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Planning Assessment

Date: **18/10/2026**



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Kind regards



Jerome Fang
Lead Urban Planner | *BUrbEnvPlan DipBusMan Registered Planner RPIA No. 48043*
OASIS TOWN PLANNING PTY LTD

OASIS
TOWN PLANNING

TOWN PLANNING REPORT

Reconfiguring a Lot (1 into 3 Lots) and Access Easements

Report summary

Site details

Applicant name	Ny Ly and Thai Do C/- Oasis Town Planning Pty Ltd
Site address	979 BOUNDARY RD COOPERS PLAINS 4108
Real Property Description (RPD)	Lot 9 on RP94378
Site area	736m²
Zone and precinct	Low-medium density residential zone – LMR2 (3 or 4 storey mix)
Neighbourhood plan and precinct	Acacia Ridge-Archerfield neighbourhood plan – Coopers Plains residential precinct (NPP-006)
Overlays	Airport environs overlay (OLS – horizontal limitation surface; PANS; BBS 3–8km; LI within 6km) Bicycle network overlay Community purposes network overlay Critical infrastructure and movement network overlay (planning area) Dwelling house character overlay Road hierarchy overlay (Boundary Road – major road) Streetscape hierarchy overlay

Aspects of development

Type of development	Reconfiguring a Lot
Proposed use as defined by Brisbane City Plan 2014	Subdivision
Brief description of proposal	1 into 3 Lots (two front small lots and one rear lot) and access easements
Referral agencies	No
Specialist reports provided	Code Assessment Proposed Plan of Subdivision
Pre-Lodgement advice / RiskSMART enquiry advice	No

1.0 SITE LOCATION AND BACKGROUND REVIEW

The subject site is situated in Coopers Plains, a southern suburb of Brisbane approximately 12km from the Brisbane CBD. The site is a regular-shaped residential lot with a frontage of approximately 20.1m to Boundary Road. It is located within an established residential area zoned Low-medium density residential (LMR2 – 3 or 4 storey mix), which is undergoing renewal with infill townhouses, low-rise apartments, small lot housing and dual occupancies.

1.1 Site details

- Site dimensions: A near-rectangular lot of 736m² with a frontage of approximately 20.1m to Boundary Road, an eastern side boundary of approximately 39.6m, a western side boundary of approximately 39.5m (angled at the rear) and a rear boundary of 14.077m (Proposed Site Plan).
- Access: Boundary Road is a major road identified in the Road hierarchy overlay, carrying higher traffic volumes and bus services. The verge in front of the site contains a footpath, a street light, a Telstra pit, a fire hydrant, a water meter and a sign.
- Vegetation and improvements: No significant vegetation is identified within the site.
- Topography: The site appears gently sloping towards Boundary Road and suitable for small lot dwellings without significant earthworks.
- Flooding: The site is not mapped within the Flood overlay on the property lot report.
- Infrastructure: The site is connected to reticulated water and sewer. A stormwater main runs within the Boundary Road reserve, and a water main and Telstra services are located in the verge. An existing sewer main and manhole traverse the rear of the site, crossing proposed Lot 3 (Proposed Site Plan).

1.2 Site history

The subject site forms part of a development approval for multiple dwellings (A007002656 & A005235626).

1.3 Surrounding development in the locality

The subject land is zoned Low-medium density residential (LMR2 – 3 or 4 storey mix) and is within the Coopers Plains residential precinct of the Acacia Ridge-Archerfield neighbourhood plan. The surrounding area is characterised by detached dwelling houses on lots of around 600–750m², interspersed with newer infill development, including townhouses, low-rise apartments (for example, the apartment development at 989 Boundary Road) and subdivided small lots, including the recent small lot subdivision of nearby land in Augstein Street. Banoon railway station on the Beenleigh line is approximately 700m (a 10-minute walk) from the site, and bus services operate along Boundary Road. The subject site is not situated in a **Key Location**.



2.0 PROPOSAL

The proposal seeks approval for a Reconfiguration of a Lot (1 lot into 3 lots) and associated access easements over the subject site at 979 Boundary Road, Coopers Plains. Proposed Lots 1 and 2 are small front lots of 159.5m² and 160.5m², each with a 8.30 (including easement) frontage to Boundary Road. Proposed Lot 3 is a rear lot of 350m² (excluding the access handle), accessed via a central access handle that is 6.0m wide for the first 6.0m from the road boundary and 3.5m wide beyond. Easements A, B and C over the access handle provide shared access for all three lots, so that the development is served by a single 6.0m wide shared driveway crossover to Boundary Road.

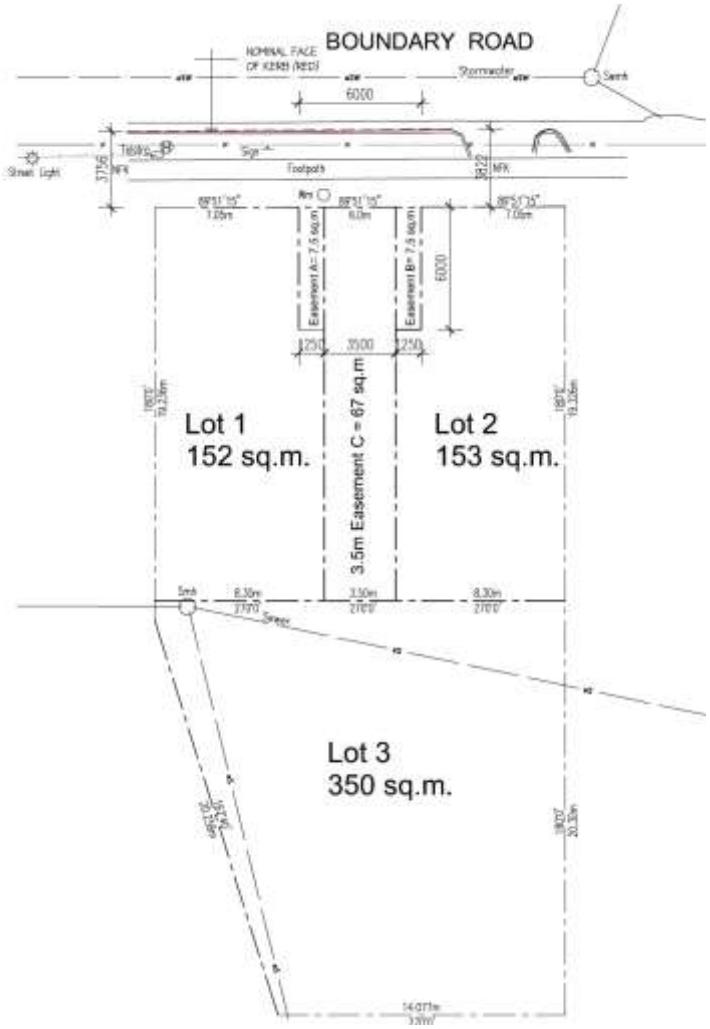

Image: Proposed Site Plan (Oasis Town Planning / John McDonald, Project No. 261009, Sheet 02, Rev A, dated 14/10/2026)

2.1 Key details

Proposed lot sizes	Lot 1 – 159.5m² Lot 2 – 160.5m² Lot 3 – 350m² (rear lot, excluding the access handle) (417m²)
Proposed lot dimensions	Lot 1 – 8.3m frontage, x approx. 19.2m depth Lot 2 – 8.3m frontage, x approx. 19.2m depth Lot 3 – 20.1m wide (front boundary of the rear portion) tapering to 14.077m at the rear, x approx. 20.2–20.3m depth, plus the access handle (approx. 19.3m long)
Easements	Easement A – 7.5m² (1.25m x 6.0m) at the access entry Easement B – 7.5m² (1.25m x 6.0m) at the access entry Easement C – 67m² (3.5m wide) along the access handle All easements are for shared vehicular and pedestrian access and services in favour of Lots 1 and 2 over the access handle of Lot 3 Easement A – Burdened over Lot 1, in favour of Lots 2 & 3

	Easement B – Burdened over Lot 2, in favour of Lots 1 & 3 Easement C – Burdened over Lot 3, in favour of Lots 1 & 2
Servicing requirements	Kerbside collection on Boundary Road
Access arrangements / crossover	A single 6.0m wide shared driveway crossover (VXO) to Boundary Road serving all three lots via the access handle and Easements A, B and C. No individual crossovers are proposed for Lots 1 and 2. Existing VXO to be removed
Existing/Proposed built improvements	To be removed
Lawful point of discharge	Kerb and channel / stormwater network in Boundary Road
Removal of street trees	No street trees affected
Filling and/or cutting	No earthworks proposed, other than construction of the shared driveway
Distance from fire hydrant (rear lot subdivision only)	An existing fire hydrant is located in the Boundary Road verge at the site frontage. The furthest point of Lot 3 is approximately 40–45m from the hydrant
Current verge width	Approx. 3.76m–3.82m from the nominal face of kerb to the property boundary, with an existing footpath and services. >3.75m

Each front lot exceeds the 120m² minimum lot size for small lots in the 3 or 4 storey mix zone precinct outside a key location, and the rear lot provides 350m² of developable area excluding the access handle. Each lot is capable of accommodating a dwelling house, private open space and on-site parking in accordance with the Dwelling house (small lot) code, with all vehicles accessing Boundary Road via the single shared crossover.

2.2 Key location analysis

Table 9.4.10.3.B of the Subdivision code applies different minimum lot dimensions in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone, depending on whether any part of the lot frontage is within a key location. Within a key location, a standard or rear lot must be at least 600m² with an 18m x 20m rectangle and a 15m average lot width, to protect larger sites for multiple dwellings. Outside a key location, small lots are anticipated. A key location is land within the Principal centre zone, Major centre zone, District centre zone or Mixed use zone, or land within 400m walking distance of:

- (a) a dedicated public pedestrian access point of a major public transport interchange;
- (b) a public transport stop serviced with a maximum headway of 20 minutes between 7am and 7pm on weekdays and a maximum headway of 30 minutes between 7am and 7pm on weekends; or
- (c) land within the Principal centre zone, Major centre zone, District centre zone or Mixed use zone.

Each criterion has been assessed for the site as follows:

- Centre and Mixed use zones (key location limb (c)): the site and surrounding land are in residential zones. The nearest major centre at Sunnybank Plaza is around 2km away, and there is no Principal, Major or District centre zone or Mixed use zone land within 400m walking distance of the site frontage.
- Major public transport interchange (limb (a)): the nearest railway station is Banoon station on the Beenleigh line. Published walkability information indicates it is approximately 700m (about a 10-minute walk) from the site, and Coopers Plains station is further away. The walking distance from the site frontage to the dedicated pedestrian access point of either station therefore exceeds 400m.
- Public transport stop frequency (limb (b)): under Brisbane's new bus network, the bus stops on Boundary Road near the site are served by route 155 (Griffith University – Sunnybank – Eight Mile Plains). Published Translink stop information shows services approximately hourly, and route 145 has been removed from the network. This does not meet the maximum headway of 20 minutes on weekdays or 30 minutes on weekends.

On this basis, no part of the site frontage is within a key location. The site is therefore assessed against the small lot provisions for the 3 or 4 storey mix zone precinct of the Low-medium density residential zone "where the entirety of all lot frontages of the subject site is outside of a key location" in Table 9.4.10.3.B Part 2.

2.3 Lot dimensions – Table 9.4.10.3.B Part 2

Minimum lot size – 120m² (small lot)	Complies – Lots 1 and 2 are greater than 120m2
Rear lot – minimum area excluding the access handle	Lot 3 provides 350m² excluding the access handle
Minimum rectangle – 6m x 10m or 8m x 7m	Complies – Lots 1 and 2 accommodate a 8.3m x 19m rectangle; Lot 3 accommodates a 14m x 20m rectangle
Minimum frontage – 6.5m (or 6m with a shared driveway and crossover)	Complies – Lots 1 and 2 have 7.05m frontages; Lot 3 has a much wider frontage via the access handle served by the shared driveway and crossover
Average frontage of all proposed lots – 7.5m or greater	Complies both Lots 1 & 2 have a frontage greater than 7.5m
Narrow street (road width less than 6m)	Not applicable – Boundary Road is a major road of standard width

2.4 Key planning issue – shared access to Boundary Road (PO3) and average frontage width (PO1 and PO27)

Boundary Road is a major road in the Road hierarchy overlay. The Subdivision code and the Transport, access, parking and servicing code seek to limit the number of vehicle access points to major roads, so that new lots do not compromise the safety and efficiency of the road network. Rather than providing a separate crossover for each lot, the proposal consolidates access for all three lots into a single 6.0m wide shared driveway crossover. The crossover is connected to the lots by the access handle of Lot 3 and Easements A, B and C. The proposal is considered to achieve PO3 (access), PO1 and PO27 for the following reasons:

- One access point to a major road: a single shared crossover replaces what would otherwise be three individual crossovers onto Boundary Road. This minimises conflict points, retains the kerb, footpath and verge, and reduces interruptions to traffic flow, cyclists and pedestrians on the major road.
- Two-way entry width: the access handle is 6.0m wide for the first 6.0m inside the road boundary (Easements A and B widen the 3.5m handle to 6.0m). Two vehicles can therefore pass at the property boundary, so entering vehicles are not held on Boundary Road while another vehicle exits.
- Forward entry and exit: each lot is large enough to provide parking and an on-site turning area, so that all vehicles can enter and leave Boundary Road in a forward gear. This will be shown on the development footprint plan and can be conditioned.
- Sight lines and verge assets: the crossover is located centrally on the frontage, clear of the street light, Telstra pit, fire hydrant and sign. Pedestrian sight splays and sight distances will be provided in accordance with the Transport, access, parking and servicing planning scheme policy at the detailed design stage.
- Secure legal access: Easements A, B and C over the access handle give Lots 1 and 2 a registered right of access over the shared driveway. Maintenance responsibilities can be documented in an easement agreement.
- Consistent with the zone intent: the LMR2 zone precinct anticipates a mix of dwelling types at 3 to 4 storeys, including small lot housing. Three lots on a 736m² site deliver housing diversity consistent with this intent, and are a lower intensity outcome than a multiple dwelling could achieve on the site.
- Development footprint plan (AO27.1–AO27.4): a development footprint plan can be provided, or conditioned. It would nominate side and rear setbacks in accordance with the Dwelling house (small lot) code, a front setback to Boundary Road, a 16m² principal private open space area with a minimum dimension of 4m for each lot, garage and turning locations off the shared driveway, and bin storage and kerbside collection points.

On this basis, the proposed lots have a useable shape and an appropriate size, frontage and configuration for a dwelling house and associated site access. The single shared crossover provides safe and efficient access to Boundary Road without adversely affecting the function of the major road, the public realm or the intended character of the locality. The proposal achieves PO1, PO3 and PO27 of the Subdivision code.

2.5 Access, services and stormwater

The servicing arrangements for the proposed lots are as follows:

- Access: a single 6.0m wide shared driveway crossover to Boundary Road, designed in accordance with the Transport, access, parking and servicing planning scheme policy and Council's standard drawings for a major road. The existing crossover (if any) will be removed and the kerb and footpath reinstated.
- No earthworks are proposed as part of the subdivision, other than construction of the shared driveway within the access handle.
- Water and sewer: new property connections for each lot from the existing water main in Boundary Road and the existing sewer main traversing the rear of the site, in accordance with the SEQ Water Supply and Sewerage Design and Construction Code (Urban Utilities). Future building work near the sewer main and manhole on Lot 3 will comply with QDC MP1.4 and Urban Utilities' requirements.
- Stormwater: roof and site stormwater from each lot, and runoff from the shared driveway, is to be discharged to the kerb and channel or stormwater network in Boundary Road, or another lawful point of discharge, subject to site levels.
- Fire fighting: an existing fire hydrant is located in the verge at the site frontage, and the rear lot is within the hydrant coverage distance.

On this basis, each proposed lot can be adequately serviced in accordance with Council’s standards.

3.0 ASSESSMENT BENCHMARKS AND COMPLIANCE

3.1 South East Queensland Regional Plan

The subject site is included in the Urban Footprint of the South East Queensland Regional Plan (ShapingSEQ 2023). The proposal is an urban activity that contributes to infill housing supply in an established area, consistent with the Regional Plan. No further assessment is considered necessary.

3.2 State Planning Policy

A single State Planning Policy (SPP) was introduced by the Department of State Development, Infrastructure and Planning and expresses the state's interests in land use planning and development. The Brisbane City Plan 2014 appropriately advances the relevant aspects of the SPP (state interest policies and assessment benchmarks). The proposed development has been assessed against the current provisions of the SPP and it has been determined that the proposed development is not subject to the assessment benchmark requirements for the matters of State interest, noting the Airport environs overlay affecting the site.

3.3 Temporary Local Planning Instruments

There are no temporary local planning instruments relevant to the application.

3.4 Referral agencies

The proposed development does not trigger referral to SARA as a concurrence agency. Boundary Road is understood to be a Council-controlled major road rather than a State-controlled road.

3.5 Brisbane Planning Scheme and Planning Scheme Policies

The Brisbane City Plan 2014 Version 37 ("the Planning Scheme") is the main Local Categorising Instrument applicable to the proposed development.

The proposed reconfiguration of a lot in the Low-medium density residential zone is code assessable. The category of assessment is outlined in the following table.

Zone / Overlay	Category of assessment
Low-medium density residential zone (LMR2) / Acacia Ridge-Archerfield neighbourhood plan	Table 5.6.1 – Reconfiguring a Lot
Airport environs overlay	No change
Bicycle network overlay	No change
Community purposes network overlay	No change
Critical infrastructure and movement network overlay	No change
Dwelling house character overlay	No change
Road hierarchy overlay	No change
Streetscape hierarchy overlay	No change

3.6 Public notification

The application is code assessable and therefore does not require public notification.

3.7 Relevant codes

The proposal has identified the following key relevant codes to the proposed development.

Primary code:

- Subdivision code (Development code)

Prescribed secondary codes:

- Streetscape hierarchy overlay code
- Road hierarchy overlay code
- Filling and excavation code (N/A – no earthworks proposed other than the shared driveway)
- Infrastructure design code
- Outdoor lighting code (N/A to this application)
- Wastewater code (N/A – the subject site is serviced by reticulated sewer)
- Landscape work code (N/A to this application)
- Stormwater code
- Transport, access, parking and servicing code

3.8 Subdivision code – compliance summary

PO1 / AO1.1 – Lot dimensions (Table 9.4.10.3.B)	Performance outcome achieved – complies with the minimum lot size, rectangle and frontage; the 8.3m average frontage is greater than 7.5m
AO1.2 – Building envelope / development footprint plan	A development footprint plan to be provided or conditioned for the small lots and rear lot, including setbacks, private open space, garage, turning and bin locations (refer Section 2.4).
AO1.3 – No building across a lot boundary or within a setback	All building structures across a proposed boundary or within a required setback are to be removed before plan sealing.
PO2 / AO2.1–AO2.3 – Earthworks and slope	Complies – no earthworks proposed other than the shared driveway.
PO3 / AO3.2–AO3.5 – Access to each lot	Performance outcome achieved – all three lots are accessed from Boundary Road (a major road) via a single 6.0m wide shared crossover and the access handle, secured by Easements A, B and C. This minimises access points to the major road and allows forward entry and exit (refer Section 2.4).
Rear lot and access handle	Lot 3 is a single rear lot of 350m² excluding the access handle. The handle is 3.5m wide (6.0m at the entry for the first 6.0m), is accessible for emergency and service vehicles, and is within hydrant coverage distance.
PO4 / AO4.1–AO4.2 – Infrastructure and stormwater	Complies – connections to existing water, sewer and telecommunications; stormwater to a lawful point of discharge in Boundary Road; future building near the sewer main on Lot 3 to comply with QDC MP1.4.
PO5 / AO5 – Hazards	Complies – the site is not mapped within the Flood or Transport noise corridor overlays on the property lot report.
Section B (PO9–PO17)	Not applicable – fewer than 10 lots and no new road or pedestrian/cycle route.
Section C1 (PO18–PO26)	Not applicable – site of less than 7,000m² in the Low-medium density residential zone.
PO24 / AO24.2 – Small lots mid-block, groups of 6 or fewer	Complies – two small front lots and one rear lot.
PO25 / AO25.1–AO25.2 – Regular lot shape and orientation	Complies – regular lots with depth greater than width; the rear lot is rectangular apart from the angled western boundary.
PO27 / AO27.1–AO27.4 – Small lots with frontage less than 10m	Performance outcome achieved – development footprint plan for setbacks, a 16m² principal private open space area (minimum dimension 4m), garages and turning off the shared driveway, and no individual crossovers to Boundary Road (refer Section 2.4).
PO28–PO29 (lots less than 180m²)	Performance outcome achieved – Lots 1 and 2 (159.5m² and 160.5m²) are less than 180m². Their regular 8.30m x 19m shape, shared access, and

	development footprint plan ensure each lot can accommodate a dwelling house with parking, private open space and service areas without relying on individual access to Boundary Road.

4.0 RECOMMENDATION AND CONCLUSION

This town planning report supports the approval of the development application for Reconfiguring a Lot (1 into 3 lots) and access easements at 979 Boundary Road, Coopers Plains. The site is not within a key location, so the small lot provisions of the Subdivision code apply. The proposed lots comply with the minimum lot size, rectangle and frontage requirements, and achieve the performance outcomes. The key planning matter, access to Boundary Road as a major road, is resolved by a single 6.0m wide shared driveway crossover serving all three lots via access easements.

This report demonstrates that the proposed development:

- Complies with the provision and intent of the South East Queensland Regional Plan (ShapingSEQ 2023);
- Is consistent with the relevant elements of the Strategic Framework;
- Generally complies with the applicable codes and provisions of the City Plan;
- Provides two regular small lots (159.5m² and 160.5m²) and a 350m² rear lot that are consistent with the intent of the LMR2 zone precinct;
- Provides a single 6.0m wide shared crossover to Boundary Road, minimising access points to the major road and enabling forward entry and exit for all lots;
- Will not result in any adverse impact to the immediate residential character and amenity of the area;
- Will create housing diversity for the current and future demographic change of the area, through additional small lot housing in a well-serviced location;
- Will not compromise the existing and future residential amenity and planning intent of the area in terms of traffic; and
- Will not cause any detrimental impact to any adjoining or nearby properties.

In summary, the proposal is considered to have sufficient planning merit to justify Council's favourable consideration, and the application is recommended for approval subject to reasonable and relevant conditions.