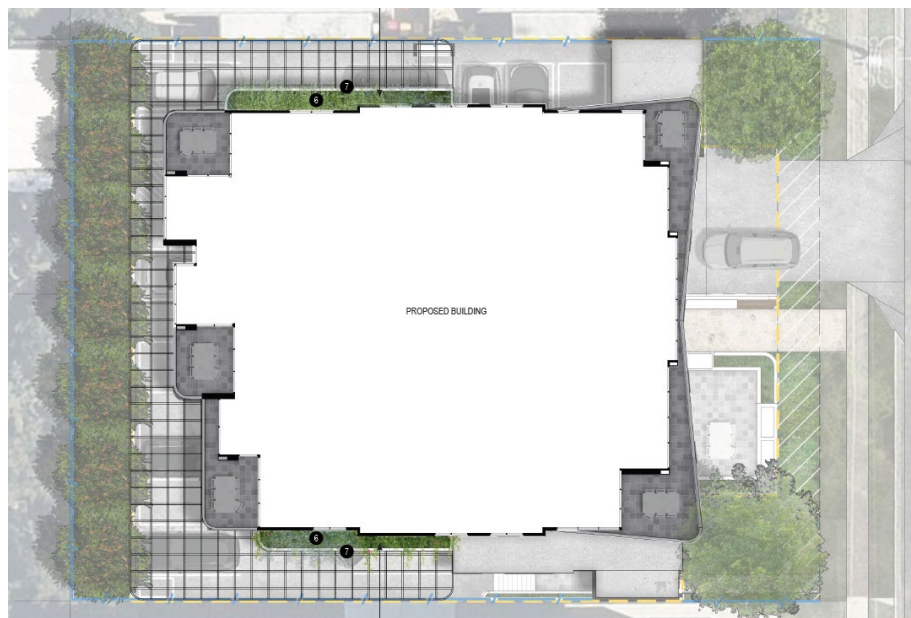


Figure 13: Level 01 Landscaping Outcome (Source: AGLA, 2026)

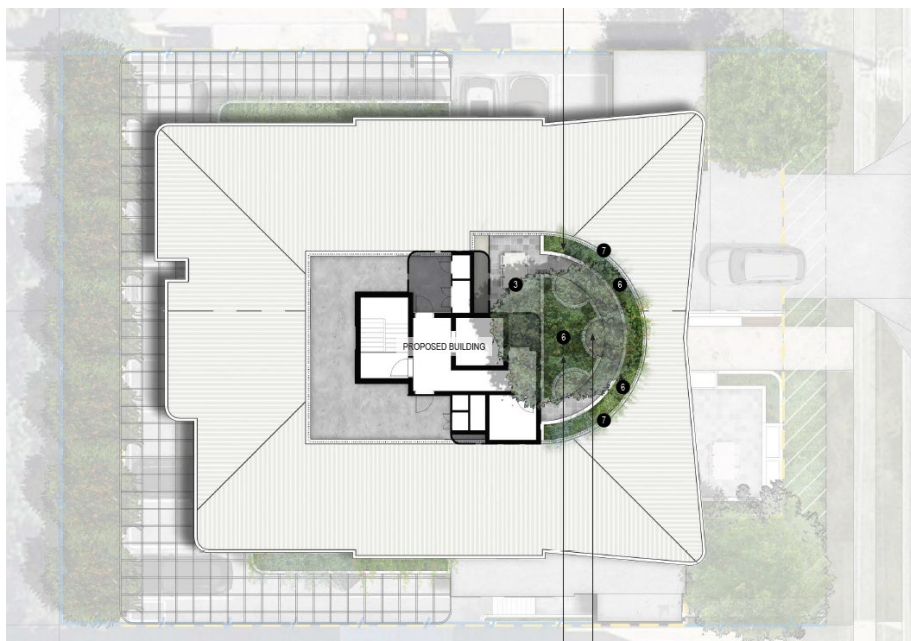


Figure 14: Proposed Rooftop Landscaping Outcome (Source: AGLA, 2026)

3.1.3 Traffic and Transport

A Traffic Assessment has been prepared by Modus Transport and Traffic Engineering and is included in **Appendix E** of this assessment. A summary of the report is provided in the following sections.

3.1.3.1 Carparking

The development proposes a total of forty-five (45) x car parking spaces across one (1) basement level and the ground level. The proposed car parking arrangement is summarised below:

- 38 x car parking spaces for residents (accommodated within the basement level and behind the line of security on ground level); and
- 7 x car parking spaces for visitors for residential units (accommodated on ground level in front and behind the security line).

As detailed in the Traffic Assessment (**Appendix E**), the proposed development complies with Council's minimum car parking rate prescribed under the Transport, Access, Parking and Servicing (TAPS) Code.

3.1.3.2 Vehicular and Pedestrian Access

Access to the proposed development is sought via a 6.5 metre wide, Type B2 crossover to Sherwood Road. It is noted that the proposed crossover location is generally consistent with the previous development approval identified onsite pursuant to A004494496.

Access to the basement level will be accommodated via a one-way ramp arrangement. A ground level hold point is provided, in which the proposed arrangement within the basement levels will see each parking space act as a holding bay. As demonstrated within the Traffic Assessment (**Appendix E**), the proposed one-way arrangement will operate as detailed herein –

- To ensure vehicle queuing onto the external road network does not occur, priority is to be made for the ground level hold point for a vehicle travelling to the basement levels. This can be coordinated by implementing an inground sensor at the hold point on the ground level.
- A traffic signal at the ground level (visible from the hold point location) will indicate whether an inbound vehicle at the hold point is able to proceed down the ramp (illustrated by a green light). A red light will indicate that an outbound vehicle is travelling up the ramp, and hence the vehicle at the hold point is not to proceed.
- Vehicle egress from the basement levels will be achieved via push buttons located within the basement (i.e., on columns), which signal a halt to inbound vehicle access and hence allow vehicles to travel outbound up the ramps. A delay system can be implemented, such that when a push button is activated, there is an interval to allow an occupant to enter their vehicle before a red signal is given to all other spaces.
- The signal arrangement will require all resident parking spaces to operate as a 'hold bay' where Modus recommends signal locations are suitably provided such that they are visible from all parking locations.

On this basis, only one (1) hold point will be provided on-site (at the ground level) in which each parking space within the basements will effectively act as a holding bay. This one-way ramp arrangement is commonly adopted within the Brisbane City Council LGA, of which the specifics of the one-way ramp system are to be finalising during future detailed design stages.

The hold point location on the ground level is located 18m south of the northern property boundary, indicating that a maximum of three (3) vehicles can store between the hold point to the property boundary. Having regard to the queuing assessment undertaken, the Traffic Assessment demonstrates the provision for three (3) vehicles to store between the ground level hold point to the property boundary is able to accommodate the 95th percentile queue on-site. Therefore, the proposed queue provisions are acceptable.

Pedestrian access to the development is available from Sherwood Road.

3.1.3.3 Traffic Generation

As demonstrated within the Traffic Assessment (**Appendix E**), the proposed development will accommodate up to 14 vehicles per hour. On average across the peak hour period, this corresponds to one (1) new vehicle on the external road network every 4 minutes.

On this basis, the proposed development traffic generation will not compromise the safety nor efficiency of the external road network.

3.1.3.4 Servicing

In accordance with the Brisbane City Plan Transport, Access, Parking and Servicing Planning Scheme Policy (**TAPS PSP**), the minimum service vehicle requirement for the proposed development is a Large Rigid Vehicle (**LRV**) and a Refuse Collection Vehicle (**RCV**). The proposed development accommodates on-site servicing for a LRV and RCV.

A swept path assessment has been undertaken by Modus which confirms the following –

- A LRV is able to safely and efficiently manoeuvre to, within and from the site ensuring a minimum 0.3m to any permanent obstructions, ensuring a reverse-in / forward-out arrangement occurs.
- A RCV is able to safely and efficiently manoeuvre to, within and from the site ensuring a minimum 0.5m to any permanent obstructions, ensuring a reverse-in / forward-out arrangement occurs.

The proposed forward-in, forward-out arrangement is acceptable on the following basis –

- Sherwood Road accommodates considerable vehicle sight distance at the site frontage, and hence there is sufficient capability for a vehicle to observe and react to a vehicle reversing into the site.
- The nature and scale of the development will require servicing on an occasional basis, typically twice a week at most for refuse collection.
- A reverse-in, forward-out arrangement is accommodated at nearby residential uses located at 572 Sherwood Road and 580 Sherwood Road. A review of historic TMR crash data along Sherwood Road within the previous five (5) year period confirms no crashes have occurred at the respective site frontages.

The proposed servicing arrangement for the development is thus acceptable.

3.1.3.5 Bicycle Facilities

The proposed development includes a total of 56 x resident bicycle spaces, comprising 44 x resident bicycle spaces and 12 x visitor bicycle spaces. Resident bicycle parking spaces are located across the basement and ground level. Bicycle spaces for the visitors are accommodated at ground level adjacent to the visitor car parking spaces and accessed from the internal driveway.

Refer to the Traffic Assessment prepared by Modus Transport and Traffic Engineering included in **Appendix E**, for further detail.

3.1.4 Waste Management

An Operational Waste Management Plan (**OWMP**) has been prepared by Modus Transport and Traffic Engineering and is included within **Appendix F**.

- A refuse room is provided on the ground level to accommodate all required bins, comprising 8 x 1,100L bulk bins plus an additional 2 x 1,100L bins to be stored under the chutes at all times, in addition to chute equipment for storage and collection.
- Bin wash facilities will be provided within the refuse storage room.
- The refuse room is enclosed to improve amenity impacts (odour, amenity, noise).
- The proposed transfer arrangements are as follows:
 - Residents will collect refuse from their dwelling and dispose of all refuse material to the diverter chute, as required.
 - Designated personnel will be responsible for collecting bins directly from the refuse room to the loading area and return them once serviced.
 - Bins will be transferred approximately 6m from the refuse room along a flat grade. The transfer path requirements are detailed within the OWMP (refer **Appendix F**).
- The refuse collection vehicle will enter the development in a reverse manoeuvre from Sherwood Road and exit the site in a forward gear. The RCV will stand on-site in the loading area which has a minimum dimension of 6.5m (W) x 12m (L), which includes sufficient space behind the RCV for bin servicing.

3.1.5 Engineering

A Civil Engineering Report has been prepared by Michael Bale and Associates and is included in **Appendix G** of this assessment. A summary of the report is provided in the following sections.

3.1.5.1 Lawful Point of Discharge

In the existing scenario, the runoff generated from the subject site discharges flows toward the existing stormwater infrastructure located within the Sherwood Road road reserve without any form of on-site detention or water quality treatment. The stormwater of this area is collected through stormwater pits / pipes discharging into Sherwood Dog Park and finally into Oxley Creek.

In the development condition, the site will comprise two (2) catchments: a main catchment and a bypass catchment. Runoff from the main catchment consists primarily of roof and podium hardstand flows, which are captured by a 26kL rainwater tank located in the southwestern corner of the site. Stored rainwater will be conveyed northwards to Sherwood Road via a dedicated pipe connection, where it will be discharged to the kerb and follow existing overland flow paths west toward the existing Council stormwater network.

Minor flows that cannot achieve gravity discharge toward the proposed lawful point of discharge will be conveyed to the basement and pumped to the boundary pit. Remaining runoff will continue to drain as overland sheet flow toward Sherwood Road, ultimately following the same downstream flow path.

The proposed discharge arrangement is considered to comply with the requirements of a lawful point of discharge and will be maintained following the development of the site. The proposed stormwater runoff will not result in net worsening or nuisance to adjoining properties.

3.1.5.2 Sewer Network

The site features an existing 150mm sewer main located within Sherwood Road, running west under Sherwood Road verge parallel to the northern boundary of the development. There are two (2) existing 100mm property connections that currently service 566 and 570 Sherwood Road, connecting into the sewer main within Sherwood Road.

The development proposes to maintain the existing sewer property connection within Sherwood Road, which will service the entire development. The existing 100mm property connection currently servicing 566 Sherwood Road is to be made redundant. The property connection servicing 570 Sherwood Road is proposed to be upgraded to a single 150mm property connection for the development.

3.1.5.3 Water Networks

The development site is currently serviced via a 100mm water main located within the Sherwood Road reserve. It is proposed that the two (2) existing 25mm water property connections are to be decommissioned and removed and the existing water metres to be returned to Urban Utilities.

The proposed development will be serviced via a singular 100mm water connection, connecting into the existing water infrastructure located within Sherwood Road.

3.1.5.4 Stormwater

It is proposed to provide detention for the development site within a singular detention tank that is located above ground toward the rear of the site on the ground floor level. A 26kL detention system is proposed to mitigate peak flows from the proposed development.

With respect to stormwater quality management, the site is not required to achieve the design objectives for the State Planning Policy and does not require a treatment system for the proposed development.

3.1.6 Earthworks and Retaining

Earthworks are proposed as part of the development to construct the basement and a shared access driveway. The site is identified within the Acid Sulfate Soils Overlay pursuant to the Brisbane City Plan 2014. Given that the proposed development will disturb greater than 500m³ of soil, a site-specific Acid Sulfate Soils assessment may be required for the site and to be prepared by a suitably qualified geotechnical engineer.

3.1.7 Erosion and Sediment Control

The Civil Engineering Report (**Appendix G**) includes a conceptual erosion and sediment control plan for the proposed development site and includes recommendations for monitoring and reporting responsibilities and the construction of site-specific sedimentation and erosion control measures. Detailed drawings specifying the proposed erosion and sediment control measures are to be provided at the Operational Works stage of the development.

4. Assessment against Statutory Planning Framework

4.1 Introduction

This Chapter of the Town Planning Assessment identifies the applicable components of the statutory town planning framework and provides an assessment against those components. A summary of the proposed development's compliance with the statutory town planning framework is provided at the conclusion of this Chapter.

4.2 State Planning Framework

4.2.1 Planning Act 2016

The Planning Act is the statutory instrument for the State of Queensland under which, amongst other matters, development applications are assessed by local governments.

4.2.2 Decision Rules

This development proposal involves assessable development under the City Plan and requires an Impact Assessable development application to be made to the Assessment Manager, in this case Council.

According to Section 45(5) of the Planning Act:

“(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”*

Assessment benchmarks for Impact Assessment are described in Section 30 and Section 31 of the **Planning Regulation 2017 (Planning Regulation)**:

“(30)(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.”*
- “(31)(1)For section 45(5)(a)(ii) of the Act, the impact assessment must be carried out having regard to—*
- (a) the matters stated in schedules 9 and 10 for the development; and*
 - (b) if the prescribed assessment manager is the chief executive—*
 - (i) the strategic outcomes for the local government area stated in the planning scheme; and*
 - (ii) the purpose statement stated in the planning scheme for the zone and any overlay applying to the premises under the planning scheme; and*
 - (iii) the strategic intent and desired regional outcomes stated in the regional plan for a region; and*
 - (iv) the State Planning Policy, parts C and D; and*
 - (v) for premises designated by the Minister—the designation for the premises; and*
 - (c) if the prescribed assessment manager is a person other than the chief executive or the local government—the planning scheme; and*
 - (d) if the prescribed assessment manager is a person other than the chief executive—*
 - (i)the regional plan for a region; and*
 - (ii)the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (iii)for designated premises—the designation for the premises; and*
 - (e) any temporary State planning policy applying to the premises; and*
 - (f) any development approval for, and any lawful use of, the premises or adjacent premises; and*
 - (g) the common material.*

At the time of the lodgement of the development application, the common material comprises the application material only. The application material includes an assessment of the proposed development against the relevant assessment benchmarks. Information arising from the Information Request stage and Public Notification stages will also form part of the common material to be assessed by the Assessment Manager.

4.2.3 Public Notification

Pursuant to Section 53 of the Planning Act, the notification stage of the development assessment process applies to an application if either of the following applies –

- “(a) any part of the application requires impact assessment; or*
- (b) the application includes a variation request.”*

As this development application requires Impact Assessment, public notification pursuant to the Planning Act is required.

4.2.4 State Planning Policy

The State Planning Policy was released on 3rd July 2017. It is a State planning instrument made under Chapter 2 Part 2, Section 10 of the Planning Act.

As prescribed in Section 26(2)(a)(ii) of the Planning Regulation, the State Planning Policy represents an assessment benchmark and the assessment manager must have regard to State Planning Policies if it is not identified as being appropriately reflected in the planning scheme.

Part 2 of the City Plan identifies the State Planning Policy (to the extent it is applicable) as being appropriately reflected in the City Plan, except for the following State interests.

- State interest – Natural hazard, risk and resilience – The bushfire prone area in the planning scheme does not reflect the State mapping layer.
- State interest – Strategic airports and aviation facilities – The building restricted area is not identified in the planning scheme.

The abovementioned State interests are not applicable to the site or the assessment of the development and therefore a separate assessment against the State Planning Policy is not applicable in this instance.

4.2.5 Referral Jurisdiction and State Development Assessment Provisions

Section 55(2) of the Planning Act states that:

“For any other referral agency, a regulation may prescribe the matters the referral agency—

(a) may, must or must only assess a development application against; and

(b) may, must, or must only have regard to for the assessment.”

Part 4, Section 22(1) of the Planning Regulation states that:

“Schedules 9 and 10 prescribe—

(a) for section 54(2)(a) of the Act, the referral agency for the development applications stated in the schedules; and

(b) for section 55(2) of the Act, the matters the referral agency—

(i) may or must assess the development application against; and

(ii) may or must assess the development application having regard to.”

The proposed development does not require referral to the State Assessment and Referral Agency and consequently the State Development Assessment Provisions do not apply.

4.2.6 State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) set out the assessment benchmarks for the assessment of development applications where the Chief Executive is a referral agency.

In the case of the development application no referral is required to the State Assessment Referral Agency and accordingly, no assessment against the State Development Assessment Provisions in this instance is applicable to the development application.

4.2.7 South East Queensland Regional Plan

The South East Queensland Regional Plan 2023 (Shaping SEQ 2023) provides a sustainable growth management strategy for the region that articulates strategic direction and certainty that will accommodate an increase in population in South East Queensland.

As prescribed in Section 26(2)(a)(i) of the Planning Regulation, the regional plan represents an assessment benchmark and the assessment manager must have regard to regional plan, if it is not identified as being appropriately reflected in the planning scheme.

Shaping SEQ 2023 recognises the current housing supply issues faced in South East Queensland and specifically identifies a target of 210,800 additional homes to be provided within the Brisbane Local Government Area from 2021 – 2046. The proposed development will contribute to the supply of housing within Brisbane.

Dwelling diversity sub-targets complement the dwelling supply targets to provide further direction on the preferred mix of dwelling types needed to accommodate changing populations and households by 2046. Supply of housing in a diverse range of built forms is critically important to achieve the dwelling supply targets, respond to changing households, provide greater housing choice and deliver gentle density in partnership with local governments and industry.

The SEQ Regional Plan defines medium-rise buildings as comprising a building height of 4 to 8 storeys. In 2021, 7% of housing in the Brisbane LGA was in the form of medium-rise buildings. The ShapingSEQ 2046 target for medium-rise buildings within the LGA is to grow to 11%. Refer to **Figure 16**.

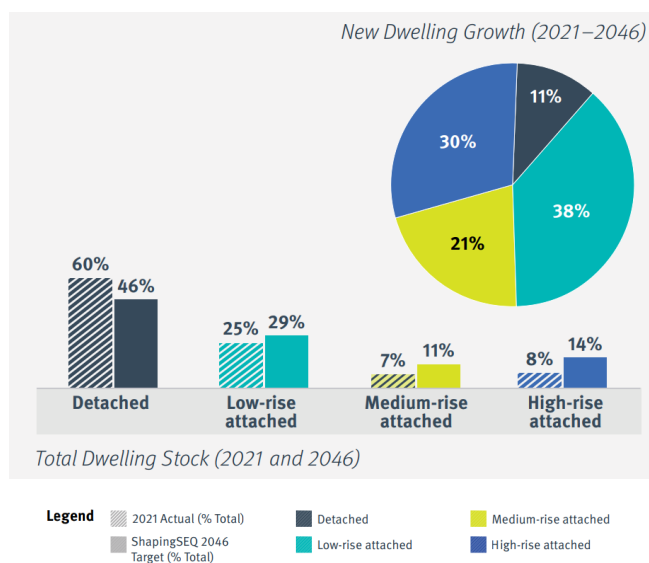


Figure 15: Dwelling diversity targets to 2046 in Brisbane LGA (Source: ShapingSEQ, 2026)

The subject site is included in the area mapped as Urban Footprint, the intent of which is to accommodate a range of urban uses in the form of housing, businesses, infrastructure, community facilities and well-planned urban environments. The outcome of the proposed development, comprising a residential development is therefore aligned with the intent of the urban Footprint. Having regard to the above, the proposed development furthers the outcomes identified by the SEQ Regional Plan 2023.

4.3 Local Planning Framework

4.3.1 Brisbane City Council's Sustainable Growth Strategy

Brisbane's Sustainable Growth Strategy seeks to prioritise *"Housing supply for our growing and evolving city, Housing diversity and affordability, right housing in the right locations and Sustainable, liveable and well-designed sub-tropical homes"*. Additionally, the strategy seeks to *"investigate opportunities to increase the supply of large apartments that will provide affordable and convenient housing options for families"*.

Whilst this Strategy is a non-statutory document, comfort can be gained knowing that the approach taken with the proposed development (facilitating larger dwelling units that provide housing choice, particularly for families) is consistent with Council's broader strategy intentions.

Brisbane's Sustainable Growth Strategy strongly encourages higher density in locations that have easy access to public transport and services, and the delivery of diversity in housing product.

4.3.2 Low-Medium Density Residential (LMR) Review

Brisbane City Council recently announced the Low-Medium Density Residential (LMR) Zone review⁸, aiming to increase building height up to 4 storeys in well-located sites near frequent public transport services or shops (i.e. within 400m walking distance to a District Centre). Relevantly, the Low-medium density residential zoned land on the opposite side of Sherwood Road meets the accessibility criteria being considered by Council and therefore is expected to benefit from the building height uplift opportunities (up to 4 storeys).⁹ The additional height within the Low-medium Density Residential Zone changes the interface between this zone and the subject site, within the Medium Density Residential Zone.

In this context, it is noted that adjacent land within the Low-medium Density Residential Zone is envisaged to accommodate building height outcomes that are broadly coherent with the height outcomes applicable to the Medium density residential zone. Accordingly, an appropriate transition in built form and scale between the respective zones is expected.

4.3.3 Brisbane City Plan 2014

The City Plan commenced on 30 June 2014 and is the relevant planning scheme for the assessment of development proposals within the City of Brisbane. The City Plan version applicable at the time of lodgement of this development application is v36.00 / 2026.

4.3.4 Defined Land Use

The proposed development comprises the following land uses, which defined in Schedule 1 of the City Plan, with the relevant definitions reproduced below.

"Multiple dwelling - means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households."

4.3.5 Category of Assessment

Table 6 sets out the applicable category of assessment triggers for the development.

⁸ More Homes, Sooner – Low-medium Density Residential Design Amendment.

⁹ Land on the opposite side of Sherwood Road is identified within approximately 125.0m walking distance to a District Centre Zone and therefore meets the criteria for a 'Key Location' under the Amendment.

The applicable overlays do not alter the level of assessment identified under the level of assessment table for the zone. Refer to **Table 6** below for further detail.

Table 6 - Category of Assessment			
Zone	Application Triggers	Level of Assessment	Assessment Benchmarks
Medium Density Residential Zone	Impact Assessment Material Change of Use for Multiple Dwelling, where exceeding 5 storeys ¹⁰ .	Impact Assessment	Strategic Framework Multiple Dwelling Code Medium Density Residential Zone Code Filling and Excavation Code Infrastructure Design Code Landscape Work Code Outdoor Lighting Code Stormwater Code Transport, Access, Parking and Servicing Code
Neighbourhood Plan			
Sherwood – Graceville District Neighbourhood Plan	No Change	Code Assessment	Sherwood – Graceville District Neighbourhood Plan Code
Overlays			
Airport Environs	MCU, other than for a dwelling house, in the Obstacle Limitation Surfaces sub-categories and height restriction zone sub-categories, if assessable development in the zone or neighbourhood plan.	Code Assessment	Airport Environs Overlay Code (Section A)
	MCU, other than for a dwelling house, in the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) sub-categories, if assessable development in the zone or neighbourhood plan.	Code Assessment	Airport Environs Overlay Code (Section A)
Bicycle Network Overlay	MCU, other than for a dwelling house or home-based business, involving a new	Code Assessment	Bicycle Network Overlay Code

¹⁰ Where the neighbourhood plan does not specify a building height.

Table 6 - Category of Assessment			
	premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan.		
Community Purposes Network	Not Applicable	Not Applicable	Not Applicable
Critical infrastructure and Movement Network	Not Applicable	Not Applicable	Not Applicable
Dwelling House Character Overlay	Not Applicable	Not Applicable	Not Applicable
Flood Overlay	Not Applicable	Not Applicable	Not Applicable
Potential and Actual Acid Sulfate Soils Overlay	MCU, where 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.	Code Assessment	Potential and Actual Acid Sulfate Soils Overlay Code Filling and Excavation Code
Road Hierarchy	MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan.	Code Assessment	Road Hierarchy Overlay Code (Sections A, B and C)
Streetscape Hierarchy	MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable in the zone or neighbourhood plan.	Code Assessment	Streetscape Hierarchy Overlay Code (Section A and B)
Transport Noise Corridor Overlay	MCU, for a multiple dwelling where accommodating 6 or more people, involving a new premises or an existing premises with an increase in gross floor area if assessable development in the zone or neighbourhood plan.	Code Assessment	Transport Noise Corridor Overlay Code

4.3.6 Strategic Framework

The City Plan includes a Strategic Framework which sets the policy direction for the planning scheme. The Strategic Framework includes five themes, the most relevant of which is the “Brisbane CityShape” theme. The CityShape theme identifies a broad land use pattern for the site.

Theme 2: Brisbane’s outstanding lifestyle and Theme 5: Brisbane’s CityShape are particularly relevant to the proposed development. In response to these aspects of the Strategic Framework, the Applicant notes the following.

- Growth within the Suburban Living Area is in response to the site’s zoning and the intent of the Neighbourhood Plan (**Specific Outcome SO1, Element 5.5 of Theme 5**).
- Brisbane’s housing is diverse in type and form, offering choice to different household types and income levels and individuals with specific housing needs (**Specific Outcome SO2, Element 2.2 of Theme 2**).
- The proposed development’s location in close proximity to public transport networks will encourage a walkable neighbourhood and reduced vehicle-based trips (**Theme 5, Element 5.8 – Land Use Strategy 2.1**). Refer to the **Section 2.1.11** of the Town Planning Report and Traffic Assessment included within **Appendix E** for further detail.
- Brisbane’s development provides sufficient car parking to: (a) protect the traffic functions and streetscape of the road network; (b) encourage public and active transport (**Specific Outcome SO5, Element 4.1 of Theme 4**). Refer to the Traffic Assessment included within **Appendix E** for further detail.
- The built form, siting and design of the development promotes a subtropical urban design and living outcome for the occupants of the building (**Theme 2, Element 2.1 – Land Use Strategy 7**).
- The deep planting has been incorporated as a feature of the ground level outcome (**Theme 2, Element 2.1 – Land Use Strategy 9.1**).

4.3.7 Zone

The City Plan identifies the site within the Medium Density Residential Zone.

The development location and uses overall outcomes are:

- a. *Development provides for a mix of well-designed, location-responsive medium rise and medium density residential development of up to 5 storeys and located on suitable sites, in well-located parts of the city, including the inner city and in close proximity to significant centres or along growth corridors or on the periphery of centres.*
- b. *Development allows for urban consolidation and better use of physical and social infrastructure, capitalising on the zone’s strategic location and amenity and proximity to key destinations.*
- c. *Development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres.*
- d. *Development provides for co-existence of dwelling houses, dual occupancies or multiple dwellings.*
- e. *Development reflects and supports the level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a medium density, but predominantly permanent residential environment.*

The development form overall outcomes are:

- a. *Development for a residential building occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the Medium density residential zone and reinforces a distinctive subtropical character of medium rise buildings with a landscaped streetscape and recreation areas.*
- c. *Development provides for a building to have a building height and bulk that responds to:*
 - a. *the nature of adjoining dwellings;*
 - b. *site characteristics, including the shape, frontage, size, orientation and slope.*
- d. *Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture by having a lower height and/or smaller bulk than in the High density residential zone, acknowledging this zone's role as a transition area between higher and lower rise/lower density zones.*
- e. *Development for a housing type other than a dwelling house is of a scale and bulk that enables the buildings to co-exist comfortably with dwelling house and dual occupancy uses in adjoining lower density zones.*
- g. *Development supports a subtropical character by ensuring that:*
 - i. *building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate;*
 - ii. *residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.*
- h. *Development provides quality private and public open spaces and landscaping, including deep planting, which softens the scale of the dwellings, provides spaces for outdoor activity areas and encourages outdoor living.*
- i. *Development provides for a building design that interfaces with the street and other adjoining public spaces, including via habitable uses at ground level (with parking located below or behind buildings unless a dwelling house or dual occupancy) which provides surveillance and encourages activation of parks and streets.*
- j. *Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be:*
 - i. *suitably located and orientated on the site;*
 - ii. *designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.*
- k. *Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.*

The proposal is consistent with the Overall Outcomes of the Medium Density Residential zone. Refer to compliance against the Medium Density Residential zone code within **Appendix A** for further detail.

4.3.8 Neighbourhood Plan

The site is included in the Graceville District Neighbourhood Plan area. The overall outcomes for the Neighbourhood Plan include:

- b. *A mix of housing densities, types and sizes exist within walking catchment of services and public transport at the Cordina and Sherwood centres, to accommodate the community's housing needs at various stages of their lives and in particular to provide housing for the ageing population in the area.*

4. *Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.*
5. *While making efficient use of land, development is consistent with community expectations and infrastructure assumptions.*

The overall outcomes for the Sherwood Centre Precinct (Sherwood-Graceville District Neighbourhood Plan / NPP-003) overall outcomes are:

- a. *This is a vibrant, mixed use centre, accommodating a range of centre activities, including multiple dwellings, offices, shops and community activities. A wide choice of housing types is located within walkable proximity to the services provided at Sherwood centre and to the Sherwood railway station.*
- b. *Residents living within the precinct will have residential amenity consistent with the levels in a vibrant, mixed use centre.*

4.3.9 Overlays

The City Plan includes a number of overlays which provide additional information in relation to state and local interests. The site is subject to the following overlay designations:

Table 7 – Overlays	
Overlay	Sub-category
Airport environs overlay	- OLS – Horizontal limitation surface boundary - PANS – Procedure for air navigation services - BBS Zone – Distance from airport 3-8km - LI – Within 6km – Max intensity of light sources 3 deg above horizon
Bicycle Network Overlay	Secondary Cycle Route
Community purposes network overlay	-
Critical infrastructure and movement network overlay	Critical infrastructure and movement planning area sub-category
Dwelling house character overlay	-
Flood Overlay	Brisbane River flood planning area 5 sub-category
Potential and Actual Acid Sulfate Soils Overlay	- Potential and actual acid sulfate soils sub-category - Land above 5m AHD and below 20m AHD sub-category
Road hierarchy overlay	Arterial Road (Sherwood Road)
Streetscape hierarchy overlay	Subtropical boulevard – out of centre verge width 3.75m / 4.25m (Sherwood Road)
Transport Noise Corridor Overlay	Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 2 sub-category

Table 7 – Overlays	
Overlay	Sub-category
	- Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 3 sub-category - Designated State Noise Corridor – Rail Network: Category 0: Noise level <70 dB(A) - Designated State Noise Corridor – Rail Network: Category 1: 70 dB(A) – 75 dB(A)

4.3.10 Applicable Assessment Benchmarks and Compliance Summary

The following sections comprise a summary of compliance against the assessment benchmarks of the applicable codes that apply to the proposed development.

Table 8 – Applicability of relevant assessment benchmarks	
Assessment Benchmark	Applicability
Zone Code	
Medium Density Residential Zone Code	Applicable – Refer to response provided in Appendix A .
Neighbourhood Plan Code	
Sherwood-Graceville District Neighbourhood Plan	Applicable – Refer to response provided in Appendix A .
Use Codes	
Multiple Dwelling Code	Applicable – Refer to response provided in Appendix A .
Prescribed Secondary Codes	
Filling and Excavation Code	Applicable – Refer to the Civil Engineering Report provided in Appendix G .
Infrastructure Design Code	<u>Applicable</u> – Refer to the Civil Engineering Report provided in Appendix G .
Landscape Work Code	<u>Applicable</u> – Refer to the Landscape Concept Plan provided in Appendix D .
Outdoor Lighting Code	<u>Applicable</u> – Refer to response provided in Appendix A .
Stormwater Code	<u>Applicable</u> – Refer to the Engineering Assessment provided in Appendix G .
Transport, Access, Parking and Servicing Code	<u>Applicable</u> – Refer to the Traffic Impact Assessment provided in Appendix E .
Overlay Codes	
Airport Environs Overlay Code	Applicable – refer to response provided in Appendix A .
Bicycle Network Overlay Code	Applicable – refer to response provided in Appendix A .
Potential and Actual Acid Sulfate Soils Overlay Code	Applicable – refer to response provided in Appendix A .

Table 8 – Applicability of relevant assessment benchmarks	
Assessment Benchmark	Applicability
Road Hierarchy Overlay Code	Applicable – refer to the Traffic Impact Assessment provided in Appendix E response provided in Appendix A .
Streetscape Hierarchy Overlay Code	Applicable – refer to response provided in Appendix A .
Transport Noise Corridor Overlay	Applicable – refer to response provided in Appendix A .

4.3.10.1 Medium Density Residential Zone Code

The proposed development complies with the applicable Overall Outcomes of the Medium Density Residential Zone Code. The proposal therefore complies with the purpose of the code.

A complete response to the Medium Density Residential Zone Code is included in **Appendix A**.

4.3.10.2 Sherwood – Graceville District Neighbourhood Plan Code

The site is located within the Sherwood Centre Precinct (NPP-003) of the Sherwood – Graceville Neighbourhood Plan Code. The proposed development complies with the applicable Acceptable Outcomes

A detailed assessment of the Sherwood – Graceville District Neighbourhood Plan Code is included in **Appendix A**.

4.3.10.3 Multiple Dwelling Code

The proposed development complies with most of the applicable Acceptable Outcomes under the Multiple Dwelling Code. The development proposes alternative outcomes in relation to **AO4.1** (building height), **AO6 / AO7.1** (setbacks), **AO8** (site cover), **AO12.3** (direct pedestrian entry for ground storey dwellings), **AO28.1 / AO29.2** (deep planting dimension), **AO28.2** (landscaping to side boundaries), **AO31.1** (ground storey private open space) and **AO31.5** (balcony orientation).

A detailed response to **AO4.1** (building height), **AO6 / AO7.1** (setbacks) and **AO8** (site cover) is provided in **Section 5 – Key Planning Matters**.

Pedestrian Entry for Ground Level Dwelling

Acceptable Outcome **AO12.3** seeks that development provides a direct entry to the street for ground storey dwellings adjacent to the street frontage.

As presented within the Building Design Package (**Appendix C**), the proposed primary pedestrian entry to the ground level unit is provided from the ground level car parking area, with a secondary pedestrian access point provided via the main building entry from Sherwood Road. As demonstrated in the Architectural Plans, the proposed development provides a prominent pedestrian entry that connects the residential lobby to the public verge along Sherwood Road. A private entry gate is provided to the ground level unit, upon entry to the site from the pedestrian footpath.

The proposed development provides an entrance that defines the threshold between public and private spaces – presenting a well-defined and legible pedestrian entry through the integration of landscaping, curved façade elements and the differing pavement treatment. Accordingly, the proposed development provides an entry arrangement that provides safe, secure and convenient access to the site for residents and visitors in accordance with **PO12** of the Multiple Dwelling Code.

Side Boundary Landscaping

Acceptable Outcome **AO28.2** seeks for landscaping to be provided along the side boundaries and comprise a minimum 1.5 metre width (excluding any areas for built to boundary walls). As demonstrated within the Landscape Concept Plan (**Appendix D**), the proposal provides an alternative outcome to the 1.5 metre wide provision on the basis that landscaping is not proposed along the side boundaries (in parts). The proposed side boundary landscaping complies with the corresponding performance outcome (**PO28**) for the reasons set out herein.

- The proposed development provides an exceptional landscape outcome along the front and rear of the site, including areas of deep planting that can accommodate large subtropical trees and shrub species.
- A landscaped trellis is proposed toward the rear of the site above the proposed ground level carparking and hardstand manoeuvring areas – delivering a layered landscaped response that affords additional screening to the car parking area and provide for living greenery that will contribute to natural shade to mitigate heat island impacts.
- The proposed development provides an exceptional landscaped outcome along the front and rear boundaries of the site, including areas of deep planting that are of a sufficient size and dimension to accommodate large subtropical shade trees and canopy trees. As presented on the Landscape Concept Plan (**Appendix D**), deep planting areas afford an additional element of greenery that presents to the side boundaries (in part), softening the appearance of the built form to adjoining residential development to the east and west.
- As presented on the Landscape Concept Plan (**Appendix D**), a containerised landscape planter is provided along the eastern boundary of the site, adjacent to the proposed pedestrian entry for the ground level unit. The proposed planter will accommodate a combination of small shrubs and ground covers that will afford an additional layer of living greenery and privacy for residents.
- Furthermore, the development proposes a 1.8 metre high fence along the eastern and western elevations of the site and will afford adjoining residential properties with additional privacy and amenity.

Having regard to the above, the proposed landscape outcome contributes positively to the amenity and the subtropical microclimate of the site, reduces the appearance of ground level hardstand areas and contributes to privacy between residences in accordance with Performance Outcome **PO28**. Refer to the Landscape Concept Plan prepared by AGLA included in **Appendix D**, for further detail.

Private Open Space – Ground Storey Dwelling

Acceptable Outcome **AO31.1** of the Multiple Dwelling Code seeks that development provides private open space which comprises for a minimum area of 35m² with a minimum dimension of 3 metres, for ground storey dwellings.

As presented within the Building Design Package (**Appendix C**), all units (above ground) have an area of private open space directly accessible from the internal primary living areas of the dwelling, with dimensions for each exceeding 3 metres by 3 metres and a minimum area of 12m². An alternate outcome is proposed with respect to the private open space for the ground storey, which is afforded with an area of private open space of 25m² and a minimum dimension exceeding 3 metres by 3 metres.

The corresponding performance outcome (**PO31**) is repeated below for completeness.

PO31

Development must provide attractive and functional private open space for residents that:

- a. *Is appropriately sized and located to enhance amenity and liveability for residents;*
- b. *Is designed to be functional for the use of the possible number of residents in each dwelling;*
- c. *Is designed to contribute to the form and detail of the building.*

The proposed ground storey private open space outcome complies with the corresponding performance outcome (**PO31**) for the reasons set out herein.

- The proposed private open space is appropriately sized and located to enhance liveability and amenity for residents As presented on the Building Design Package (**Appendix C**), the proposed space exceeds the minimum dimension of 3 metres by 3 metres substantively, which is determined by the code to be a suitable functionality for residents.
- The proposed private open space is adjacent to the ground storey dwelling, such that the operable doors can facilitate indoor / outdoor living. These areas also enable a strong cross-ventilation outcome to be achieved.
- The amount of space is functional for use by the intended number of residents for each dwelling. The proposed terrace area can accommodate a large dining setting that is of a size to accommodate the intended number of residents. In addition, the rooftop communal recreational space provides affords an extensive functional recreation space for residents – providing for communal BBQ area, lounges and associated amenities.
- The private open space area is provided along the northern elevation, which allows for variation, articulation and modulation in the form and detail of the building that presents to the Sherwood Road streetscape, and allows for landscape contributions to the detailing of the development at the ground plane.
- As presented within the Landscape Concept Plan (**Appendix D**) and in **Figure 17** below, the ground level terrace is buffered by significant areas of deep planting and landscaping. Containerised planters border the terrace and will comprise a mix of shrubs and ground covers – with the green living affording residents with an additional element of privacy, shade and amenity. A feature tree will be provided within the north-eastern corner of the site which will provide for shade and screening over the ground level terrace. Refer to the Landscape Concept Plan prepared by AGLA included in **Appendix D**.

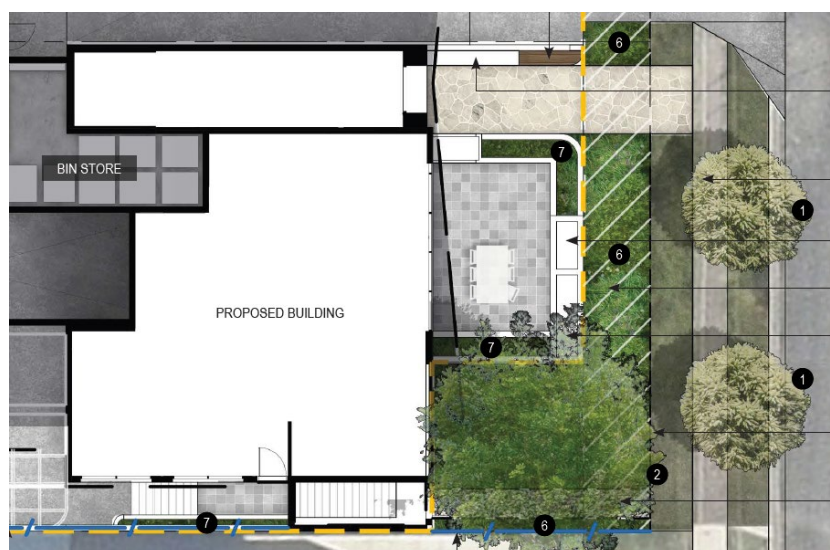


Figure 16: Proposed ground level private open space (Source: AGLA, 2026)

Balcony Orientation

Acceptable Outcome **AO31.5** seeks development to provide a minimum of 75% of a dwelling's outdoor living area to be positioned to the north or the north-east. To the extent possible, the living area of the residential units have been oriented to the north or north-east. However, as a consequence of the shape, size and orientation of the site, not all units have living areas that have been oriented to the north or north-east, meaning that some living areas face to the south.

As presented on the Architectural Plans (**Appendix A**), each unit is afforded with a functional outdoor living space that receives natural light, however, is shaded to protect residents from direct sunlight through the depth of the balcony and screening elements. Furthermore, the proposed balconies range from 12m² to 14m², providing appropriately sized and dimensioned outdoor spaces for private recreation in conjunction with the communal open space, provided on the rooftop level that affords additional communal recreational space for residents. The proposed design and layout of the residential units and private open space does not prevent good access to natural light.

The balance of balconies that are oriented toward Sherwood Road (to the north) achieve a visually interesting and engaging streetscape interface. The proposed development therefore complies with Performance Outcome **PO31**.

Having regard to **Appendix A** and **Section 5** of this report, the proposed development complies with the Performance Outcomes and Overall Outcomes of the Multiple Dwelling Code and therefore complies with the purpose of the code.

A detailed assessment of the Multiple Dwelling Code is included in **Appendix A**.

4.3.10.4 Filling and Excavation Code

For a response to the Filling and Excavation Code please refer to the Civil Engineering Report included in **Appendix G**. The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Filling and Excavation Code.

4.3.10.5 Infrastructure Design Code

For a response to the Infrastructure Design Code please refer to the Civil Engineering Report included in **Appendix G**. The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Infrastructure Design Code.

4.3.10.6 Landscape Work Code

For a response to the Landscape Work Code please refer to the Landscape Concept Plan included in **Appendix D**. The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Landscape Work Code.

4.3.10.7 Outdoor Lighting Code

The proposed development complies with the Acceptable Outcomes of the Outdoor Lighting Code and therefore complies with the purpose and overall outcomes of the code.

A detailed assessment of the Outdoor Lighting Code is provided in **Appendix A**.

4.3.10.8 Stormwater Code

For a response to the Stormwater Code please refer to the Civil Engineering Report included in **Appendix G**. The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Stormwater Code.

4.3.10.9 Transport, Access, Parking and Servicing Code

For a response to the Transport, Access, Parking and Servicing Code please refer to the Traffic Assessment included **Appendix E**. The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Transport, Access, Parking and Servicing Code.

4.3.10.10 Airport Environs Overlay Code

The proposed development complies with the applicable Acceptable Outcomes of the Airport Environs Overlay Code. The development therefore complies with the purpose and overall outcomes of the code.

A detailed assessment of the Airport and Environs Overlay Code is provided in **Appendix A**.

4.3.10.11 Bicycle Network Overlay Code

The proposed development complies with the applicable Acceptable Outcomes of the Bicycle Network Overlay Code. The development therefore complies with the purpose and overall outcomes of the code.

A detailed assessment of the Bicycle Network Overlay Code is provided in **Appendix A**.

4.3.10.12 Potential and Actual Acid Sulfate Soils Overlay Code

The proposed development complies with the applicable Acceptable Outcomes of the Potential and Actual Acid Sulfate Soils Overlay Code. The development therefore complies with the purpose and overall outcomes of the code.

A detailed assessment of the Potential and Actual Acid Sulfate Soils Overlay Code is provided in **Appendix A**.

4.3.10.13 Road Hierarchy Overlay Code

For a response to the Road Hierarchy Overlay Code please refer to the Traffic Assessment included **Appendix E** and response included within **Appendix A**. The proposed development complies with the Performance Outcomes and Acceptable Outcomes of the Road Hierarchy Overlay Code.

4.3.10.14 Streetscape Hierarchy Overlay Code

The proposed development complies with most of the applicable Acceptable Outcomes of the Streetscape Hierarchy Overlay Code. The development proposes an alternate outcome in relation to **AO2.1**.

AO2.1 seeks that development retain and protect existing street trees. As demonstrated within the Landscape Concept Plans (**Appendix D**) and the Building Design Package (**Appendix C**), there are two (2) existing street trees identified along the Sherwood Road frontage.

Access is proposed to be obtained via a new 6.5 metre wide crossover from Sherwood Road, which is located toward the north-western end of the site to facilitate access to ground level parking, servicing areas and basement levels. The location of the proposed vehicular access requires the removal of an existing street tree that is located toward the north-western corner of the site's frontage (to Sherwood Road). It is noted that the proposed crossover location (and subsequent removal of the existing street tree) is generally consistent with the previous development approval identified onsite pursuant to A004494496.

The Applicant proposes to remove the existing street tree as part of the proposed development and enter into an agreement with Council's Assets Services Team to facilitate a replacement tree to be located elsewhere along the site's frontage to Sherwood Road. To ensure a replacement tree is

planted, the Applicant accepts any relevant and reasonable condition to be imposed in relation to the street tree planting in accordance with the Infrastructure Design Planning Scheme Policy. The Landscape Concept Plan (**Appendix D**) identifies a replacement street tree location along the Sherwood Road frontage.

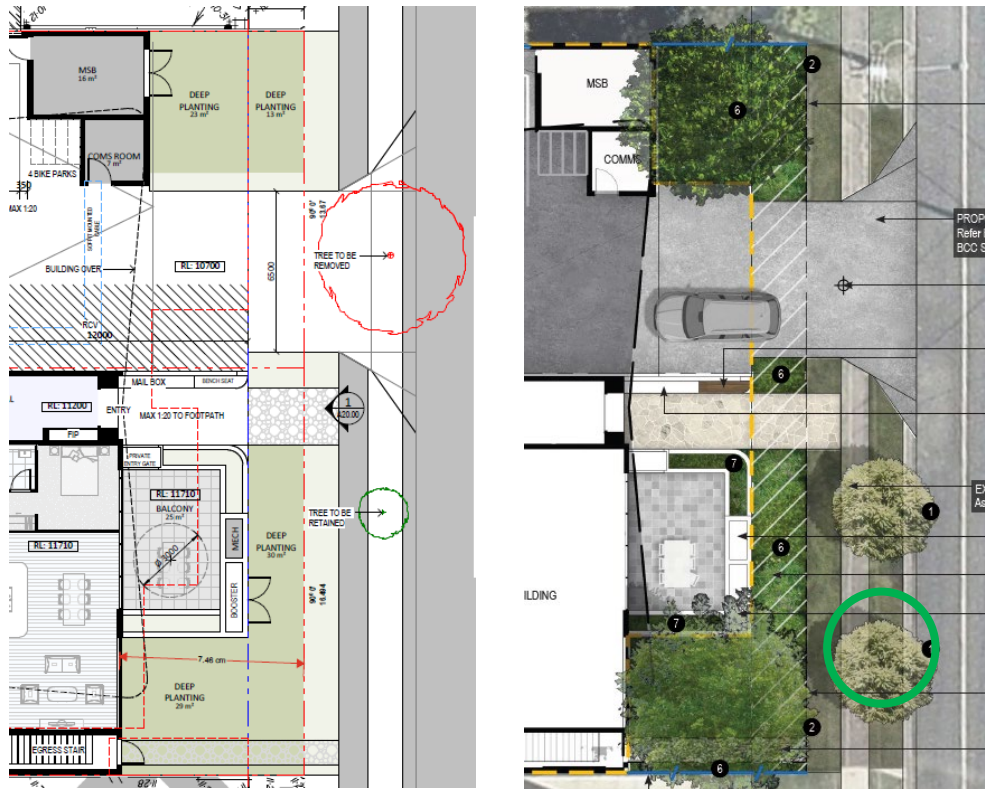


Figure 17: Left: Street tree to be removed, Right: Street tree replacement (depicted in green outline)

As demonstrated within the Landscape Concept Plan (**Appendix D**), the proposed development provides a positive landscape outcome on the ground level and will include an additional large feature tree within the front setback area to Sherwood Road to provide a high-quality subtropical streetscape outcome in combination with ground covers and plantings at ground level. The proposal will deliver a high quality subtropical streetscape outcome with a strong pedestrian amenity focus. Refer to the Building Design Package included within Appendix C and the Landscape Concept Plan included in **Appendix D**, for further detail. The development therefore complies with the corresponding Performance Outcome **PO2** of the Streetscape Hierarchy Overlay Code.

A detailed assessment of the Streetscape Hierarchy Overlay Code is provided in **Appendix A**.

4.3.10.15 Transport Noise Corridor Overlay Code

The proposed development complies with the applicable Acceptable Outcomes of the Transport Noise Corridor Overlay Code. The development therefore complies with the purpose and overall outcomes of the code.

A detailed assessment of the Transport Noise Corridor Overlay Code is provided in **Appendix A**.

4.3.10.16 Infrastructure Charges Matters

Based on Council's Adopted Infrastructure Charges Resolution (No.15) 2026 and Queensland Urban Utilities Water Netserv Plan (v10) and the following demand units for the Local Government Adopted charges and Queensland Urban Utilities are identified as applying to the development.

Table 9 – Infrastructure Charges				
Column 1 Use under Planning Regulation <i>Editor's note—See Table 1, Column 1 of Schedule 16 of the Planning Regulation.</i>	Demand Unit	Column 3 Distributor-retailer proportion of prescribed amount (\$) <i>Editor's note—See distributor-retailer's Water Netserv Plan (Part A) (Charges schedule).</i>		Column 4 Local government adopted charge (\$)
		QUU (Wastewater)	QUU (Water Supply)	
Residential				
Multiple Dwelling	1 or 2 bedroom unit	\$8,774.80	\$4,321.80	\$13,423.83
	3 or more bedroom unit	\$12,284.70	\$6,050.50	\$18,793.33
Calculation	10 x 2 bedroom dwellings	10 x \$10,858.40 = \$108,584.00	10 x \$4,321.80 = \$43,218.00	10 x \$13,423.83 = \$134,238.30
	16 x 3 bedroom dwellings ¹¹	16 x \$12,284.70 = \$196,555.20	16 x \$6,050.50 = \$96,808.00	16 x \$18,793.33 = \$300,693.28
Total (QUU)	\$445,265.20			
Total (Council)	\$434,931.58			

¹¹ **Note:** All 2-bedroom units containing a multi-purpose room (MPR) have been identified as 3-bedroom units in **Table 8** above for the purpose of calculating infrastructure charges.

5. Key Planning Matters

As demonstrated in Chapter 4 of this Town Planning Assessment, the proposed development at 566 and 570 Sherwood Road, Sherwood achieves compliance with the relevant planning framework, in particular the Planning Act, relevant parts of the State planning framework, and the City Plan.

In respect of the compliance with the City Plan, the development complies with the applicable acceptable outcomes of the applicable codes in most instances. There are some occasions where the development proposes alternatives to the acceptable outcomes and/or overall outcomes. There are also other relevant matters that shall be considered in the assessment of the development application (refer to **Section 5.4**). All aspects of the development ought to be considered together and on balance.

This Section provides an explanation of key planning matters for the proposed development, being the occasions where an alternative to an acceptable outcome is proposed, together with the overarching planning and design approach which incorporates other relevant matters. The key planning matters are expressed to assist Council and the community's understanding of the project.

The proposed built form outcome has been tailored to the site's context and characteristics, together with its zoning and the provisions of the City Plan. The appropriateness of the built form is discussed below.

In determining the appropriate built form for the site, the development has had regard to the Sherwood – Graceville District Neighbourhood Plan Code, Medium Density Residential Zone Code and Multiple Dwelling Code together with contextual aspects and other relevant matters.

5.1 Building Height

The proposed built form has been resolved by the project team having regard to the local context and site based characteristics, together with the relevant provisions of the City Plan. The proposed development represents a high quality residential development that will contribute to the ongoing transformation of, and consolidation of land for residential purposes within Sherwood.

The proposed building height of 6 storeys is generally in keeping with the existing, emerging and anticipated building height outcomes for the immediate area, and is cognisant of the planning driver for increased residential densities that are appropriately located within key locations.

The planning context within the Sherwood area is subject of ongoing change, with development outcomes needing to be innovative and dynamic in response to the changing planning context of the area. More specifically, the area and surrounds have been subject to a number of recent development approvals, recently constructed and current applications that have supported the progression and evolution of medium density residential outcomes within the locality.

Acceptable Outcome **AO4.1** of the Multiple Dwelling Code specifies a maximum building height of 5 storeys for development within the Medium Density Residential Zone. An acceptable outcome is only one way of demonstrating compliance with the corresponding performance outcome. As detailed in **Section 3** of this Town Planning Report, the proposed development has a building height of six (6) storeys and rooftop terrace accommodating a communal open space area (not constituting a technical storey). As such, the proposed building height represents an alternate outcome that complies with Performance Outcome PO4 of the Multiple Dwelling Code.

The corresponding Performance Outcome **PO4** of the Multiple Dwelling Code is reproduced below.

PO4

Development is of a building height, scale and form that improves the amenity and achieves the intended outcomes of the zone of neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:

- a. Consistent with the anticipated density and assumed infrastructure demand;*
- b. Aligned to the community expectations about the number of storeys to be built, having regard to the intent for the zone precinct and the predominant height of approved buildings in the street;*
- c. Proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development;*
- d. Designed to avoid a significant and undue adverse amenity impact to adjoining development;*
- e. Sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites;*
- f. Considerate of street conditions, the topography of the area and site slope;*
- g. Designed to maintain significant view points and corridors;*
- h. Designed and orientated to retain solar access to key public spaces and adjoining buildings.*

The following discussion is provided in respect of the proposed building height, including its response to the site's context, together with its consistency with the planning intent for the site as expressed by the Medium Density Residential Zone and the Sherwood – Graceville District Neighbourhood Plan.

- The sites context and highly accessible location presents the opportunity to diversify the medium density residential living product within Sherwood by providing homes that are suitable for workers, students, families or downsizers who are looking to enter or remain in Sherwood. The nature of the units will achieve relative affordability in the local market.
- The site represents an underutilised site within the Medium Density Residential Zone in a key location that is capable of supporting greater density and urban consolidation outcomes, being an outcome that is encouraged by the City Plan and the Brisbane City Council Sustainable Growth Management Strategy. The proposed development responds to Brisbane City Council's Sustainable Growth Strategy, which encourages the urban consolidation and redevelopment of existing urban areas to support housing supply and the efficient use of physical and social infrastructure in well-located areas.
- The suitability of the proposed development is demonstrated by its ability to provide a balance amongst on-site car parking, vehicle access and servicing, landscaping and deep planting, and private and communal open space.
- In addition to the considerable opportunities presented by the site's locational context and characteristics, the Brisbane City Plan 2014 (City Plan) being one of the guiding planning documents for the site, presents the opportunity for a high quality development outcome on the site. The Strategic Framework, Sherwood – Graceville District Neighbourhood Plan and the Medium Density Residential Zone Code sets out the following strategic outcomes and overall outcomes that encourages a medium density residential development outcome over the site.
 - The strategic and overall outcomes of the City Plan reinforce the opportunity for the site having regard to its proximity to the Sherwood Centre and within proximity to major roads

and public transport services, to provide the opportunity for people to live in well-located parts of the city, including along growth corridors and on the periphery of centres.

- The site is located within the Medium Density Residential Zone which seeks that “development allows for urban consolidation and better use of physical and social infrastructure, capitalising on the zone’s strategic location and amenity and proximity to key destinations”¹².
- The Sherwood – Graceville Neighbourhood encourages a *“mix of housing densities, types and sizes exist within walking catchment of services and public transport at the Corinda and Sherwood centres, to accommodate the community’s housing needs at various stages of their lives and in particular to provide housing for the ageing population in the area”*¹³.
- The Overall Outcomes of the Sherwood – Graceville District Neighbourhood Plan identifies the Sherwood Centre Precinct as *“a vibrant, mixed use centre, accommodating a range of centre activities, including multiple dwellings, offices, shops and community activities”* and envisages that *“a wide choice of housing types is located within walkable proximity to the services provided at Sherwood Centre and to the Sherwood railway station”*¹⁴.
- Furthermore, the overall outcomes seek that *“residents living within the precinct will have residential amenity consistent with the levels in a vibrant, mixed use centre”*¹⁵.
- Having regard to the Strategic and Overall Outcomes for the site, the current and emerging policies at both the State and local levels and contextual matters, the following discussion is provided regarding the proposed building height outcome.
 - The development is consistent with the anticipated density and assumed infrastructure demand. The proposed development represents a medium density residential outcome, consistent with the sites zoning and the Overall Outcomes of the Sherwood – Graceville District Neighbourhood Plan Code and is therefore in keeping with the community’s expectations.
 - With respect to infrastructure demand, the Civil Engineering Assessment prepared by Michael Bale and Associates (**Appendix G**) confirms that the site can be adequately serviced by the existing infrastructure network without the need for any upgrades to infrastructure. The Traffic Assessment, prepared by Modus Transport and Traffic Engineering (**Appendix E**), confirms that the projected traffic generation of the proposed development will not significantly impact the safety or operation of the surrounding road network.
 - It is important to note that the acceptable outcomes of particular codes do not represent the only outcomes capable of informing community expectations with regard to building height and the number of storeys. Other factors influence the community expectation, including the broader built form context and the overall outcomes of the Neighbourhood Plan Code. The overall outcomes provide a performance-based approach to building height, with no height prescribed in those high-level provisions. The community expectation is for medium density residential development to occur within Sherwood, to the extent that such development occurs within well-connected and well-serviced, key locations.

¹² Overall Outcome (4)(b) of the Medium Density Residential Zone Code.

¹³ Overall Outcome (3)(b) of the Sherwood – Graceville District Neighbourhood Plan.

¹⁴ Overall Outcome (8)(a) of the Sherwood – Graceville District Neighbourhood Plan.

¹⁵ Overall Outcome (8)(c) of the Sherwood – Graceville District Neighbourhood Plan.

- There are a range of building scales within the surrounding context, including:
 - 512 Oxley Road, Sherwood (**A004739381**) – Six (6) storeys.
 - 47 Primrose Street, Sherwood (**A007059364**) – Six (6) storeys
 - 52 Mayhew Street, Sherwood (**A003895252**) – Six (6) storeys.
 - 10 Mayhew Street, Sherwood (**A007015791**) – Five (5) storeys (and 24.9 metres).
 - 14 – 22 Hood Street, Sherwood (**A003829289**) – Five storeys (and 23.70m).
- The proposed built form outcome is therefore consistent with the established mix of building heights in the street and the surrounding context and is therefore aligned with the community expectations regarding the number of storeys within the locality.
- As detailed within **Section 4.3.2** of the Town Planning Assessment, Brisbane City Council recently announced the Low-Medium Density Residential (LMR) Zone review¹⁶, aiming to increase building height up to 4 storeys in well-located sites near frequent public transport services or shops (i.e. within 400m walking distance to a District Centre). Relevantly, the Low-medium density residential zoned land on the opposite side of Sherwood Road meets the accessibility criteria being considered by Council and therefore is expected to benefit from the building height uplift opportunities (up to 4 storeys).¹⁷ The additional height within the Low-medium Density Residential Zone changes the interface between this zone and the subject site, within the Medium Density Residential Zone. In this context, it is noted that adjacent land within the Low-medium Density Residential Zone is envisaged to accommodate building height outcomes that are broadly coherent with the height outcomes applicable to the Medium density residential zone. Accordingly, an appropriate transition in built form and scale between the respective zones is expected.
- As detailed in **Section 2.2** of this Town Planning Report, the site has convenient access to a wide range of retail, commercial, entertainment and community services that are present along Sherwood Road and surrounds. The site is within walking distance of a wide range of uses and services that would otherwise support future residential densities of the nature proposed.
- The scale of the development is commensurate with the size of the site, whilst responding to the site's context, shape, size, topography and setting. The site has utility to accommodate carparking, servicing, landscaping deep planting, private open space, communal open space and all other aspects necessary to support the operation of the development and is further detailed below. In this context, the proposed development is proportionate to and commensurate with the site area and frontage width under the Multiple Dwelling Code.
- The proposal's compliance with key building envelope criteria such as parking, site cover, private open space, communal open space and deep planting further reinforces the suitability of the proposed outcome.
- The building height does not cause a significant and undue adverse amenity impact to adjoining development and provides appropriate setbacks as discussed in the following Sections of this Town Planning Assessment.
- The development represents a high quality architectural design outcome that has been modulated through variation in materiality, curved forms, landscaped elements and variation

¹⁶ More Homes, Sooner – Low-medium Density Residential Design Amendment.

¹⁷ Land on the opposite side of Sherwood Road is identified within approximately 125.0m walking distance to a District Centre Zone and therefore meets the criteria for a 'Key Location' under the Amendment.

in the configuration of the balconies. As illustrated in **Figure 19** and **20** below, the design strategy integrates strong structural rhythms of vertical and horizontal lines throughout the built form, achieved through varying setbacks, balcony recesses, differentiated façade treatments, vertical breaks and living greenery elements that are dispersed throughout built form to create a more refined and human scaled proportions.

- The visual amenity of the building's height is reduced through careful architectural articulation and material selection. In particular, the balcony balustrading at the upper level has been designed to be notably lighter in appearance than the lower façade elements, utilising lightweight balustrading and minimal framing / concrete elements to enhance visual permeability. This lightweight treatment assists in reducing the perceived bulk and mass of the upper level. Refer to **Figure 19** and **Figure 20** below.



Figure 18: Structural rhythm of proposed development

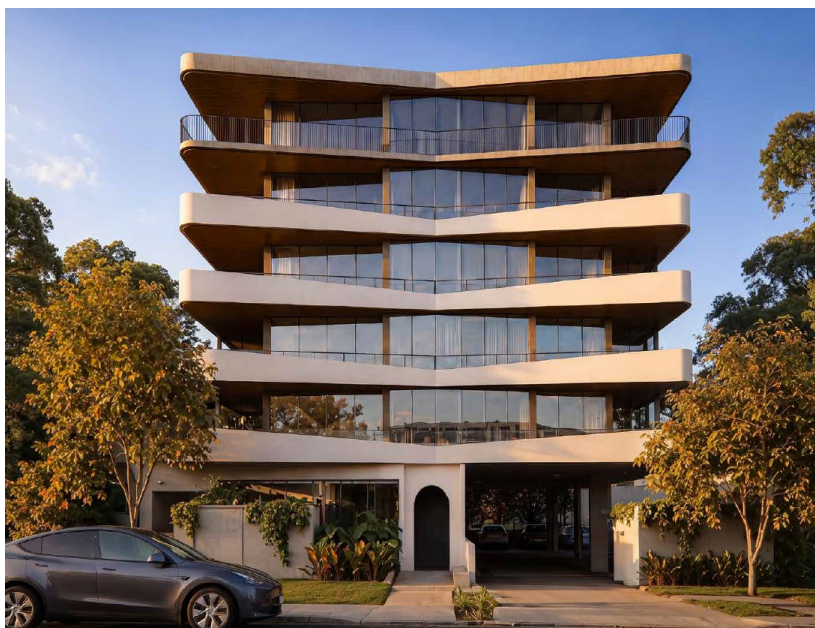


Figure 19: Perspective of Proposed Development (viewed from Sherwood Road)

For the reasons expressed above the proposed building height represents an appropriate contextual response and complies with Performance Outcome **PO4** of the Multiple Dwelling Code.

5.2 Site Cover

The site cover provisions for the site are set out in the Multiple Dwelling Code. Specifically, Acceptable Outcome **AO8** identifies a maximum site cover of 45% for development in the Medium Density Residential Zone.

The proposed site cover represents an alternative outcome to the Acceptable Outcome. Performance Outcome **PO8** of the Multiple Dwelling Code states the following:

PO8

Development ensures that the proportion of buildings to open space and landscaping on a site:

- d. Is consistent with the intended form, character and intensity of the local area and immediate streetscape;*
- e. Facilitates modulation and articulation of the building form;*
- f. Supports residential amenity for occupants and adjoining properties;*
- g. Supports private outdoor subtropical living;*
- h. Provides for well-located and functional communal open space areas;*
- i. Provides for deep planting areas to retain significant vegetation and protect or establish large subtropical shade trees.*

The proposed development satisfies **PO8** of the Multiple Dwelling Code as described below.

- A combination of rhythmic forms, curved façade treatments, archways, varying textures and materiality have been integrated throughout the ground level and throughout the tower façade to create visual interest and finer-scale outcomes at the streetscape interface. Private open space, landscaped areas and street trees represent open recessed forms within the development, positively contributing to the modulation and articulation of the built form.
- Having regard to the tower site cover, any theoretical bulk and scale is reduced by the proposed landscaping and high quality design outcome. The proposed deep planting areas and landscaping, in addition to varied setbacks and a distinct vertical break incorporated into the façade assists to balance the built form outcome in the streetscape and to adjoining sites.
- The development provides 151m² (12.45%) of deep planting and deep soil planting along the front and rear boundaries of the site. The proposed landscape and deep planting outcome facilitates the establishment of large subtropical shade trees to the streetscape and common boundaries, providing for a fine grained streetscape. Accordingly, the proposal provides for an appropriate balance between open space, landscaping and built form. Refer to the Landscape Concept Plan prepared by Andrew Gold Landscape Architecture included within **Appendix D**, for further detail.
- In addition to the provision of deep planting and high quality landscaping at ground level, the proposal accommodates additional landscaping throughout Level 1 (trellis over the ground level car park) and on the rooftop level to deliver a subtropical design outcome. Refer to **Figure 21**.

- The building size and bulk is consistent with the residential development of the street and locality and retains an appropriate scale and relationship with developments in the surrounding area, specifically adjoining development along Sherwood Road including (but not limited to) –
 - 578 Sherwood Road, Sherwood: 62.8% (**A004061879**).
 - 586 Sherwood Road, Sherwood: 65% (**A003776804**).
 - 56 Hood Street, Sherwood: 66% (**A004020498**).
- Furthermore, the previously approved outcome over the site (Council Reference: **A004494496**) achieved a total site cover of 62% - approximately 10% greater than the proposed outcome of 52.1%.
- All units are provided with an appropriately sized balcony (pursuant to the Multiple Dwelling Code), which are conveniently accessible from living areas and have been designed to integrate the indoor spaces with the outdoors as part of the subtropical design of the development. Accordingly, the proposed site cover has not prevented the proposal from providing sufficient private outdoor living areas for residents to enjoy Brisbane's subtropical climate.
- The proposed development provides an appropriate interface to adjoining properties, with setbacks that provide for sufficient separation between buildings for access to sunlight and daylight, breezes and privacy (supported by appropriate window and balcony orientation). Refer to **Section 5.2** of this Town Planning Assessment having regard to the proposed building setback outcome.
- Variation in material treatment, landscaping and varied setbacks provide a visually interesting built form to adjoining residential properties. Accordingly, the proposed site cover will not result in adverse amenity impacts on adjoining properties.
- Any perceived building mass and scale is reduced through articulation in the building façade and visually interesting built form. Articulation is provided through recesses and projections, curvature

in the building form, expansive balconies (orientated to Sherwood Road and the rear of the site), and landscaping elements throughout the site. The contextually responsive design creates a building form and bulk that complements the scale and form of residential development to Sherwood Road and the broader surrounding context.

- The proposed units have been designed for owner-occupiers, including families, and accordingly are generously sized apartments with high quality indoor and outdoor living spaces. They contribute to housing choice in the Sherwood locality and are complementary of the character of the area. The units are of a size, scale and design quality that is expected within this part of Sherwood.

Given the above, the proposed site cover does not result in a disproportionate built form to landscape / open space outcome. The development represents a scale, form and intensity of development that is consistent with the intended outcomes for the Medium Density Residential Zone, does not cause adverse amenity or privacy impacts on the adjoining sites and complies with **PO8**.

Having regard to the above discussion, the development has been tailored to and is specific to its context and commensurate with the site area and therefore is in keeping with the intended outcome for the site and surrounding locality and complies with **PO8**.

5.3 Building Setbacks

5.3.1 Front Setback

The proposed front setback to Sherwood Road complies with the Acceptable Outcome **AO6** of the Multiple Dwelling Code for all aspects, aside from an incursion at ground level along the north-eastern extent of the site. That incursion is a consequence of the proposed ground level unit private open space that presents to Sherwood Road.

Performance Outcome **PO6** of the Multiple Dwelling Code is extracted below.

PO6

Development provides a front boundary setback that:

- Defines the street edge;*
- Creates a clear threshold and transition from public to private space;*
- Assists in achieving visual privacy to ground-floor dwellings from the street;*
- Supports the location of balconies for casual surveillance of the street and modulation of the façade;*
- Allows for built form and façade articulation that contributes to the streetscape character and landscape;*
- Is consistent with the intended streetscape and setback pattern;*
- Facilitates landscaping appropriate to soften and screen the built form of the development from the street.*

The proposed front setback is appropriate and complies with the corresponding performance outcome (**PO6**) for the following reasons.

- The proposed alternate outcome to the front setback is limited to the ground level, noting that most of the front façade has a setback to balconies and walls that complies with or exceeds the acceptable outcome.

- The proposal provides for a varied front setback that creates visual interest and reduces the perceived bulking mass to the Sherwood Road streetscape. The north-eastern corner of the site is embellished with exceptional landscaping and deep planting outcomes, which will accommodate a large feature tree that is commensurate with the scale of the building, in addition to layered shrubs and ground covers.
- As presented within the Landscape Concept Plan (**Appendix D**) and the Building Design Package (**Appendix C**), the ground level private open space area provides a high level of articulation and activation to the Sherwood Road frontage – characterised by a curved façade design and containerised planters that will provide an element of visual interest to the streetscape, whilst affording residents privacy through the integration of living greenery elements.
- The proposal provides for a connection between the footpath along Sherwood Road and the building entry, with a clear pedestrian link to the site which has the added design outcome at the ground lane that delineates the resident / private entry and the public verge.
- The proposed setback presents a residential interface with the street, with clear and evident residential character exhibited through balconies and the ground level terrace, whilst also providing a residential design that reinforces the sites transitional character.
- As presented within the Building Design Package (**Appendix C**), the proposal provides for a varied front setback to the street frontages that create visual interest and reduces the perception of the building mass to the street, proving a finer grained outcome at the streetscape interface. This is further achieved through the landscaping at the ground level and living greenery incorporated throughout the ground level private open space area.
- The proposed front setbacks relate to the existing streetscape and setback pattern of Sherwood Road in accordance with the Performance Outcome. The proposed setbacks are consistent with the established front setbacks in the streetscape.
- The built form has been designed with a high quality architectural presentation to Sherwood Road, with deep planting and landscaping proposed to the street frontage to further soften the built form. The front setback facilitates casual surveillance to the street and modulation of the façades and contributes to the streetscape and landscape character of Sherwood Road.
- The proposed front setback and design will not impact upon adjacent residential amenity, noting that the proposed alternate outcome is contained to the ground level private open space.

Having regard to the above, the proposed development and front setback outcome complies with the corresponding performance criteria, pursuant to performance outcome **PO6** of the Multiple Dwelling Code.

5.3.2 Side Setbacks

The proposed side boundary setbacks to the eastern and western boundaries have been largely informed by those outcomes achieved by way of the original development approval (Council Reference: **A004494496**) in addition to the site's residential interfaces. For completeness and clarity, the Building Design Package (refer **Appendix C**) has included the outline of the approved outcome (in red) for ease of reference. As demonstrated within the Building Design Package (**Appendix C**), the proposed side setback to the eastern and western elevation of the building range from 3.14m (to balcony – in part) to 3.81 metres, which is largely coherent with the approved outcome on the site.

In the context of the previous approval and the prescribed side setback outcomes under the current City Plan, the proposed development achieves side setbacks that are appropriate and comply with the corresponding criteria pursuant to **PO6** of the Multiple Dwelling Code for the reasons set out herein.

- The architectural design deliberately responds to the residential interface to the eastern and western elevations of the building, with façade treatment and screening outcomes providing a high level of amenity and privacy for both residential outcomes. Specific design measures include screening elements that have been integrated along the eastern and western elevations of balconies located toward the rear of the site that have a residential interface.
- The proposed development has considered existing and future development on adjoining sites by appropriately orientating all balconies to the front and rear of the site. In conjunction with the considered placement of windows, the proposed outcome minimises opportunities for overlooking to the adjacent residential outcomes.
- The proposal provides building setbacks that provide appropriate separation between buildings for landscaping, natural light, sunlight and breezes. The proposed development is consistent with the established setback and separation pattern of residential building within the immediate streetscape, thereby maintaining the rhythm and pattern of the streetscape in keeping with the neighbourhood character.
- The proposed design outcome to the side facades of the building has been pursued to provide visual interest in the tower form. The use of lightweight balconies at the building edge, glazing and variation in materiality reduces the visual perception of the tower form such that the built form will not be overbearing to the side boundaries. These building elements provide visual interest and articulation and reduce building bulk.
- As presented on the Building Design Package (**Appendix C**), the proposed setbacks broadly align with the originally approved side setback outcome with the exception of minor incursions where the rounded edge of the northern balconies impede into the side setback. Notwithstanding, the proposed curved projection of the northern balconies provides for visual interest, depth and articulation of the built form.
- In addition to design outcomes proposed along the eastern and western elevations of the building, it is further acknowledged that the residential development located to the east of the site contains privacy screening along the windows of all habitable rooms that have an interface with the subject land. Refer to **Figure 22**. The proposed outcome in addition to the existing screening elements on adjoining land will provide a high level of residential amenity and privacy for both residential outcomes.



Figure 21: Existing screening outcomes - 564 Sherwood Road, Sherwood (Source: Google Maps, 2026)

- The proposal is sited to enable existing and future buildings to be well separated from each other and provides an appropriate building height outcome, as discussed in **Section 5.1** of this report.

Having regard to the above, the proposed side setback outcomes therefore comply with the corresponding performance outcome (**PO7**).

5.3.3 Rear Setback

The proposed rear setbacks propose an alternative to Acceptable Outcome **AO7.1** of the Multiple Dwelling Code at the southern (rear) boundary of the site.

Performance Outcome **PO7** of the Multiple Dwelling Code is extracted below.

PO7

Development provides side and rear boundary setbacks that:

- Consider future development;*
- Minimise the impacts of development on the amenity and privacy of future and existing neighbourhood streets;*
- Support the separation of buildings to provide visual and acoustic privacy without the reliance on screening, and ensure that access to natural light, sunlight and breezes;*
- Contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;*
- Maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep planting areas.*

The proposed rear setback complies with the corresponding performance outcome (**PO7**) for the reasons set out below.

- The development sensitively treats the interface to the southern (rear) boundary through setbacks that range from 5m to 7.9m, which are generous in the context of the site and surrounding development outcomes.

- As presented on the Architectural Plans (**Appendix C**), the proposed built form features a stepped built form outcome that gradually increases setback outcomes in an east – west direction, providing a design response that responds to its residential interfaces accordingly.
- As demonstrated within the Building Design Package (**Appendix C**) and the Landscape Concept Plan (**Appendix D**), the proposal includes the incorporation of a deep planting area on ground level that interfaces with adjoining residential uses to the south to enhance privacy and amenity aspects. In addition to those deep planting areas, the proposed development has incorporated a trellis system above the ground level car parking and manoeuvring area, which will incorporate a range of climbing plants and living greenery that will create a green buffer and screen sightlines and views into the ground level car parking area.
- A combination of façade treatments and design elements, comprising a varied material palette, balcony projections, curved design, and extensive landscaping and deep planting area, have been integrated throughout the southern elevation of the building to alleviate the visual bulk and scale of the built-form when viewed from adjoining residential properties.
- The proposal achieves a suitable building separation to the southern residential uses ranging from 11.08 metres to 22 metres.
- The proposed development provides a building separation, which facilitates good access to natural light, sunlight and breezes.

Having regard to the above, the proposed side setback outcomes therefore comply with the corresponding performance outcome (**PO7**).

5.4 Other Relevant Matters

This town planning assessment has carried out an assessment of the proposed development against the relevant assessment benchmarks of the State planning categorising instruments and Local planning categorising instruments, and any matters prescribed by a regulation.

The proposed development complies with all relevant assessment benchmarks. Nevertheless, the following other relevant matters are identified to further contribute to and assist the Council's assessment.

- The proposed Multiple dwelling has been thoughtfully designed, delivering a housing outcomes that offers a high standard of living for future occupants.
- The proposal provides an engaging interface to Sherwood Road and improves opportunities for casual surveillance.
- The proposal provides a positive contribution to the Sherwood locality through the provision of a high quality multiple dwelling development that complements the existing character of the locality.
- The planning scheme must be applied to its context. The established character of Sherwood Road is predominantly multiple dwellings, which include five (5) storey outcomes that vary in scale and form. In a broader context, there are various five and six storey outcomes that achieve a total height and scale that is greater to that proposed. The proposed building height is therefore aligned with the community expectations regarding the number of storeys for development in Sherwood.
- The proposal maintains an appropriate degree of amenity for adjoining properties and future residents, providing a visually interesting built form which responds to the context of the site and surrounding residents.
- The proposal will not impact on the amenity of adjoining residential buildings, being of a scale, form and design that is responsive to the surrounding context.
- There is a development approval previously granted over the site (Council Reference: **A004494496**), which establishes the overarching suitability of the site and surrounding context to support medium density residential built form outcomes.
- The proposal complies with the South East Queensland Regional Plan. Shaping SEQ 2023 notably recognises the current housing supply issues faced in South East Queensland and identifies that a target of 210,800 additional homes are to be provided within the Brisbane Local Government Area from 2021 – 2046. The proposed development will contribute to the supply of housing within Brisbane.
- Brisbane City Council recently announced the Low-Medium Density Residential (LMR) Zone review¹⁸, aiming to increase building height up to 4 storeys in well-located sites near frequent public transport services or shops. Relevantly, the Low-medium density residential zoned land on the opposite side of Sherwood Road meets the accessibility criteria being considered by Council and therefore is expected to benefit from the building height uplift opportunities (up to 4 storeys). The additional height within the Low-medium Density Residential Zone changes the interface between this zone and the Medium Density Residential Zone.
- Brisbane City Council has released several land use intent strategies, to facilitate delivering sustainable growth outcomes through numerous key strategic planning documents and

¹⁸ More Homes, Sooner – Low-medium Density Residential Design Amendment.

guidelines. The proposed development notably responds to “Brisbane’s Sustainable Growth Policy” which includes (amongst others) the following key housing priorities.

- Housing supply for our growing and evolving city;
 - Housing diversity and affordability;
 - Right housing in the right locations;
 - Sustainable, liveable and well-designed subtropical homes.
- The Sustainable Growth Strategy importantly recognises that existing urbanised areas within Brisbane need to adapt and develop to be able to accommodate increased densities. In response to the Growth Strategy, the proposal will provide housing opportunities to cater for population growth in a well-connected and serviced locality.
 - The proposal will deliver a medium density residential outcome on a well-located and highly accessible site located within walking distance to activity centres, bus services aligning Sherwood Road, recreation and open spaces and education facilities. Refer to the surrounding context within **Section 2.2** of the Town Planning Report for further detail. The proposal therefore achieves the planning scheme intent for urban consolidation and the efficient use of infrastructure and services.

6. Conclusion and Recommendations

This report accompanies an application by Danny Gunn Property and Investment Trust and Gideon Gunn Family Trust, seeking approval of a Development Permit for Material Change of Use for a Multiple Dwelling (26 x Units) at 566 – 570 Sherwood Road, Sherwood. An assessment has been undertaken with regard to the proposed development in order to assess the application against the applicable assessment benchmarks, including relevant City Plan codes, used by Council to assess the proposed development, together with other relevant matters.

The information provided in this proposal report (and accompanying material) demonstrates that the proposed development complies with all relevant and applicable provisions of the statutory town planning framework.

We therefore recommend that Council favourably consider the proposed development and approve the proposed development application, subject to reasonable and relevant conditions.

Disclaimer

Mewing Planning Consultants prepared this report for the applicant stated in the report, for the purpose of the development application and not for any other purpose or use.

This report incorporates and relies upon information and assessment up to the date of preparation of this report and excludes any information arising, or event occurring, after that date which may affect the validity of the opinion of Mewing Planning Consultants stated in this report.

In preparing this report, Mewing Planning Consultants was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment. All information and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Mewing Planning Consultants at the date of this report, and upon which Mewing Planning Consultants relied.

Whilst Mewing Planning Consultants has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Mewing Planning Consultants is not liable for any errors or omissions, including in information provided by another person or company.