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Town Planning Report

Residential Subdivision

97 & 145 Warrigal Road, Runcorn QLD 4113

Prepared for LGR Developments Pty Ltd
Our Reference: 13163
19 October 2026



Saunders Havill

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Document Issue

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Draft (for QA)	12/10/2026	BB	LW
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Executive Summary

This report is written on behalf of LGR Developments Pty Ltd who seeks to develop land situated at 97 & 145 Warrigal Road, Runcorn Queensland 4113 for the purposes of Residential Subdivision. In particular, the proposal will provide for:

- Preliminary Approval, including a Variation Request, to facilitate the coordinated future development of the site;
- Development Permit for Reconfiguring a Lot to create the initial stages of the estate - 127 residential lots, two future low-medium density residential lots, new roads, open space and drainage land, and a balance lot for later stages;
- A staged residential community comprising an ultimate master plan of approximately 341 detached residential lots and two larger land parcels fronting Warrigal Road to allow for higher density development;
- A diverse low-density lot mix, supported by targeted variations to dwelling setbacks and site-cover provisions;
- Higher-density residential opportunities near Warrigal Road and within approximately 800m walking distance of Fruitgrove Railway Station;
- A new three-way intersection and upgraded access arrangements at Warrigal Road, supported by an integrated internal street and pedestrian network;
- An open-space, drainage and stormwater framework responding to the site's waterways, flood constraints and environmental values; and
- Staged delivery of infrastructure and servicing to support the initial subdivision and ultimate development of the estate.

The proposed redevelopment of Warrigal Farm is one of the largest remaining undeveloped landholdings in the surrounding urban area and presents a significant and unique opportunity for redevelopment, supporting additional housing within Brisbane's existing urban footprint.

The proposal seeks to establish a contemporary residential community that complements the existing Runcorn neighbourhoods, providing a range of housing opportunities and supporting the efficient use of existing infrastructure.

Warrigal Farms is strategically located close to established transport corridors and within 4 km of the Upper Mount Gravatt Principal Regional Activity Centre, providing convenient access to employment, shopping, public transport and essential services. The proposal will deliver new homes in the right place, making efficient use of well-located land within Brisbane's existing urban footprint.

Overall, the proposal represents a rare opportunity to unlock a significant undeveloped site within Brisbane's existing urban footprint, delivering much needed new housing in an established and well-connected community.

To facilitate the intended development across the site, this application seeks approval for the following aspects of development:

- Preliminary Approval (including a Variation Request) to vary the effect of the Brisbane City Plan 2014;
- Development Permit for Reconfiguration of a Lot (2 lots into 127 residential lots, 2 low-medium density lots, open space, drainage, new roads and balance lot).

The preliminary approval application is intended to provide a measure of certainty and control for Council and the community in terms of development outcomes applicable to the site.

The proposed development is assessable development requiring Impact assessment. In accordance with the requirements of the Planning Act the application will be required to be publicly notified. The application also requires referral to SARA for Department of Transport and Main Roads (DTMR) purposes.

This application is supported by a number of technical reports/plans, including:

- Subdivision Plan, prepared by Saunders Havill;
- Structure Plan, prepared by Saunders Havill;
- Ecological Assessment, prepared by Saunders Havill;
- Traffic Engineering Assessment, prepared by PTT Traffic and Transport Engineering;
- Acoustic Report, prepared by Acoustic Works;
- Engineering Services Report, prepared by Northrop Consulting Engineers;
- Landscape Concept Package, prepared by Greenedge Design;
- Site based Stormwater Management Plan, prepared by Northrop Consulting Engineers.

This Town Planning Report, and supporting documents, have assessed the proposed development against the provisions of the Planning Scheme and other relevant legislation. We believe the development is consistent with the Planning Scheme and is appropriate for the locality. It is therefore recommended that the development application and preliminary approval be approved, subject to relevant and reasonable conditions.

Project Summary

Applicant Details

Applicant	LGR Developments Pty Ltd c/- Saunders Havill 9 Thompson Street Bowen Hills QLD 4006
Contact	Brandon Bouda Principal - Town Planning (07) 3251 9484 0423 722 265 brandonbouda@saundershavill.com

Property Summary

Site Address	97 & 145 Warrigal Road, Runcorn Queensland 4113
Real Property Description	Lot 910 on SP315946, Lot 1 on RP103201
Site Area and Frontage	Lot 910 – 20.2ha with frontages to Warrigal Road, Woorabinda Street and Mcpherson Circuit Lot 1 – 3.197ha
Easements / Encumbrances	• Easement in gross no 720305241 burdening the land in favour of Brisbane City Council (Easements C and E on SP315946); • Easement in gross no 720305243 burdening the land in favour of Central SEQ Distributor-retailer Authority (Easement D on SP315946); • Easement in gross no 720981145 burdening the land in favour of Central SEQ Distributor-retailer Authority (Easements A & B on SP323313); • Easement No 601464220 over Lot 40 on RP889945 (Resub A on RP103201) benefiting the subject site;
Contaminated Land Search / Environmental Management Register	N/A
Land Owners	145 Warrigal Road: Warrigal Farms Pty Ltd 97 Warrigal Road: Robert Buyers
Local Government	Brisbane City Council ('Council')

Planning Framework Summary

Planning Scheme	Brisbane City Plan 2014 v37 ('Planning Scheme')
Zone	▪ Emerging Community Zone ▪ Sport and Recreation Zone
Neighbourhood plan	Kuraby Neighbourhood Plan
Overlays	Airport environs ▪ OLS – Approach and departure limitation surface boundary ▪ OLS - Approach and departure limitation surface contours ▪ Procedures for air navigation surfaces (PANS) ▪ BBS Zone – distance from airport 3-8km ▪ BBS Zone – distance from airport 8-13km Bicycle network ▪ Local cycle route Biodiversity areas ▪ High ecological significance sub-category ▪ High ecological significance strategic sub-category' ▪ Matters of state environmental significance (MSES) sub category Bushfire ▪ Medium hazard area sub-category ▪ High hazard buffer area sub-category ▪ Medium hazard buffer area sub-category Community purposes network Critical infrastructure and movement network ▪ Critical infrastructure and movement planning area sub-category Flood overlay ▪ Creek/waterway flood planning area 1 sub-category ▪ Creek/waterway flood planning area 2 sub-category ▪ Creek/waterway flood planning area 3 sub-category ▪ Creek/waterway flood planning area 4 sub-category ▪ Creek/waterway flood planning area 5 sub-category ▪ Overland flow flood planning area sub-category Heritage ▪ Local heritage place sub-category ▪ Area adjoining heritage sub-category Road hierarchy ▪ Motorway (Gateway Motorway);

	▪ Warrigal Road (Suburban Road) ▪ McPherson Circuit (Neighbourhood Road) Streetscape hierarchy ▪ Neighbourhood street minor (McPherson Circuit) ▪ Neighbourhood street minor (Warrigal Road) Transport noise corridor (Designated state noise corridor) ▪ State controlled road (Mandatory Area): Category 1: 58 dB(A) – 63dB(A) ▪ State controlled road (Mandatory Area): Category 2: 63 dB(A) – 68dB(A) ▪ State controlled road (Mandatory Area): Category 3: 68 dB(A) – 73dB(A) ▪ State controlled road (Mandatory Area): Category 4: >73 dB(A) Wetlands ▪ Wetland
Relevant Preliminary Approval & Precinct	Not Applicable
State Planning Policy Mapping	- Active transport corridor - Wildlife hazard buffer area - Obstacle limitation surface corridors - MSES – Regulated vegetation (intersecting a watercourse) - MSES – Wildlife habitat (endangered or vulnerable) - MSES – Wildlife habitat (special least concern animal) - MSES – Wildlife habitat (koala habitat areas - core) - State controlled road - Flood hazard – local government flood mapping area - MSES – Regulated vegetation (category B) - MSES – Regulated vegetation (category C) - MSES – Regulated vegetation (essential habitat) - Bushfire prone area ▪ High potential bushfire intensity ▪ Medium potential bushfire intensity ▪ Potential impact buffer - Agricultural land classification – class A and B
Development Assessment Mapping	- SEQ Regional Plan land use categories - Water resource planning area boundaries - Queensland waterways for waterway barrier works - Regulated vegetation management map (Category A and B extract) - Core koala habitat area - State-controlled road ▪ Area within 25m of a State-controlled road

Regional Plan	SEQ Regional Plan 2023 (ShapingSEQ)

Application Summary

Proposal overview	Residential Subdivision
Type of Approval Sought	• Preliminary Approval (including Variation Request) to vary the effect of the Brisbane City Plan 2014 v37 (Planning Scheme); • Development Permit for Reconfiguration of a Lot (2 lots into 127 residential lots, 2 low-medium density lots, open space / drainage, new roads and balance lot)
Defined land use	N/A
Assessment Manager	Brisbane City Council
Category of Assessment	Impact
Referral Details	SARA (DTMR) Reconfiguring a Lot near a State Transport Corridor
Public Notification	Yes – 30 business days

Supporting Documentation

	Report / Plan	Consultant
Appendix A.	DA Forms	Prepared by Saunders Havill
Appendix B.	Site Searches	Prepared by Saunders Havill
Appendix C.	Land Owners Consent	Prepared by Saunders Havill
Appendix D.	Subdivision Plan	Prepared by Saunders Havill
Appendix E.	Structure Plan	Prepared by Saunders Havill
Appendix F.	Code Responses	Prepared by Saunders Havill
Appendix G.	State Code Response	Prepared by Saunders Havill
Appendix H.	Ecological Assessment Memorandum	Prepared by Saunders Havill
Appendix I.	Traffic Engineering Assessment	PTT Traffic and Transport Engineering
Appendix J.	Acoustic Report	Acoustic Works
Appendix K.	Engineering Services Report	Northrop Engineering
Appendix L.	Site based Stormwater Management Plan (to be submitted separately)	Northrop Engineering

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1. Introduction

Saunders Havill has been engaged by LGR Developments Pty Ltd (the Applicant) to prepare this development application. The development application seeks approval for the following aspects of development:

- Preliminary Approval (including Variation Request) to vary the effect of the Brisbane City Plan 2014 v37 (Planning Scheme);
- Development Permit for Reconfiguration of a Lot (2 lots into 127 residential lots, 2 low-medium density lots, open space / drainage, new roads and balance lot)

The application is made over land located at 97 & 145 Warrigal Road, Runcorn Queensland 4113, formally described as Lot 910 on SP315946, Lot 1 on RP103201 (the 'subject site').

This Town Planning Report assesses the proposal against the relevant provisions of the Brisbane City Plan 2014 (the Planning Scheme), the Planning Act 2016 (the Planning Act) and other relevant legislation.

2. Site Overview

2.1. Site Location

The subject site is located at 97 & 145 Warrigal Road, Runcorn Queensland 4113 and is more formally described as Lot 910 on SP315946, Lot 1 on RP103201. The site has a total area of 23.397ha and has a frontage to Warrigal Road, Woorabinda Street and Mcpherson Circuit.

The following aerial photo extract shows the location of the subject site:



Figure 1: Site location plan (Source: DAMS Mapping)

The site provides a rare opportunity to deliver new housing on one of the largest remaining undeveloped residential landholdings within Brisbane's established urban area.

Located in the heart of Runcorn and surrounded by established neighbourhoods, the proposal will transform Warrigal Farm into a new residential community that responds to Brisbane's growing need for housing while making efficient use of land.

While the current application is for an initial 127 residential lots (along with two future low-medium density residential lots, new roads and an integrated open space and drainage network), it is envisaged that this master planned community will provide up to 341 new residential lots, supporting a diverse mix of housing opportunities.

Importantly, the proposal is not simply about delivering more housing, it seeks to create an integrated and connected extension of the existing Runcorn community.

The proposal represents the next chapter for Warrigal Farm, transitioning from its historical farming roots within metropolitan Brisbane into a well-connected residential neighbourhood that contributes meaningfully to housing supply while integrating into the established character and infrastructure of the surrounding area.

2.2. Ownership and Encumbrances

The subject site is held in Fee Simple by:

- Warrigal Farms Pty Ltd (Lot
- Robert Buyers LGR Developments Pty Ltd.

The subject site is encumbered by the following easements:

- Easement in gross no 720305241 burdening the land in favour of Brisbane City Council (Easements C and E on SP315946);
- Easement in gross no 720305243 burdening the land in favour of Central SEQ Distributor-retailer Authority (Easement D on SP315946);
- Easement in gross no 720981145 burdening the land in favour of Central SEQ Distributor-retailer Authority (Easements A & B on SP323313);
- Easement No 601464220 over Lot 40 on RP889945 (Resub A on RP103201) benefiting the subject site.

A copy of the Current Titles Search, Environmental Management Register, Contaminated Land Register, and relevant Easement documents is provided in **Appendix B.**

2.3. General site observations

A site inspection has been carried out and the following observations, as relevant to the proposal, are made:

Characteristic	Observation
Existing land uses and improvements	The site has historically been used for agricultural purposes. There are a number of dwellings and outbuildings on site, one of which is heritage listed (Little Farmhouse). The remainder of the structures on site are associated with existing/historical farming activities.
Adjoining land uses and character	North and South – existing residential and open space East – Gateway Motorway West – Existing residential
Surrounding land uses and character	The surrounding land use is predominantly low density residential.
Topography, drainage and retaining walls	The site generally slopes from the south/south-east to the north/north-west, from RL67 – RL 45. The steepest part of the site has a slope of around 10%
Vegetation – site and verge	The site has been historically utilised for farming activities and as a result the site is predominately clear, except for some minor scattered vegetation throughout the site.
Access	Access is currently provided off Warrigal Road

2.4. Utilities

The plan below in **Figure 2** identifies the location of all existing sewer, water and stormwater infrastructure.

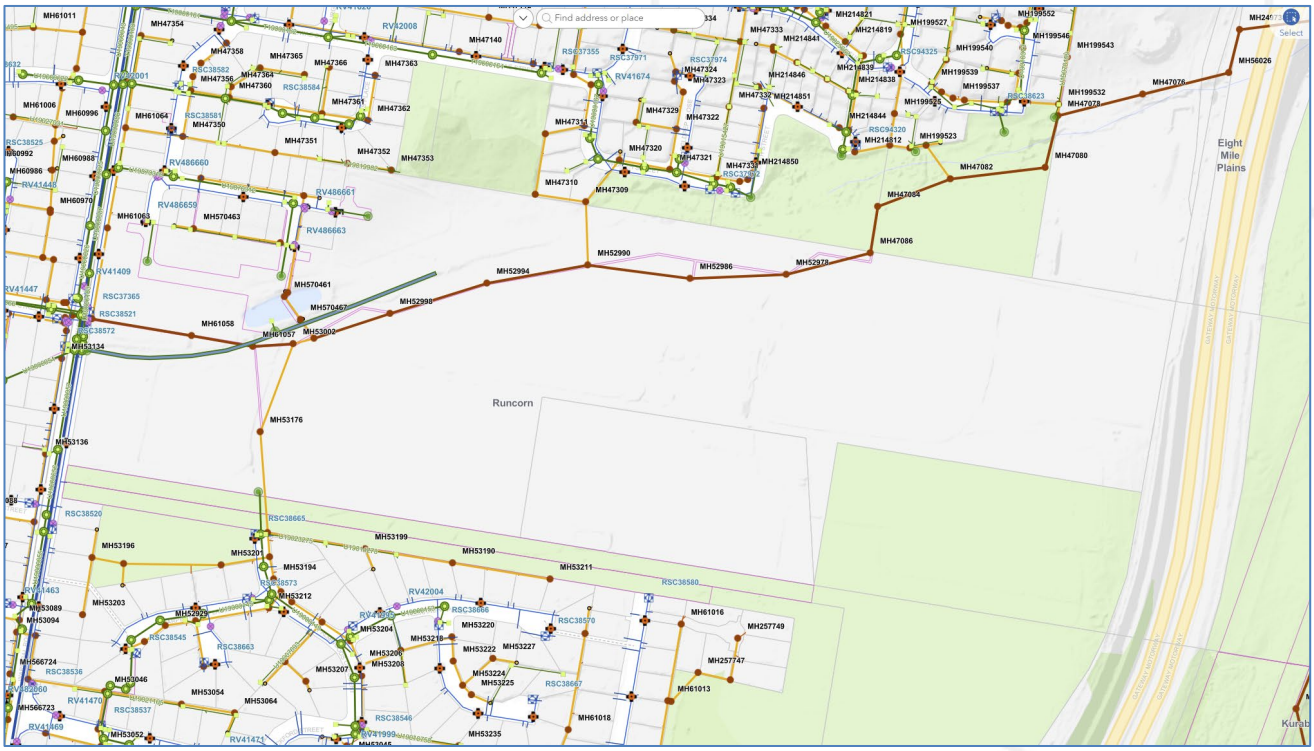


Figure 2: Existing services (Source: BCC Community Maps)

2.5. Site photos

The following photographs are of the site and surrounds:



Figure 3: Aerial Image (Source: unknown)



Figure 4: View of site looking east from Warrigal Road (Source: SH)



Figure 5: View of site looking West from Mcpherson Circuit (Source: SH)



Figure 6: View of site looking North towards Mcpherson Circuit (Source: SH)

3. Site History

3.1. Development application & Approval History

3.1.1 Subject Site

The following recent development approval history is relevant to the subject site:

Council Reference	Address	Description	Approval Date
A001640542	95 – 145 Warrigal Road, Runcorn	Preliminary approval	11 July 2008 (via P&E Court)

Comments:

On 11 July 2008, the Planning and Environment Court granted Preliminary Approval A001640542 (DRS/USE/H04-904214) over the site. The Preliminary Approval varied the effect of Brisbane City Plan 2000 (the superseded Planning Scheme) by allowing the relevant land to be treated as within the Low Low-Density Residential Area for the purposes of subsequent development applications, including code assessable subdivision incorporating residential lots with a minimum lot size of 400m².

A Structure Plan was endorsed as part of the Preliminary Approval, identifying the intended developable area, indicative road network and areas of parkland. The Preliminary Approval also established a framework for subsequent development applications over the site, including requirements relating to:

- supporting technical reports;
- monetary contributions;
- open space provision; and
- engineering and infrastructure matters.

Importantly, the Preliminary Approval contemplated subsequent development applications being assessed having regard to whether the proposed development was generally in accordance with the approved Structure Plan.

The Preliminary Approval does not appear to contain a relevant currency period. Further, subsequent development approvals have been obtained and acted upon over the site, including Development Permit A002838969 discussed below. On this basis, it is understood that Preliminary Approval A001640542 remains in effect.

Notwithstanding this existing approval, the current application does not seek to rely upon or be assessed under Preliminary Approval A001640542. Rather, a new Preliminary Approval is sought which, upon taking effect, is intended to supersede Preliminary Approval A001640542

in its entirety and establish a contemporary development framework for the balance of the site.

The existing Preliminary Approval is nevertheless relevant to the planning history and intended development of the site. In particular, it demonstrates that the suitability of the land for residential development has been recognised through a longstanding approval framework dating back to 2008. The current application therefore does not seek to introduce an entirely new development intent for the land, but rather seeks to establish an updated planning framework that responds to the site's contemporary planning, environmental and infrastructure context.

A002838969 (modified through A005515255 and extended through A005461650)	95 – 145 Warrigal Road, Runcorn	Development Permit for Reconfiguring a Lot (Staged subdivision for 254 lots)	21 July 2016

Comments:
On 21 July 2016, Council issued Development Permit A002838969 for the staged Reconfiguration of a Lot to create 248 residential lots, together with roads, open space and drainage reserves across six stages. The approval was subsequently modified under A005515255 and its currency period extended under A005461650 until 21 July 2022. **Figure 7** below illustrates the approved subdivision layout.

To date, only Stages 1A and 1B have been completed and it is understood that the balance of the approval has since lapsed.

Notwithstanding the lapse of the balance stages, the previous approval remains relevant in understanding the planning history of the site and the nature and pattern of development previously contemplated for the land.

Importantly, Development Permit A002838969 provided for residential lots within that part of the site identified within the Sport and Recreation Zone. Council's approval therefore demonstrates that residential development within this area has previously been considered as part of an appropriate and coordinated development outcome for the site, notwithstanding the underlying zoning designation.

The current application maintains this established development intent, with residential development proposed generally within areas that formed part of the previously approved residential subdivision. Accordingly, the proposed structure plan does not introduce a fundamentally new land use outcome for this part of the site, but instead represents a continuation and refinement of a residential development pattern previously considered and supported by Council.

The previous subdivision approval included Open Space (Lot 902) situated adjacent to the Gateway Motorway. It is understood that this land was originally intended to contribute to a broader open space connection linking Council-owned recreational land to the south with future open space opportunities located north of the site. However, circumstances have materially changed.

Since the original approvals were granted, the land immediately north of the site has been fully developed and committed to urban uses, including approved Multiple Dwelling, a Child Care Centre and a Place of Worship. These developments have effectively removed any realistic opportunity for a continuous open space link to extend further north beyond the site. As a consequence, the original strategic purpose underpinning Lot 902 can no longer be achieved. In practical terms, Lot 902 now functions as an isolated remnant parcel rather than a meaningful component of a broader open space network. Retaining Lot 902 as open space would therefore provide limited strategic benefit and would not contribute to the delivery of any identifiable recreation corridor, park network or ecological linkage.

The variation approval seeks to acknowledge these changed circumstances and allow the land to be incorporated into the broader residential neighbourhood consistent with the balance of the site.

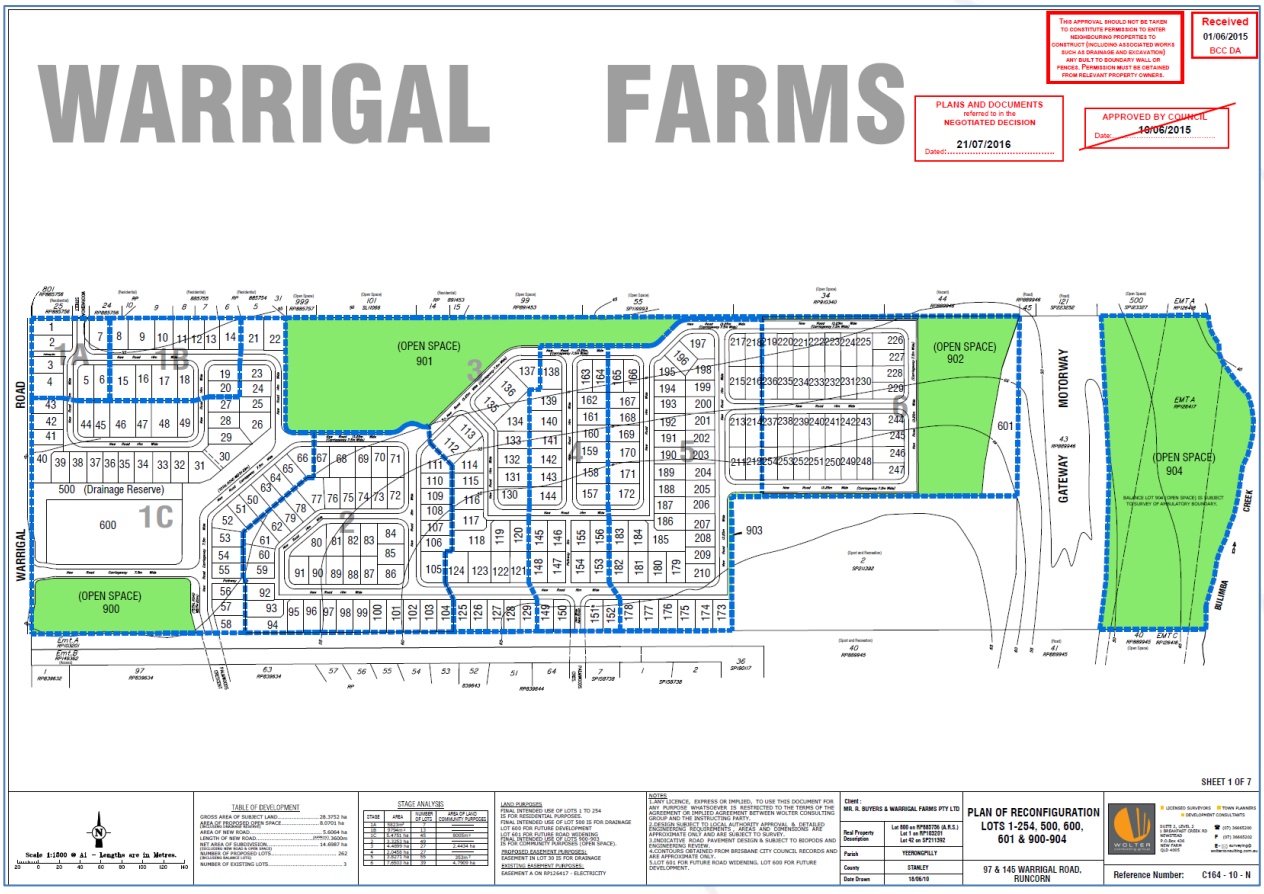


Figure 7: Subdivision Approval A002838969

3.1.2 Nearby sites

The following recent development approval history is relevant to the surrounds:

Council Reference	Address	Description	Approval Date
A006568241	161 Underwood Road, Eight Mile Plains	Material Change of use for childcare centre; health care service; medium impact industry; retirement facility;	06/12/2024
A006791570	161 Underwood Road, Eight Mile Plains	Material Change of use for childcare centre; multiple dwelling.	22/06/2026
A003247857	161 Underwood Road, Eight Mile Plains	Material Change of Use for Community Facilities (Place of Worship)	16/12/2016

4. Development Proposal

4.1. Proposal Intent

The proposal seeks to facilitate the comprehensive redevelopment of the existing Warrigal Farm site at Warrigal Road, Runcorn as a new master planned residential community. The development represents a significant opportunity to deliver new housing within Brisbane's established urban area on a large, consolidated site capable of accommodating residential development at a scale rarely available within the city's existing suburban fabric.

The overarching intent is to establish a high-quality, integrated and diverse residential neighbourhood which responds to the site's physical and environmental characteristics while integrating appropriately with the surrounding community. Rather than approaching the land as a series of isolated development parcels, the proposal has been conceived comprehensively, establishing an overall structure of residential precincts, streets, open space / drainage areas and pedestrian connections across the site. The Structure Plan provides for a connected internal street network and identifies pedestrian/green links and proposed open space as integral components of the development structure.

At full development, the proposal is expected to accommodate approximately 420 dwellings, comprising approximately 341 detached residential allotments and approximately 79 dwellings within two low-medium density residential sites. The detached residential component provides a varied lot mix, including lots ranging from 300 m² upwards, with an average lot size of approximately 400m². The two low-medium density sites comprise approximately 9,608 m² and 6,237 m² respectively and are intended to be developed for higher density development consistent with the planning framework for the low-medium density residential zone (3 or 4 storey mix zone precinct). Together, these components provide for a range of housing forms and lot sizes within a single master planned community.

Importantly, the proposal has been designed to respond to the site's key environmental and physical constraints rather than simply maximising developable area. The overall plan allocates approximately 2.7ha to open space / drainage, together with pedestrian links, and integrates these areas into the broader development structure. The layout responds to the creek/waterway and mapped flood planning areas traversing the northern and western portions of the site, with these areas forming part of the open space and drainage framework around which the residential neighbourhood is organised.

The proposed street network is intended to create a legible and connected residential environment while providing an appropriate transition between the new community and adjoining established neighbourhoods. The Structure Plan establishes a hierarchy of neighbourhood and local streets and provides connections towards the existing urban area along the western and northern site interfaces. The master plan also positions the higher-density residential opportunities toward the Warrigal Road frontage (where within easy walking

distance of public transport), while the balance of the site is predominantly characterised by conventional residential allotments.

Overall, the development is intended to transform an existing large landholding within Runcorn into a cohesive new residential neighbourhood, delivering a substantial and diverse supply of new housing while establishing the streets, open space / drainage and pedestrian connections necessary to support a complete community. The proposal seeks to make efficient use of a strategically significant landholding within Brisbane's established urban area, while ensuring that development occurs in a coordinated manner that responds to the site's environmental attributes and its relationship with surrounding residential areas.

4.2. Application Structure

In order to facilitate the proposed residential development, this application includes the following aspects of development:

- Preliminary Approval (including Variation Request) to vary the effect of the Brisbane City Plan 2014 v37 (Planning Scheme) in order to set land use planning intents across the site and establish a framework for future development;
- Development Permit for Reconfiguration of a Lot (2 lots into 127 residential lots, 2 low-medium density lots, open space / drainage, new roads and balance lot), which will facilitate the delivery of the first four stages of the project.

These aspects are discussed in further detail below:

4.3. Variation Approval

The Variation Approval is sought to establish a clear and contemporary planning framework for the coordinated development of the subject site. The existing Emerging Community Zone and Sport and Recreation Zone does not, of itself, provide sufficient certainty as to the intended residential form, density, assessment pathways and built-form controls that should apply across the land. The proposed Variation Approval therefore translates the master planned outcome into two defined precincts within the Estate (Low Density Residential and Low-Medium Density Residential planning areas), while retaining the balance of the Brisbane City Plan 2014 provisions except where specific variations are necessary to facilitate the intended development.

The South eastern portion of the site, located within 800m of Fruitgrove Railway Station, is intended to be regulated by provisions based on the LMR2 Low-medium density residential (3 or 4 storey mix) zone. This reflects the accessibility of the land to high-frequency public transport and the Kuraby Neighbourhood Plan’s support for increased residential density, including multiple dwellings, in locations within 800m of the station. The balance of the developable area is intended to be regulated by provisions based on the Low Density Residential Zone, providing for a predominantly detached dwelling character that integrates with surrounding established neighbourhoods and reflects the residential outcome historically contemplated for the site. This is consistent with Council’s adopted practice of rezoning

Emerging Community Zone land to the Low Density Residential Zone when the land has been developed for low density residential purposes (i.e. residential subdivisions).

The Variation Approval also provides a fit-for-purpose assessment framework for subsequent development. Future reconfiguring a lot applications will be code assessable where lots have a minimum area of 300m² and achieve a minimum average area of 350m². Although this represents a limited variation from the standard Low Density Residential Zone subdivision provisions, the proposed lot-size parameters are consistent with the Emerging Community Zone outcomes presently applicable to the majority of the site and will remain subject to detailed assessment against the applicable subdivision, servicing, access, open space and amenity provisions.

The Variation Approval will therefore provide certainty regarding the ultimate land-use pattern without removing the need for future development to demonstrate compliance with clear and comprehensive assessment benchmarks.

The following provides a summary of the changes sought as part of the proposed Variation Approval:

- Establish a Low Density Residential Zone Precinct over the balance of the developable site, replacing the existing Emerging Community Zone and Sport and Recreation Zone provisions;
- Establish an LMR2 Low-medium density residential (3 or 4 storey mix) precinct over proposed Lots 5000 and 5001 adjoining Warrigal Road;
- Enable future reconfiguring a lot applications within the Low Density Residential Zone Precinct to proceed through code assessment where a minimum lot area of 300m² and minimum average lot area of 350m² are achieved;
- Apply the standard Planning Scheme assessment pathways for future material change of use and reconfiguring a lot applications within the LMR2 precinct, including code assessment where provided by the relevant tables of assessment;
- Vary AO5 of the Dwelling House (Small Lot) Code to establish a consistent minimum 4m primary street frontage setback, while retaining the applicable secondary-street, garage and building-envelope provisions;
- Vary AO6 to permit a 0m side setback for specified non-habitable built-to-boundary elements, remove the alternative 0.5m setback and simplify the associated zone-based and adjoining-owner requirements;
- Vary AO7 to replace the 6m rear setback for lots deeper than 25m with height-based rear setbacks of 3m for building elements up to 4.5m high and 4.5m for elements above 4.5m;
- Vary AO8 so that lots from 300m² to less than 450m² may achieve a maximum site cover of 60%;
- Approve the proposed Dwelling House (Small Lot) Code changes through conditions of the Variation Approval; and

- Make overlay provisions inapplicable to future applications only to the extent that the relevant overlay matters have been comprehensively assessed and resolved through this application.

The above is discussed in further detail below.

4.3.1 Low Density Residential Zone Precinct

The proposed Low Density Residential Zone Precinct encompasses most of the subject site and includes land that is currently located within the Emerging Community Zone and the Sport and Recreation Zone. The following are the key changes to the current zoning provisions:

Emerging Community Zone to Low Density Residential Zone

The Variation Approval seeks to apply Low Density Residential Zone provisions to the existing Emerging Community zoned land so that future development is regulated by a planning framework that reflects the intended and established residential outcome for the site. The Emerging Community Zone is an interim zone intended to facilitate the orderly planning of land for future urban purposes. Once a coordinated structure plan, road network, open space system, servicing strategy and residential layout have been established, continued reliance on the Emerging Community Zone provides limited additional planning benefit and less certainty regarding the form of development ultimately intended.

The Low Density Residential Zone provides the most appropriate long-term planning framework for this part of the site. It supports predominantly detached housing at a scale and intensity compatible with the established residential neighbourhoods to the north, west and south, while allowing a range of lot sizes and dwelling types to contribute to housing choice. This outcome is also consistent with the longstanding strategic intent for residential development of the land, including the existing preliminary approval and subsequent subdivision approval, and with the Kuraby Neighbourhood Plan's identification of the site as a Potential Development Area.

Applying the Low Density Residential Zone provisions will provide Council, future applicants and the community with a clear and predictable framework for subsequent development. Future reconfiguring a lot applications will be capable of code assessment where the specified minimum lot size (300m^2) and average lot size (350m^2) is able to be achieved, but will remain subject to the relevant subdivision, servicing, access, open space, amenity and overlay assessment benchmarks of the planning scheme. The proposed variation does not remove the need for detailed assessment. It just replaces an interim zoning framework with controls tailored to the residential outcome established through the master planning process. Therefore, it represents an orderly and efficient planning outcome that supports coordinated delivery of the estate and the effective use of serviced land within the Urban Footprint.

Sport and Recreation Zone to Low Density Residential Zone

The inclusion of the land at the rear of the subject site within the Sport and Recreation Zone is understood to be a legacy of the former Brisbane City Plan 2000 framework, under which a



trunk District Sports Park (RUN-A5a) was identified in this locality by the then Priority Infrastructure Plan. Refer to the City Plan 2000 Zoning Map in **Figure 8** below and the Brisbane City Plan 2000 Priority Infrastructure Plan Map in **Figure 9** below.

The zoning was carried forward into Brisbane City Plan 2014 notwithstanding that Council's infrastructure planning and land acquisition strategy has since evolved. In particular, Council owns and controls both Lot 2 on SP211392 and Lot 40 on RP889945, which can accommodate the future district sports park. The current LGIP identifies a District Sports Park (ID: RUN-E5-001) with a required area of 5.21ha, while more than 8ha of cleared and otherwise unconstrained Council-owned land is available across these contiguous lots for the establishment and embellishment of that facility (refer to **Figure 10** below). Importantly, RUN-E5-001 is identified on the LGIP mapping as "Park embellishment" only, rather than park acquisition and embellishment. This designation confirms that the land required for the future park has already been secured within Council ownership and that no further acquisition of land is planned or required to facilitate its delivery. Council's ownership and control of the entirety of the identified land therefore provides certainty that the planned district sports park can be delivered as a consolidated public asset without reliance on the acquisition of, or access through, the rear portion of the subject site.

The Council-owned land adjoins a broader sport and recreation holding, is better positioned to operate as a consolidated district-level facility and is sufficient to accommodate the identified infrastructure requirement. The LGIP's identification of RUN-E5-001 for park embellishment only provides further confirmation that Council's contemporary infrastructure strategy is to improve the existing Council-owned park holding, rather than acquire additional land for the district sports park. Accordingly, retention of the subject land in the Sport and Recreation Zone is no longer necessary to secure the planned district sports park outcome and is no longer considered appropriate.

Applying Low Density Residential outcomes to this land would not displace, constrain or prejudice delivery of the District Sports Park. On the contrary, it would remove a superseded zoning anomaly and enable the land to be integrated with the balance of the planned residential neighbourhood. The proposed variation therefore represents an orderly and efficient planning outcome by consolidating the district sporting function on contiguous land already owned and controlled by Council, avoiding the unnecessary sterilisation of additional land, preventing fragmentation of both the recreation network and the residential estate, and facilitating additional housing within the Urban Footprint on serviced land surrounded by established urban development.

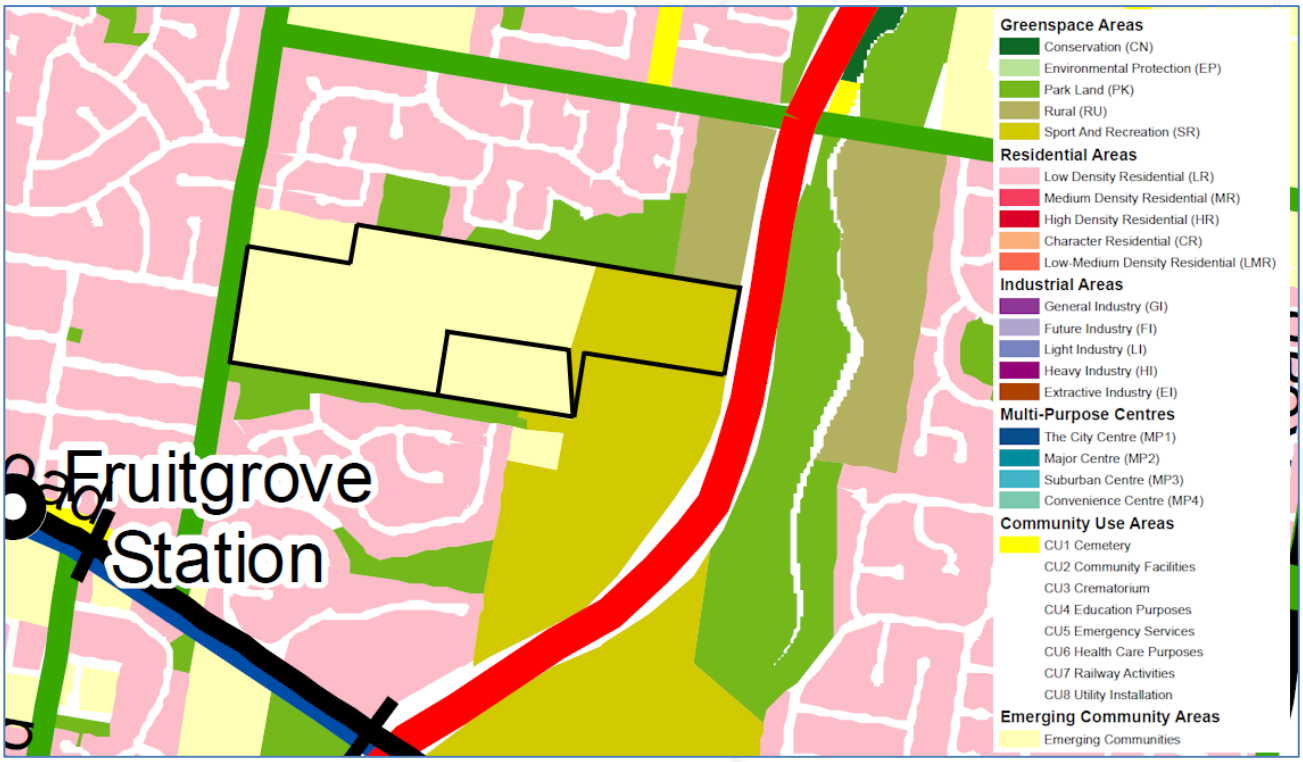


Figure 8 – Brisbane City Plan 2000 Area Classification Map

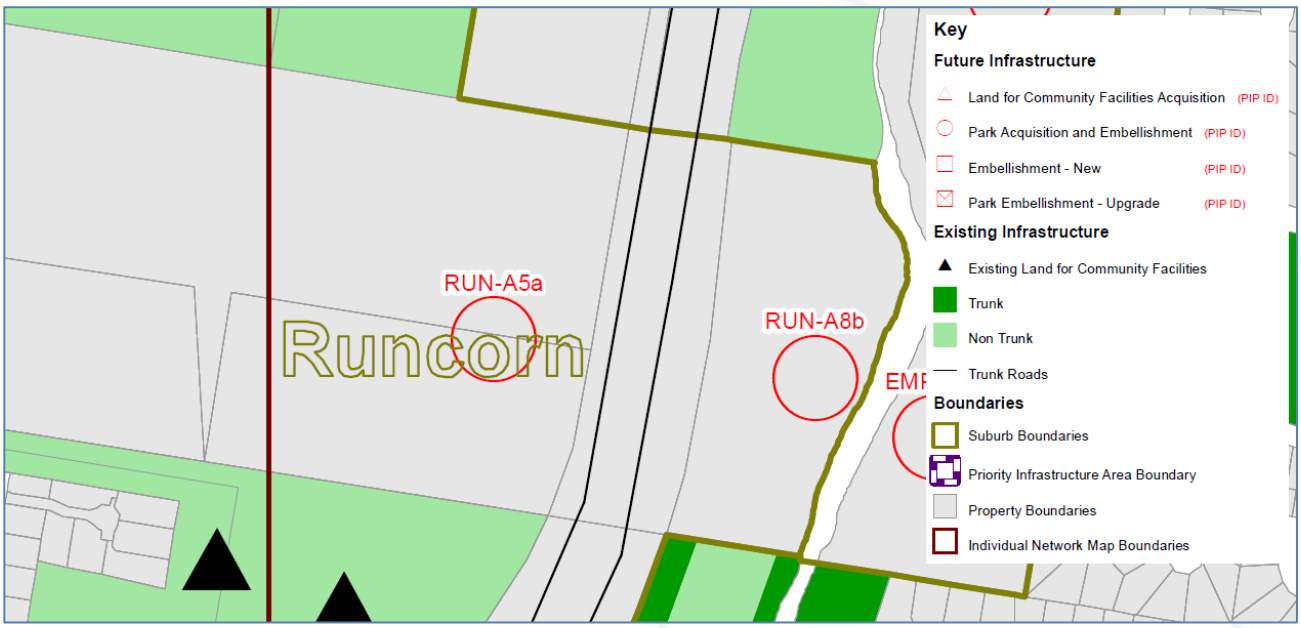


Figure 9 – Brisbane City Plan 2000 Priority Infrastructure Plan Map



Figure 10 – Area of unconstrained land available for the required District Sports Park

4.3.2 Low-Medium Density Residential Zone Precinct

The Variation Approval also seeks to apply the Low-Medium Density Residential Zone provisions, specifically the LMR2 precinct, to the front portion of the site adjoining Warrigal Road. This would allow the proposed Lot 5000 and Lot 5001 to be developed for a future Multiple Dwelling or small lot subdivision, consistent with the planning framework of the Low-Medium Density Residential Zone.

This part of the site is located within approximately 800m walking distance of Fruitgrove Railway Station and is therefore the most accessible component of the land for a higher-density residential outcome. Locating increased residential density in this position supports a transit-oriented pattern of development by placing more residents within convenient walking distance of high-frequency public transport, while also providing ready access to the surrounding road, pedestrian and cycle networks.

The proposed planning outcome directly responds to the Kuraby Neighbourhood Plan, which identifies the site as a Potential Development Area and supports a mix of housing types, styles and densities, including increased residential densities for land located between 400m and 800m of Fruitgrove Railway Station. The LMR2 precinct provides an appropriate framework to give effect to this policy direction by enabling multiple dwellings and other compatible residential forms at a scale that increases housing supply and diversity without introducing the intensity or built form associated with higher-order medium-density precincts.

The location of the Low-Medium Density Residential planning area at the front of the site also enables the higher-density component to be integrated with the estate's primary access and movement network and separated from much of the lower-density residential area. Its extent has been deliberately confined to two future development lots, allowing the detailed design, building siting, access, parking, landscaping and interface treatments to be resolved through subsequent development applications. This will provide an appropriate transition to adjoining low-density housing and ensure that future development is compatible with the intended character and amenity of the broader residential neighbourhood.

Under the Variation Approval, subsequent development within this area may proceed through code assessment where allowed for in Table 5.5.2—Low-medium density residential zone (for a Material Change of Use) or Table 5.6.1—Reconfiguring a lot (for Reconfiguring a Lot in the Low-medium density residential zone).

This assessment pathway is appropriate because the strategic suitability of the land for a low-medium density outcome is being considered through the present impact assessable variation request, supported by a defined structure plan and comprehensive planning framework. Future proposals will nevertheless remain subject to the applicable Low-Medium Density Residential Zone, neighbourhood plan, overlay, access, servicing, transport, amenity and design assessment benchmarks of the planning scheme. The proposed variation therefore provides certainty as to the intended residential outcome while retaining detailed assessment of its implementation, and represents an orderly and efficient use of serviced land within the Urban Footprint in close proximity to existing public transport.

4.3.3 Changes to the Dwelling House (Small Lot) Code

As part of the Variation Approval, the following changes are proposed to Acceptable Outcomes of the Dwelling House (Small Lot) Code:

Acceptable Outcome	Justification for Change
AO5 Development results in a minimum street frontage setback that is: a. on the primary street frontage: ~~i. 6m where all adjoining dwelling houses have a setback of 6m or more; or~~ ~~ii. the same as the least setback, but not less than 3m, of an adjoining dwelling house where that dwelling house has a setback less than 6m; or~~ iii. ~~3m~~ 4m ~~where there is no adjoining dwelling house;~~ b. on a secondary street frontage: i. 1.5m; or ii. 0m for non-habitable spaces up to 3m building height where the secondary street frontage is opposite to the primary street frontage and the road reserve of the secondary street	The proposed change establishes a consistent minimum 4m setback to the primary street frontage throughout the development. This provides a clear and predictable built-form standard that can be applied independently of the timing, siting or design of development on adjoining lots. The existing provisions link the applicable setback to development established on adjoining land. In a new residential estate, where dwellings may be designed, approved and constructed concurrently or in a different sequence, this approach can create uncertainty for purchasers, designers and builders regarding the development potential of individual lots. A fixed minimum setback removes this uncertainty, ensures that development expectations are known



frontage is 8m or less wide and a minor road; c. in addition to either (a) where the setback is less than 5.5m or (b)(i) above, a minimum of 5.5m street frontage setback for garages; or d. located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c). Editor's note—For the purposes of determining compliance with AO5 reference is to be made to section 1.7.6.	from the outset and prevents the design outcome on one lot from influencing the compliant setback available to another. The change will support coordinated dwelling design and a consistent streetscape while retaining an appropriate setback to the primary street frontage.
AO6 Development results in a minimum side boundary setback that is: a. 1m for habitable spaces; or b. ~~0.5m~~ 0m and a maximum height of 3.5m for non-habitable spaces only for a maximum length of: ~~i. 15m, where located in the Low – medium density residential zone, Medium density residential zone or High density residential zone; or~~ ii. 9m, ~~where in the Low density residential zone or the Character residential zone; or~~ ~~c. 0m where:~~ ~~i. matching the extent of an existing built to boundary wall on the adjoining property; or~~ ~~ii. the adjoining property is 300m² or less and in the Residential zone category other than in the Character zone precinct of the Character residential zone; or~~ ~~iii. on a lot with an average width of 7.5m or less where the adjoining property is 300m² or less and in the Residential zone category other than in the Character zone precinct of the Character residential zone and the adjoining property has no existing built to the boundary wall; or~~ ~~iv. on a lot with an average width of more than 7.5m in the Low density residential zone or the Infill housing zone precinct of the Character residential zone where the registered owner of the adjoining premises does not object to a setback less than AO6(b) but only for non-habitable spaces, a maximum height of 3m and a maximum length of 9m; or~~ d. located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c). Note—AO6(c)(ii) and (iii) apply to the development of a dwelling house at the same time as an adjoining dwelling house or adjoining dwelling houses developed at separate times. Editor's note—For the purposes of determining compliance with AO6 reference is to be made to section 1.7.6.	The proposed changes provide a clearer and more practical side-boundary setback framework for the small residential lots intended within the development. Removing the alternative 0.5m setback for non-habitable spaces simplifies the acceptable outcome by establishing either a conventional 1m setback for habitable spaces or a 0m setback where the specified built-to-boundary circumstances apply. The amendments also remove unnecessary zone-based qualifications and adjoining-owner consent requirements. These provisions are not well suited to a comprehensively planned residential estate, where lot dimensions, dwelling siting and built-to-boundary opportunities can be coordinated from the outset. Allowing a 0m setback in the identified circumstances supports efficient use of small lots, provides greater certainty for purchasers, designers and builders, and enables compatible dwelling designs to be developed on adjoining properties. The revised outcome continues to limit built-to-boundary development through requirements relating to adjoining wall conditions, lot width, building function, height and wall length. Habitable spaces remain subject to a 1m setback, and approved building envelopes may continue to address site-specific circumstances. The changes therefore improve certainty and design flexibility without compromising access to light and ventilation, residential amenity or an appropriate built form.

Editor's note—For the purpose of satisfying AO6(c)(iv), confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.	
AO7 Development results in a minimum rear boundary setback that is: ~~a. 6m, where on a lot with an average depth of more than 25m; or~~ ~~b. on a lot with an average depth of 25m or less:~~ i. 3m, for a part of a building or structure up to 4.5m high; ii. 4.5m, for a part of a building or structure over 4.5m high. c. located within an approved building envelope for the site to the extent of any inconsistency with (a) or (b). Editor's note—For the purposes of determining compliance with AO7 reference is to be made to section 1.7.6.	The proposed changes establish a rear-boundary setback framework that is better suited to the dimensions and intended dwelling forms of the small residential lots within the development. Removing the 6m setback applying to lots deeper than 25m avoids an unnecessarily large rear setback that would constrain dwelling design and reduce the efficient use of otherwise developable land. The revised outcome applies setbacks according to building height, requiring 3m for building elements up to 4.5m high and 4.5m for elements above 4.5m. This provides a clear and consistent standard across the development, irrespective of lot depth, while ensuring that taller building elements are set further from the rear boundary to moderate bulk, scale and overlooking impacts. The amendment will improve certainty for purchasers, designers and builders, support functional dwelling layouts and private open-space areas, and enable the intended small-lot housing outcomes. The retained height-based setbacks and ability to use an approved building envelope will continue to protect reasonable access to light, ventilation, privacy and residential amenity while allowing site-responsive design where appropriate.
AO8 Development results in a maximum site cover of: ~~a. 50% where the lot is 400m² or more; or~~ b. 60% where the lot is 300m² or more and less than ~~400~~ 450m²; or c. 70% where the lot is 200m² or more and less than 300m²; or d. 80% where the lot is less than 200m². Editor's note—For the purposes of determining compliance with AO8 reference is to be made to section 1.7.6.	The proposed amendments provide greater flexibility for the delivery of a diverse range of contemporary housing products across the estate, particularly on lots between 400m² and 450m². Applying a maximum site cover of 60% to these lots will allow functional dwelling layouts, covered outdoor living areas and garaging to be accommodated without requiring unnecessary variations or constraining housing choice. The additional site cover is considered appropriate in the context of a comprehensively planned residential estate, where lot dimensions, building envelopes, setbacks, private open space, landscaping, access and servicing can be coordinated from the outset. The amendment does not remove the need to comply with the remaining provisions of the Dwelling House (Small Lot) Code, including requirements that protect streetscape presentation, residential amenity, privacy, access to daylight and ventilation, and the provision of usable private open space.

	The proposed 60% site-cover outcome is also consistent with contemporary small-lot housing practice and with variations accepted in other greenfield development areas, including sites within the Lower Oxley Creek Neighbourhood Plan area. It will provide certainty for purchasers, designers and builders, support a broader range of dwelling types and price points, and facilitate efficient use of serviced urban land while maintaining an appropriate residential character and standard of amenity.

It is proposed that the above changes be approved as a condition of approval.

4.3.4 Applicability of Overlays for Future Development

It is requested that any overlays that have been resolved/addressed as part of this application will be made not applicable as part of any future application.

4.4. Reconfiguring a Lot

In order to facilitate the initial four stages of the master planned community, a Reconfiguration of a Lot aspect is proposed.

The initial Reconfiguring a Lot component of the development comprises Stages 1 to 4 of the broader master planned community. Collectively, these stages provide for the creation of 127 residential allotments, together with land for future low-medium density residential development, open space and drainage purposes, new roads and a balance lot to accommodate subsequent stages of the development. The first four stages are illustrated within the Application Plan Set (refer to **Figure 11** below).

The 127 residential allotments provide a diverse range of lot sizes and dimensions, with an average lot size of approximately 410m². The proposed lot mix includes villa, premium villa, courtyard, premium courtyard and traditional allotments, with typical frontages ranging from approximately 10.5m to 18m and typical lot depths of between 25m and 32m.

Development is proposed to occur progressively across the following stages:

- Stage 1, comprising 41 residential allotments (across 2 sub-stages), with a total stage area of approximately 2.3ha. Stage 1 will be accessible via the existing neighbourhood road network (Macpherson Circuit extension) which will allow these lots to be delivered efficiently and expediently.
- Stage 2, comprising 30 residential allotments and incorporating the two future low-medium density residential sites, being proposed Lots 5000 and 5001, together with open space / drainage land.
- Stage 3, comprising 33 residential allotments, together with a substantial component of the proposed open space / drainage network.
- Stage 4, comprising 23 residential allotments, completing the initial 127-lot residential component.

The initial subdivision also establishes the first components of the internal road network, including a combination of 14.0 m wide local roads, a 13.25 m wide neighbourhood road with reduced verge, and an 18.0 m wide neighbourhood road which will form the primary access road to Stages 2 – 4 of the estate.

From an external road perspective, it is proposed to upgrade Warrigal Road at the primary site entrance (as part of Stage 2) to accommodate the anticipated increase in traffic generated by the development. The upgrade will include channelised right-turn and left-turn treatments to facilitate safe and efficient vehicle movements into the development.

The internal road network has been configured to provide access to the proposed residential allotments and maintain connectivity throughout the development. The road layout incorporates intersections and turning areas suitable for the anticipated design vehicles and provides connections between the development and the surrounding road network. These roads provide the framework for the initial residential stages and their ultimate integration with the balance of the master planned community.

Importantly, Stages 1 to 4 represent only the initial delivery phase of the overall development. Following completion of these stages, approximately 12.076 ha is retained as balance Lot 1000 for subsequent development in accordance with the broader master plan. The initial ROL therefore represents the first implementation phase of the ultimate residential estate, together with the two low-medium density residential sites which are ultimately intended to contribute approximately additional higher density development.

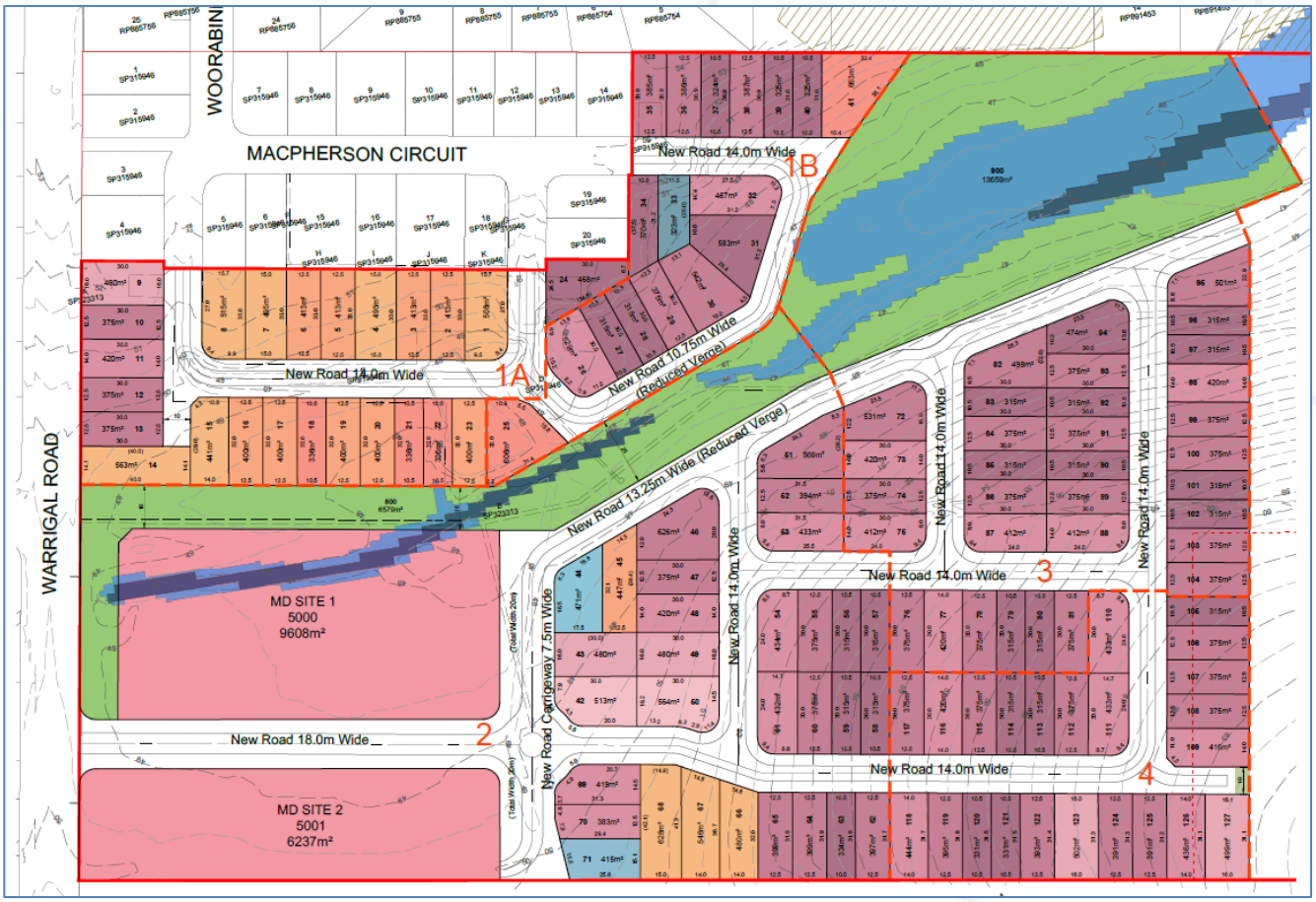


Figure 11 – Proposed Subdivision (Stage 1 to 4)

4.5. Staging

As outlined above, the subdivision of the site for the 127 residential lots will be undertaken over multiple stages (4 stages, including 2 sub-stages within Stage 1) to ensure ease and efficiency of lot and infrastructure delivery.

4.6. Proposed Titling Arrangements

All lots are intended to be freehold lots.

4.7. Residential Density

The subject site is located in a 'Potential Development Areas' as identified in 'Figure a – Kuraby – North' of the Kuraby neighbourhood plan code. As per the overall outcomes of the Kuraby neighbourhood plan code, development within the potential development areas is to provide for a mix of housing types, styles and densities, in particular:

i. 'low density residential – dwelling houses' at a dwelling density of between 10 and 15 dwellings per hectare;
ii. 'low density residential – dwelling houses and multiple dwellings' at a dwelling density of up to 20 dwellings per hectare (where between 400m and 800m of the Fruitgrove Railway Station).

The subject site has a total site area of 23.410ha, of which is circa 2.7ha is considered constrained by the proposed drainage corridor, so the site has approximately 20.728ha of unconstrained, developable land.

Overall, it is anticipated that the proposed estate will accommodate approximately 420 dwellings, comprising approximately 341 detached residential allotments and approximately 79 dwellings within two low-medium density residential sites. This equates to a total density of approximately 18 dw/ha over the site. This is generally consistent with the dwelling density targets specified within the Kuraby neighbourhood plan code, noting the following:

- Approximately 7.2ha of the subject site is located within 800m of the Fruitgrove Railway Station (refer to **Figure 12** below) which supports higher density development on the site;
- The two proposed Low Medium Density Residential lots are located well within this area (refer to **Figure 13** below), so the additional density proposed within this location is an appropriate development outcome;
- The density targets in the current Kuraby Neighbourhood Plan appear to reflect the earlier policy framework established under the Kuraby Local Plan, which we understand was adopted in 2008 as part of the superseded Brisbane City Plan 2000. Since that framework was adopted, planning priorities have increasingly emphasised consolidating development within the existing Urban Footprint and making efficient use of well-located, unconstrained urban land;
- The proposal responds to contemporary housing-supply objectives by delivering a coordinated mix of detached and low-medium density housing close to established public transport, services and infrastructure, rather than directing growth to less accessible locations;
- The low-density residential component is predominantly located within the Emerging Community Zone and adopts a minimum lot area of 300m² and a minimum average lot area of 350m², consistent with the relevant subdivision outcomes for that zone. The proposed average lot size is approximately 400m², comfortably exceeding the minimum average and demonstrating that the development is not reliant on excessive subdivision intensity;
- The proposed lot mix provides a graduated residential outcome, with predominantly detached housing across the balance of the site and higher-density opportunities confined to two discrete lots near Warrigal Road and Fruitgrove Railway Station;
- The yield of the low-medium density residential lots will ultimately be dictated by the applicable assessment benchmark provisions (built-form, height, setback, site-cover, private open-space, parking, landscaping, access and amenity provisions etc) of the Planning Scheme as it relates to the low medium density residential zone and will be resolved through future development applications;
- Accordingly, the proposed density can be accommodated within a clear planning framework that protects built-form and amenity outcomes while allowing the site's development potential to respond efficiently to its location, accessibility and infrastructure capacity.



Figure 12 – Portion of the site within 800m of the Fruitgrove Railway Station (Source: nearmap)

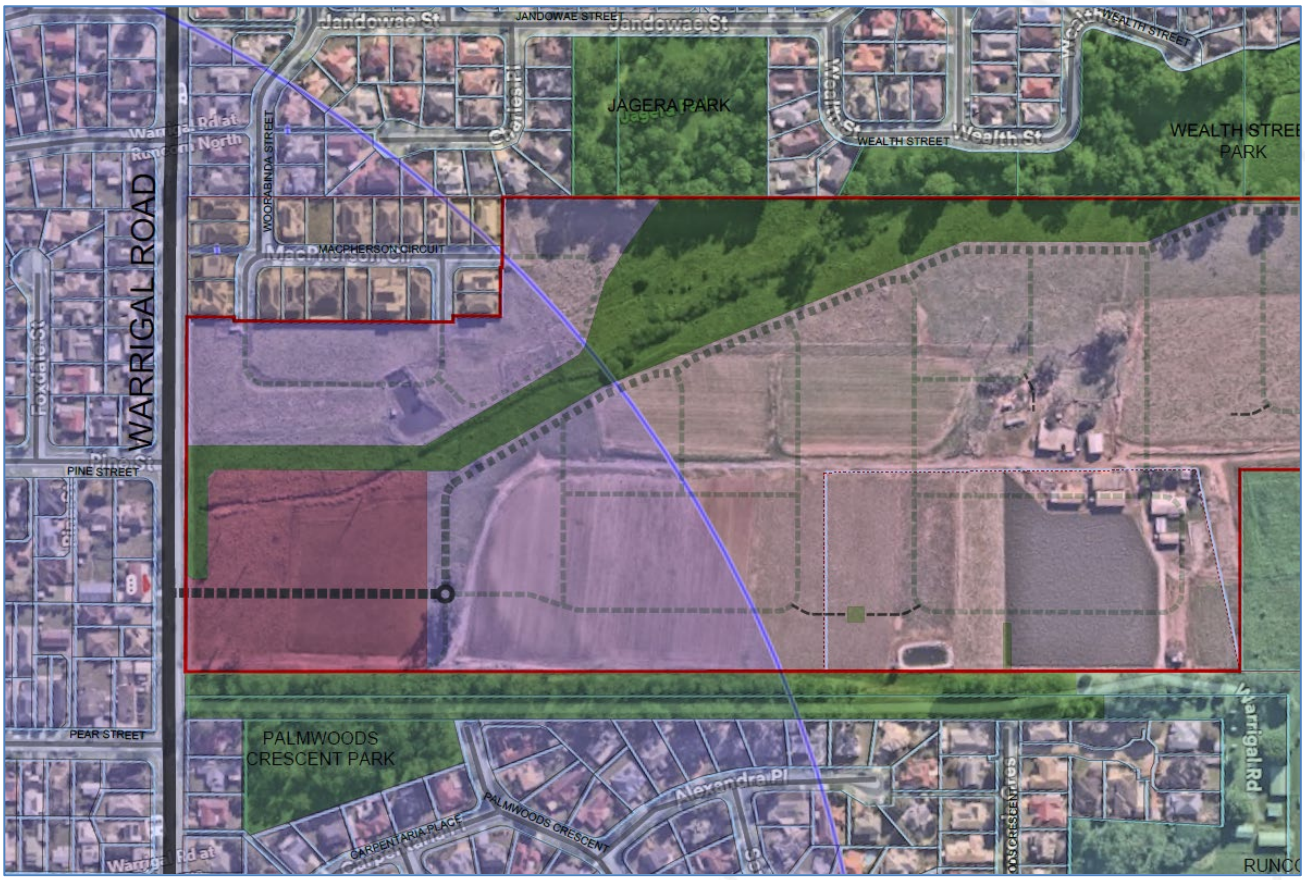


Figure 13 – Proposed Structure Plan and area within 800m of the Fruitgrove Railway Station

4.8. Engineering

The following is a summary of the various engineering considerations as outlined in the accompanying Engineering Servicing Report (refer to **Appendix L**):

4.8.1 Traffic

- Vehicular access is proposed from Warrigal Road and Macpherson Circuit for the development. The main site access is proposed from Warrigal Road as a three-way intersection. An upgrade to site access at Warrigal Road is also proposed.
- All internal roads (local roads) have been designed in accordance with BCC requirements.

4.8.2 Earthworks

- The development will require cut to fill operations. Finished surface levels have been designed to conform with the different service strategies and ensure interface with existing surfaces and road reserves.

4.8.3 Stormwater

- The stormwater infrastructure proposed within the development will collect the stormwater and divert it to two bioretention basin located within the subject site, which discharges to Bulimba Creek. A non-worsening outcome is provided through the attenuation of flows using an onsite detention basin.

4.8.4 Water

- The internal water networks will be serviced by a DN180 PE, which will be connected to an existing DN150 Asbestos Cement and DN180 PE reticulation water main located within Warrigal Road Reserve and Macpherson Circuit respectively.

4.8.5 Sewer

- The development is proposed to be serviced by an internal DN160 PE sewer network connecting to the new DN315 PE sewer trunk main. The existing DN300mm vitrified clay gravity trunk sewer main within the site will be demolished and replaced with a new DN315 PE sewer main on a new alignment.

4.8.6 Electricity

- Connection to existing electrical infrastructure surrounding the site will be made via underground cables.

4.8.7 Telecommunications

- Connection to existing telecommunications infrastructure surrounding the site will be made via underground cables.

4.9. Bushfire

The Bushfire Overlay mapping identifies the northern and eastern edges of the subject site as being subject to high hazard buffer area and medium hazard buffer area (refer to **Figure 14** below).

However, it is noted that the State Mapping has a different bushfire presence on the site (refer to **Figure 15** below). Section 2.1 of Brisbane City Plan 2014 identifies that *"the bushfire prone area in the planning scheme does not reflect the State mapping layer"*. As such, an assessment of bushfire risk has been undertaken based on the State mapping layer.

As illustrated in **Figure 15** below, the bushfire buffer located on the subject site is a result of the presence of hazardous vegetation on 161 Underwood Road (Lot 700 on SP338014). However, it is important to note that this vegetation has recently been cleared to facilitate the approved Place of Worship (Council Reference: A003247587) on this site (refer to **Figure 16** below). As this bushfire hazard is no longer present, there are not expected to be any bushfire hazard risks for the subject site. Given the above, it is considered that a bushfire report and response to the Bushfire Overlay Code is not required for the site.

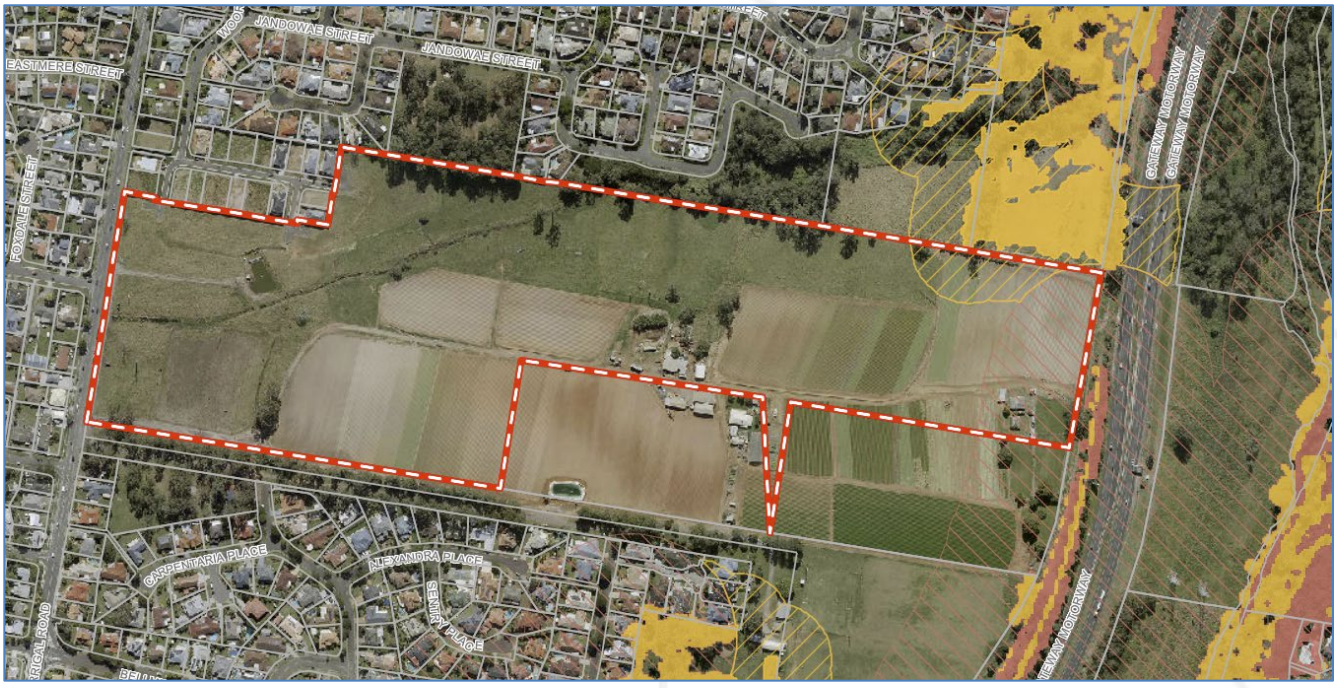


Figure 14 – Bushfire mapping (BCC Bushfire Overlay)

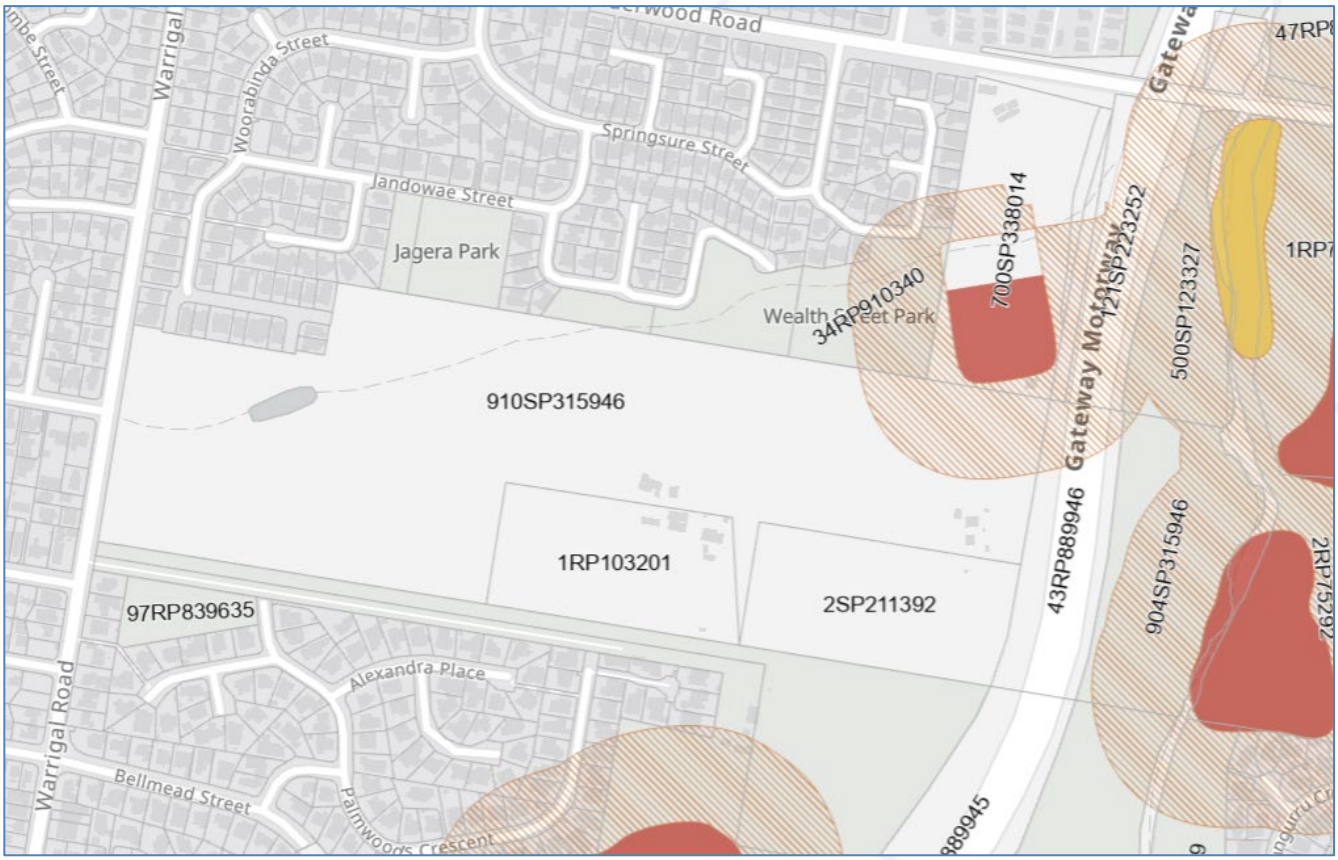


Figure 15 – Bushfire mapping (DAMS Mapping)



Figure 16 – June 2026 Aerial photo showing vegetation on adjoining site (Source: Nearmap)

4.10. Traffic Assessment

The Traffic Impact Assessment prepared by PTT (refer to **Appendix J**) assesses the proposed development in terms of site access, internal road layout, active transport and impacts on the surrounding road network. The development is proposed to be principally accessed from a new intersection with Warrigal Road, which is located in the same location as that previously approved by Council as part of the previous subdivision over the site (Council Reference: A005515255). Lots 1 – 41 will be accessed via an extension of MacPherson Circuit.

The internal network comprises predominantly 14m local road reserves, with an 18m neighbourhood road at the principal entrance, together with traffic-calming measures and pedestrian connections. Reduced verge widths are proposed where new road is proposed along the open space and drainage corridor. The assessment identifies adequate sight distance at the Warrigal Road access and recommends footpaths along at least one side of the new local roads and along the Warrigal Road frontage.

Traffic modelling indicates that the development can be accommodated by the surrounding network, subject to the principal Warrigal Road access being progressively upgraded. A priority-controlled intersection is proposed initially, with the assessment recommending conversion to a signalised intersection prior to sealing of the 281st lot, as right-turn exit delays approach the nominated 42-second threshold at approximately 280 lots. Once signalised, the site access is predicted to operate at LOS C or better, while the Warrigal Road/Pine Street intersection is predicted to retain LOS A operation under the assessed pre- and post-development scenarios. Therefore, the report concludes that development-generated traffic is not expected to have an adverse impact on surrounding road-network operation, subject to the recommended access and pedestrian infrastructure works.

4.11. Acoustic

The Acoustic Report prepared by Acoustic Works (refer to **Appendix K**) assesses road traffic noise affecting the proposed residential development, principally from Warrigal Road and the Gateway Motorway (M2). The assessment was informed by on-site unattended noise monitoring and predictive modelling of future traffic conditions and considers the applicable State Development Assessment Provisions (SDAP) and Queensland Development Code MP4.4 requirements. The assessment predicts compliance with the relevant SDAP private open space criterion at all ground-floor locations, subject to implementation of the recommended acoustic treatments.

To appropriately manage traffic noise, the report recommends a combination of acoustic barriers and dwelling-specific building treatments, with the required treatment varying according to predicted noise exposure. The report ultimately concludes that compliance with QDC MP4.4 is predicted with the recommended additional façade treatments, with further assessment of individual dwellings recommended once detailed floor plans and elevations are available.

4.12. Environmental

The Ecological Assessment Memorandum prepared for the Warrigal Farm development (refer to **Appendix I**) confirms that the site is a highly modified former cropping and cattle farm with relatively limited ecological values. The majority of the site has historically been cleared and is characterised by open grassed/cropped paddocks with sparse scattered mature trees and planted vegetation. State vegetation mapping predominantly identifies the site as Category X non-remnant vegetation, while field surveys recorded no naturally occurring NCA-listed flora, EPBC-listed threatened ecological communities or flora species, and no NCA or EPBC-listed threatened fauna species. The assessment identified 27 non-juvenile koala habitat trees within the site, but concluded that the site does not contain intact vegetation capable of supporting threatened species or providing functional habitat connectivity between the mapped koala habitat areas to the north and south.

The assessment also ground-truthed the site's mapped environmental features and found these to be substantially more modified than the mapping suggests. The three mapped BCC wetland areas were found not to exhibit the characteristics of natural wetlands, while the mapped low-risk Fisheries waterway was determined to more closely reflect a highly degraded, historically constructed agricultural drainage channel, with limited native riparian vegetation and poor fish-passage connectivity. The proposed development responds to these features by incorporating the mapped drainage line and wetland areas within the proposed northern open space / drainage area and retaining adjoining vegetation associated with mapped ecological values along the northern boundary. The assessment consequently concludes that the development is not likely to result in a significant residual impact on mapped matters of local or State environmental significance.

5. Statutory Framework

5.1. Planning Act 2016

The proposed development is assessable and subject to Impact assessment and pursuant to s45(5) of the Planning Act:

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 regulations 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.

5.2. State Planning Policy

The following State interests, as identified in the State Planning Policy (SPP), are relevant to the subject site and proposed development:

Theme	Interest
Liveable communities and housing	Housing supply and diversity Liveable communities
Economic growth	Agriculture
Environment and heritage	Biodiversity
Safety and resilience to hazards	Natural hazards, risks and resilience
Infrastructure	Transport infrastructure Strategic airports and aviation facilities

The Planning Scheme integrates these State interests as follows:

State Theme/Interest	Version of the SPP integrated into the Planning Scheme	Assessment against SPP required
Liveable communities and housing	SPP July 2017	No
Economic growth	SPP July 2017	No. While the SPP mapping identifies class A and B agricultural land, the Planning Scheme states *'there is no Agricultural Land Classification (ACL) Class A and Class B land within the planning scheme area.'*

Environment and Heritage	SPP July 2017	No
Safety and resilience to hazards	None.	Yes. The Planning Scheme states *'The bushfire prone area in the planning scheme does not reflect the State mapping layer.'*
Infrastructure	SPP 2017	No

Based on the above, we have carried out an assessment against the SPP as follows:

State Theme/Interest	Assessment
Safety and resilience to hazards	A bushfire assessment is not necessitated given the location of the vegetation that created this bushfire hazard has now been removed to enable the construction of the approved Place of Worship.

5.3. Regional Plan

The subject site is identified within the Urban Footprint under the SEQ Regional Plan 2023 (ShapingSEQ). Furthermore, the site is not identified within a SEQ Development Area.

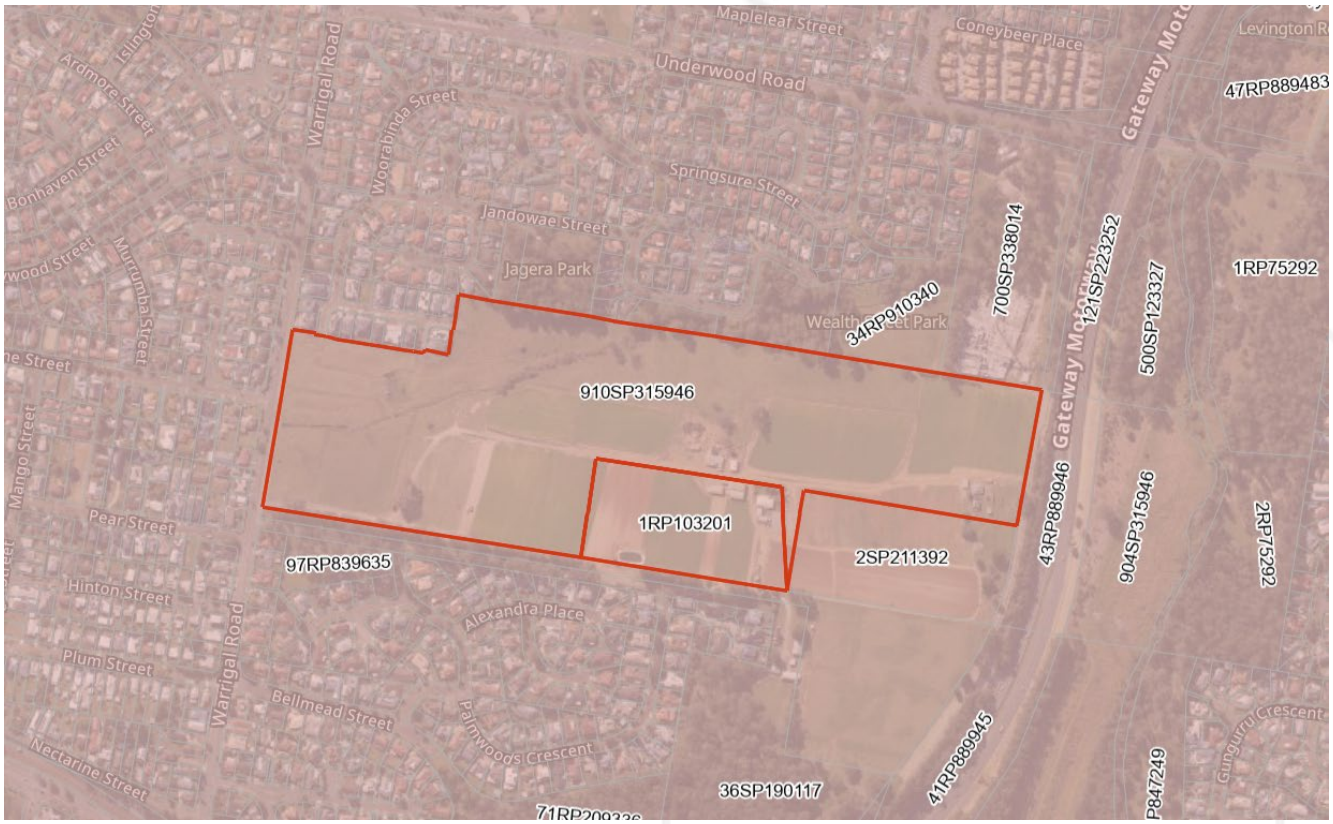


Figure 17 - Map extract showing Regional Plan designation (Source: DAMS mapping)

The Planning Scheme does appropriately advance the Seq Regional Plan 2023 (ShapingSEQ).

5.4. Regulated Requirements Prescribed in the Planning Regulation 2017

The regulated requirements prescribed in the Planning Regulation are appropriately reflected in full in the Planning Scheme.

5.4.1 Walkable Neighbourhoods Assessment

The application requires assessment under Schedule 12A of the *Planning Regulation 2017.* The purpose of this assessment is to ensure the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure and exercise in the locality of the lot.

Assessment Benchmarks	Assessment
Connectivity The reconfiguration provides connectivity for pedestrians by— (a) ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints; and (b) ensuring that, to the extent topography and other physical constraints reasonably permit, any roads constructed or extended in association with the reconfiguration, or footpaths provided in relation to the reconfiguration— (i) connect to roads and footpaths in surrounding areas; or (ii) allow for connection to future roads and footpaths in surrounding areas.	**Complies** All road will include at least one footpath per Council's requirements. The footpaths will be connected to: ▪ Jagera and Wealth Street Parks; and ▪ Existing footpaths along Warrigal Road.
Maximum length of particular blocks 1) The reconfiguration provides for convenient pedestrian movement by ensuring the length of each boundary of a block for the reconfiguration does not exceed the lesser of— (a) a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or (b) 250m. 2) Subsection (1) does not apply in relation to a block for the reconfiguration that the development application for the reconfiguration states will be subdivided as part of a future stage of development.	**Complies** Block lengths are no greater than 250m.
Street trees The reconfiguration provides shade for comfortable walking by— (a) if a local assessment benchmark for the reconfiguration requires the planting of more than 1 tree per 15m on each side of a new road—complying with the local assessment benchmark; or (b) otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road.	**Complies** Given the nature of the size of the block frontages (minimum 10.5m), street trees can be reasonably incorporated into the streetscape to support comfortable walking.
Footpaths	**Complies**

The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring— (a) (a)for a new road used mainly for providing direct access to a created lot—a footpath is constructed— (i) if a local assessment benchmark for the reconfiguration requires the construction of a footpath on both sides of the new road—on both sides of the road; or (ii) otherwise—on at least 1 side of the new road; or (b) for another new road—a footpath is constructed on both sides of the road.	All roads will include at least one footpath per Council's requirements.
Parks and other areas of open space 1) The reconfiguration ensures access to areas for recreation, leisure or exercise by ensuring that, to the extent topography and other physical constraints reasonably permit, a part of each block for the reconfiguration is within 400m of a park or another area of open space that is accessible to the public. 2) In this section— ▪ *park* includes— (a) an existing park; and (b) a park, to be provided under a development approval, if development of the park has started; and (c) land identified as a park in a local planning instrument; and (d) land identified in an LGIP for public park infrastructure.	**Complies** The proposed development includes an area of open space via a linear corridor. This corridor is accessible to all residents and will also enable connection to the existing parks, Jagera Park and Wealth Street Park.

5.5. Designated Premises

The Subject Site is not A Designated Premises.

5.6. Referrals

The subject site is impacted by the following DAMS mapping layers:

- SEQ Regional Plan land use categories
- Queensland waterways for waterway barrier works
- Water resource planning area boundaries
- Regulated vegetation management map (Category A and B extract)
- Core koala habitat area
- State-controlled road
- Area within 25m of a State-controlled road

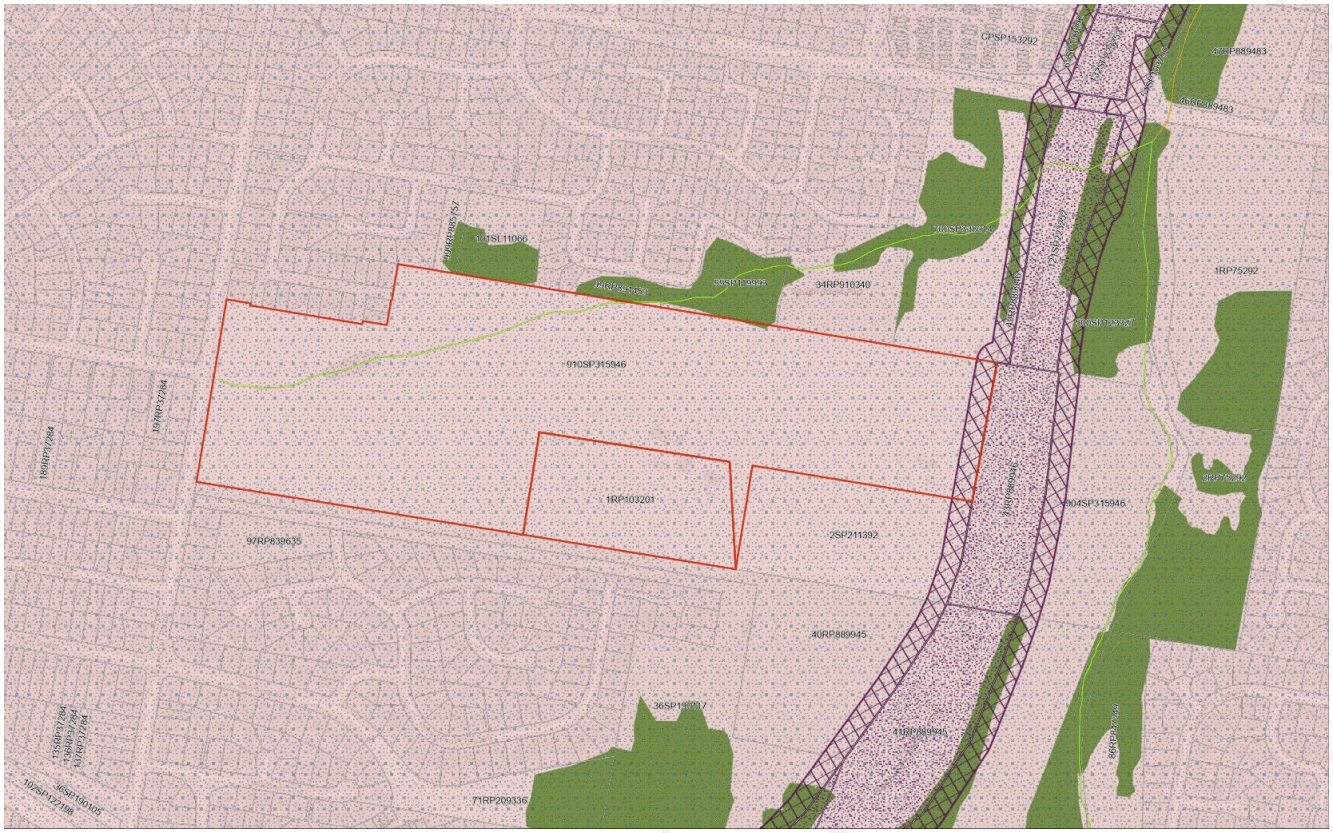


Figure 18 - DAMS map extract (Source: DAMS mapping)



Figure 19 - Non-SARA DA Mapping extract (Source: DAMS mapping)

An assessment of Schedules 9 and 10 of the Planning Regulation confirms that the application involves referral to the agencies specified in the following sections.

5.6.1 Matters Requiring Referral to the Chief Executive of the Planning Regulation 2017

The State Assessment and Referral Agency (SARA) acts as the referral agency for all matters that require referral to the Chief Executive of the Planning Regulation. The following provides a summary of the matters requiring referral to SARA.

Referral requirement	Referral agency and role	Assessment benchmarks	Location of Response
Schedule 10, Part 9, Division 4, Subdivision 2	SARA (DTMR)	State Code 1	Attachment I

6. Local planning framework

6.1. Planning Scheme

The proposed development has been lodged pursuant to and assessed against the relevant provisions of the *Brisbane City Plan 2014* (Planning Scheme) as detailed in the following sections.

6.2. Category of Development and Assessment

The proposal is assessable development and triggers Impact assessment.

6.3. Applicable Assessment Benchmarks

As the application is subject to Impact assessment, it is assessable against the entire Planning Scheme, to the extent relevant. The following assessment benchmarks are relevant to the development application and have been addressed as part of this application in the location shown in the table below:

Assessment Benchmark	Responsible Consultant	Response Location
Subdivision code	Saunders Havill	Appendix G
Emerging community zone code	Saunders Havill	Appendix G
Prescribed secondary codes	Saunders Havill	Appendix G
Park Planning and Design Code	Saunders Havill	Appendix G
Stormwater Code	Northrop	Appendix L
Transport, access, parking and servicing code	Northrop	Appendix L
Wastewater code	Northrop	Appendix L
Bicycle Network Overlay Code	Saunders Havill	Appendix G
Biodiversity Areas Overlay Code	Saunders Havill	Appendix I
Bushfire Overlay Code	Saunders Havill	Appendix G
Community Purposes Network Overlay Code	Saunders Havill	Appendix G
Critical Infrastructure and Movement Overlay Code	Saunders Havill	Appendix G
Flood Overlay Code	Northrop	Appendix L
Heritage Overlay Code	Saunders Havill	Appendix G
Road Hierarchy Overlay Code	Saunders Havill	Appendix G
Streetscape Hierarchy Overlay Code	Saunders Havill	Appendix G
Transport Noise Corridor Overlay Code	Saunders Havill	Appendix G

6.4. Strategic Framework

As per the purpose of the Emerging Community Zone, any development is expected to support the implementation of the policy direction set in the Strategic Framework, in particular:

- Theme 2: Brisbane's outstanding lifestyle
  - Element 2.2 – Brisbane's housing and accommodation choices
- Theme 3: Brisbane's clean and green leading environmental performance
  - Element 3.1 – Brisbane's environmental values
- Theme 5: Brisbane's CityShape
  - Element 5.5 – Brisbane's Suburban Living Areas
  - Element 5.6 – Brisbane's Greenspace System
  - Element 5.7 – Brisbane's Future Suburban Living Areas

The proposal supports the purpose of the Emerging Community Zone through:

- The proposed zoning is consistent and keeping in character with the surrounding area;
- A range of lot typologies that support a diverse range of housing outcomes;
- Sizing of lots enable detached dwellings to be constructed, keeping consistency with the surrounding residential areas;
- Increased densities in proximity to the Fruitgrove train station;
- Accessible and connected open space that supports and enhances the existing open space network;
- Protection and enhancement of the existing drainage corridor;
- Development located outside areas of high ecological or high strategic biodiversity values; and
- Water quality managed through onsite stormwater quality systems.

As per the Sport and recreation zone code, any development is expected to support the implementation of the policy direction set in the Strategic Framework, in particular

i. Theme 2: Brisbane's outstanding lifestyle and Element 2.4 – Brisbane's community facilities, services, open space and recreation infrastructure;
ii. Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values;
iii. Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.2 – Brisbane's other infrastructure networks;
iv. Theme 5: Brisbane's CityShape, Element 5.5 – Brisbane's Suburban Living Areas and Element 5.6 – Brisbane's Greenspace System

As outlined through this report, it is not proposed to provide any additional sport and recreation land, noting the ability to still maintain Council's desired standard of service with the existing sport and recreational park networks. A response to this framework has not been provided.



6.5. Zone

The subject site is within the Emerging Community Zone and Sport and Recreation Zone of the Planning Scheme as shown below.



Figure 20: Planning Scheme zoning (Source: Brisbane City Plan 2014)

An analysis of the exiting Sports Parks network identifies that there are a number of existing sports and recreation parks within 2.5km of the site (refer to **Figure 21** below), including:

- D.M Henderson Park;
- Wakerley Park;
- Bonemill Road Park; and
- Wally Tate Park



Figure 21: Existing Sport and Recreation Parks (Source: BCC Community Maps)

As outlined in detail in Section 4.3.1 above, the existing Sport and Recreation Zone is no longer necessary or appropriate. Council already owns sufficient contiguous land adjoining the site to deliver the planned district sports park, and the LGIP identifies that facility for embellishment rather than further land acquisition. Retaining the subject land in the Sport and Recreation Zone

would therefore unnecessarily sterilise developable urban land and fragment the planned residential estate.

6.6. Kuraby Neighbourhood Plan

The subject site is within the Kuraby Neighbourhood Plan.

The site is located in a 'Potential Development Areas' as identified in 'Figure a – Kuraby – North' of the Kuraby neighbourhood plan code. The intent of these potential development areas is to provide for:

- a mix of housing types, styles and densities (10-15 dwellings per hectare and up to 20 dwellings per hectare where between 400m to 800m of the Fruitgrove Train Station);
- Open space, parks and recreational facilities to meet the needs of the community;
- addresses the location of the land, availability of services, environmental constraints, amenity, and existing patterns of development to ensure an integrated development outcome

The development advances the outcome of the Kuraby Neighbourhood Plan as:

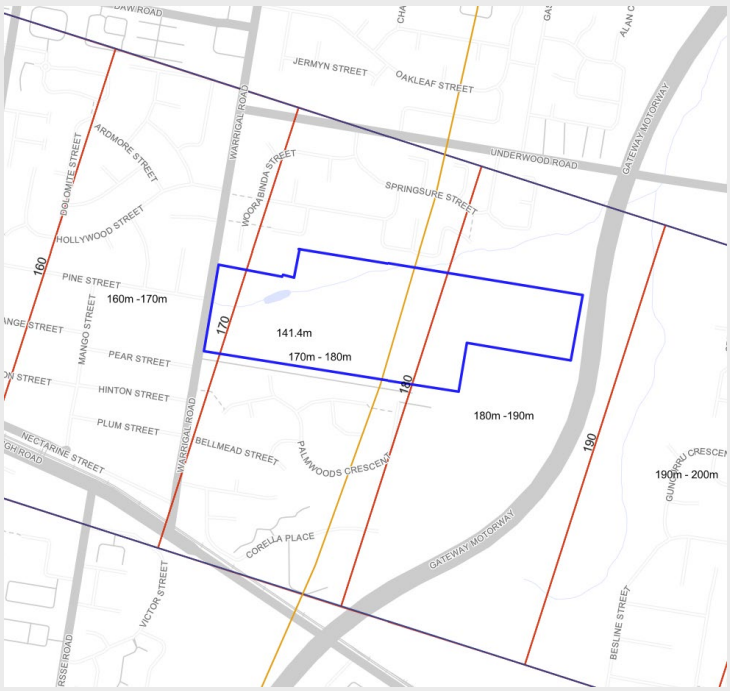
- it achieves an appropriate residential density (refer to Section 4.7 above); and
- it provides for the creation of two (2) low-medium density lots on the south west corner of the site, that is less than 800m of the Fruitgrove Train Station which will enable greater density to be achieved where within easy walking distance of high frequency public transport; and
- all constraints associated with the land, and availability of services have been addressed to ensure each lot is appropriately serviced and constraint free; and
- the structure plan includes approximately 2.7ha of open space which will be provided as part of a linear corridor. This open space corridor is integrated with the stormwater drainage system and enables a physical connection between the estate and existing surrounding parkland, and will specifically provide a direct link connecting Jagera Park with Wealth Street Park, which are currently physically separated from each other;

6.7. Overlays

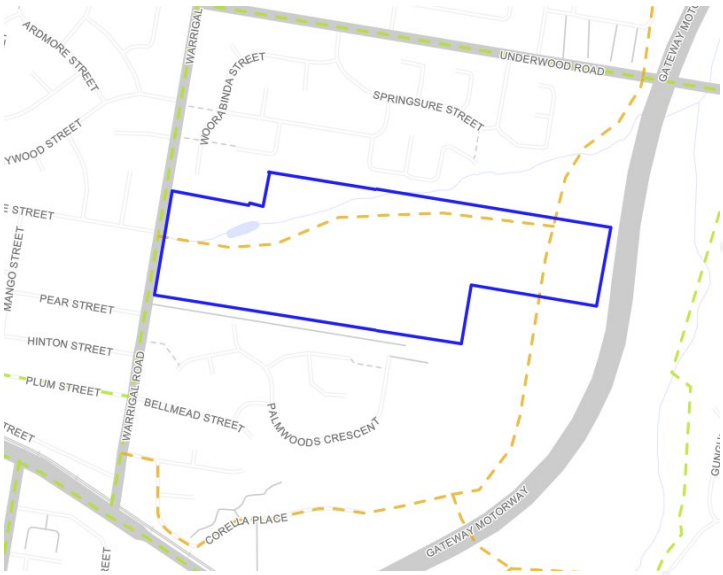
The subject site is affected by the following Planning Scheme overlays:

Overlay	Comment
Airport Environs ▪ **OLS – Approach and departure limitation surface boundary** ▪ **OLS - Approach and departure limitation surface contours** ▪ **Procedures for air navigation surfaces (PANS)** ▪ **BBS Zone – distance from airport 3-8km** ▪ **BBS Zone – distance from airport 8-13km**	Refer to Appendix G for assessment against this Overlay. In summary, the proposal is for a subdivision to create detached dwellings consistent with the Low Density Residential Zone Code outcomes. As such, the maximum height of dwellings will be a maximum 2 storeys





Bicycle Network



Refer to Appendix G for assessment against this Overlay. In summary, a local cycle route has been allowed for as part of a shared path within the open space area. This will ensure that a safe off-road bicycle network can be provided.

Biodiversity Areas

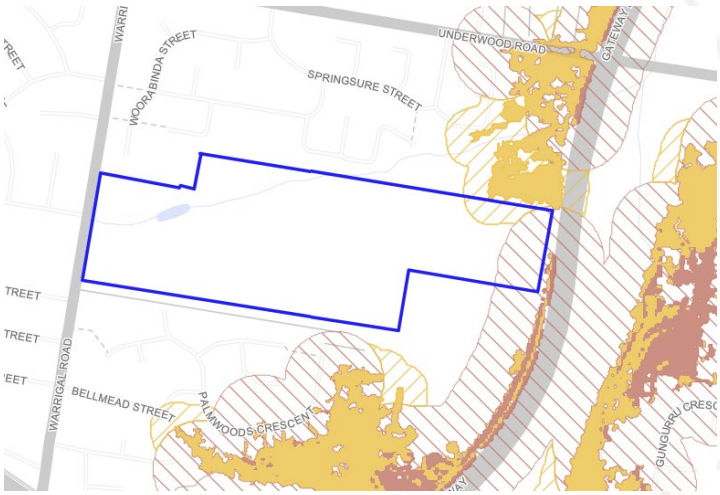
- High ecological significance sub-category
- High ecological significance strategic sub-category'
- Matters of state environmental significance (MSES) sub category

Refer to Appendix I for assessment against this Overlay. In summary, the site is largely unconstrained by the biodiversity areas overlay mapping, and the mapped waterway that runs through the site will generally be maintained as part of the proposed drainage/open space corridor within the site.



Bushfire

- **Medium hazard area sub-category**
- **High hazard buffer area sub-category**
- **Medium hazard buffer area sub-category**



Refer to Appendix G for assessment against this Overlay. In summary, bushfire impacts have been updated through the State Mapping and there are no longer impacts associated with the Gateway Motorway. For the medium hazard buffer it is noted that the vegetation that has created the buffer has been removed to construct the Place of Worship on the adjoining site and therefore the vegetation creating this impact has been removed.

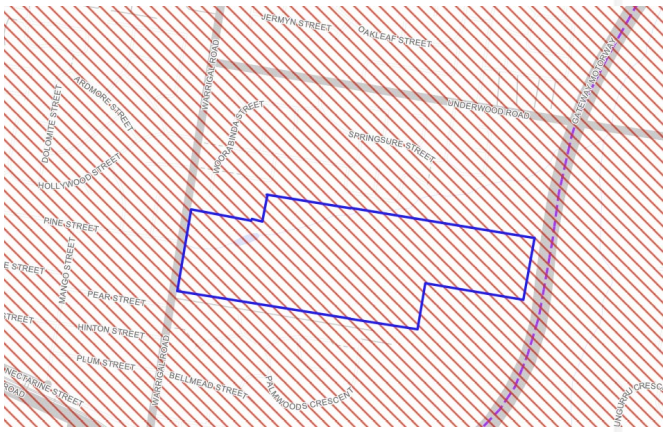
Community purposes network



Refer to Appendix G for assessment against this Overlay. In summary, and as outlined in this report, additional areas of open space have not been provided given the extent of the existing areas of open space surrounding and near to the site.

Critical infrastructure and movement network

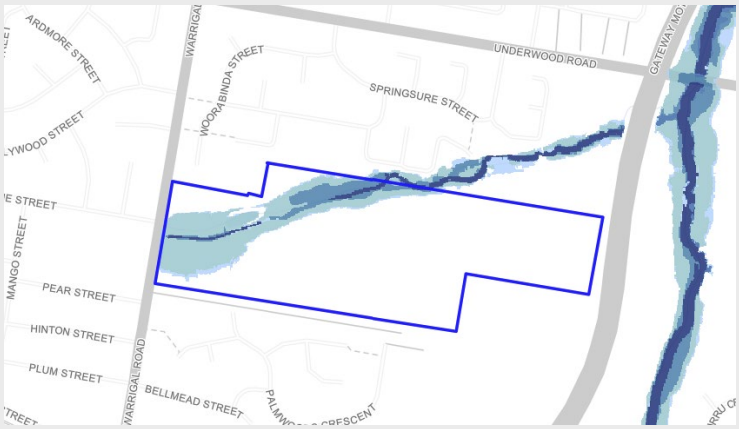
- **Critical infrastructure and movement planning area sub-category**

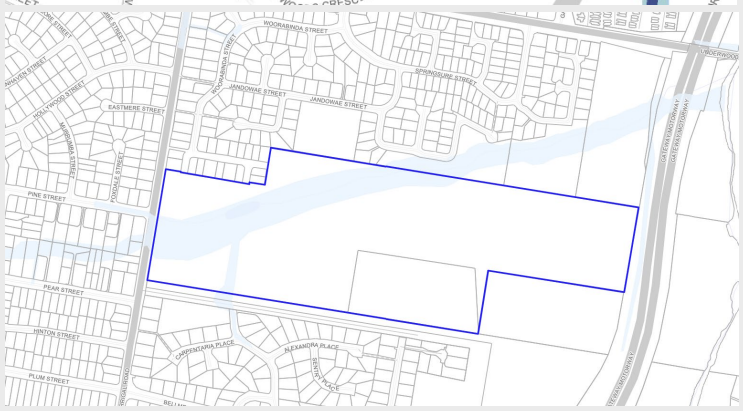


Refer to Appendix G for assessment against this Overlay. In summary, the proposal includes sufficient road widths to support emergency service access and movement in the event of a natural disaster.

Flood overlay

- **Creek/waterway flood planning area 1 sub-category**
- **Creek/waterway flood planning area 2 sub-category**
- **Creek/waterway flood planning area 3 sub-category**
- **Creek/waterway flood planning area 4 sub-category**
- **Creek/waterway flood planning area 5 sub-category**
- **Overland flow flood planning area sub-category**





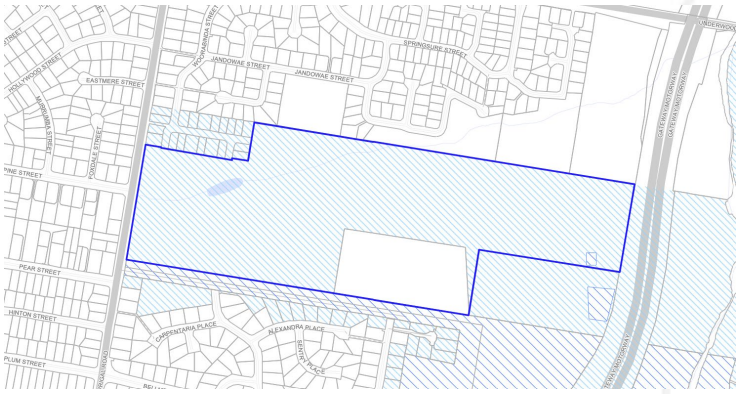
Refer to the Site Based Stormwater Management Plan in Appendix N for an assessment against this Overlay. In summary, flooding has been appropriately managed and considered as part of the proposed subdivision design and all lots will achieve an appropriate flood immunity.

Heritage

- **Local heritage place sub-category**

Refer to Appendix G for assessment against this Overlay. In summary, the existing heritage-listed building (Little

- **Area adjoining heritage sub-category**

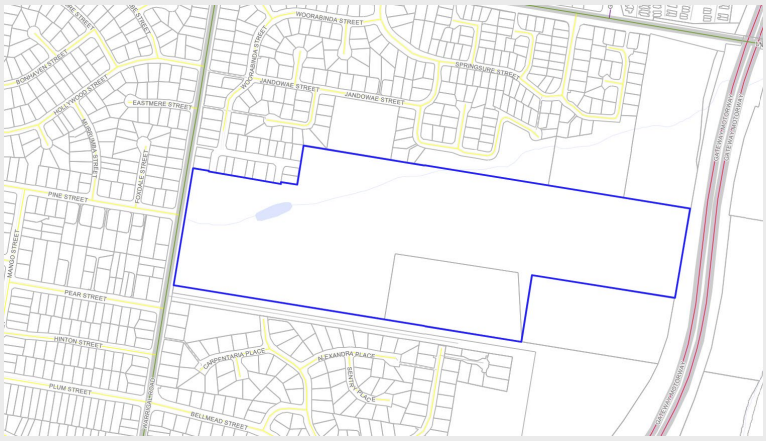


Farmhouse) will be retained in its current location within the proposed Lot 1000 and no changes are proposed to this building as part of this application.

In future, it is expected that the existing building will either be relocated onto one of the proposed residential lots or potentially relocated onto the adjoining Council land to the South, which is where this building was original located.

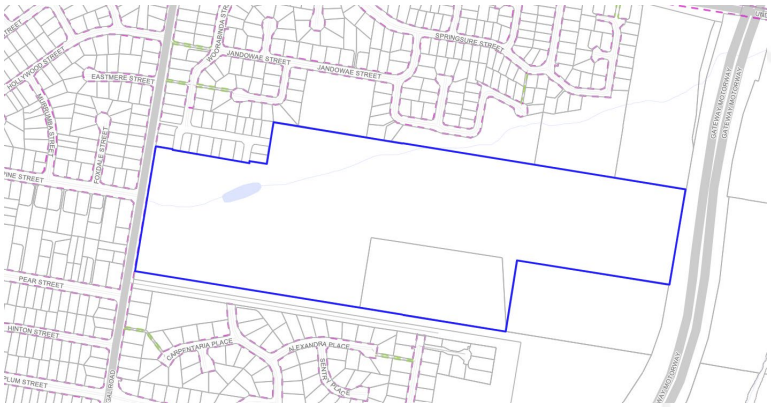
This will be resolved as part of a future stage/future application.

Road hierarchy



Refer to Appendix G for assessment against this Overlay. In summary, Warrigal Road is classified as a suburban road. The proposed development provides for the safe, efficient and convenient connectivity to this road through the introduction of a 3-way signalized intersection.

Streetscape hierarchy



Refer to Appendix G for assessment against this Overlay. In summary, the proposed roads include sufficient verge to accommodate the required streetscape requirements. It is noted that some of the proposed roads have a reduced road verge where running parallel to an area of open space, which can cater for footpaths and street trees. The proposed verges are all of a width that will accommodate an underground services.

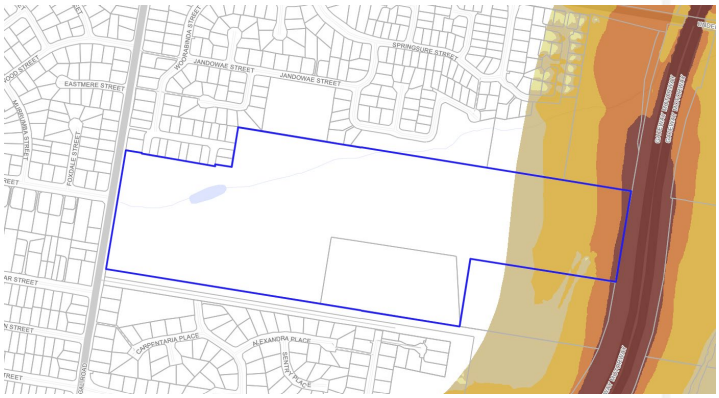
Transport noise corridor

Designated state noise corridor

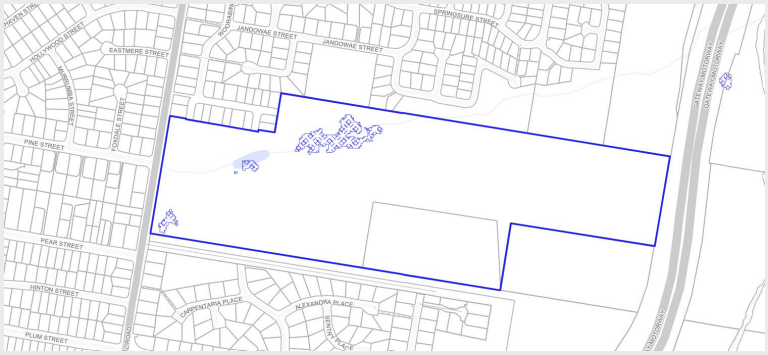
- State controlled road (Mandatory Area): Category 1: 58 dB(A) – 63dB(A)
- State controlled road (Mandatory Area): Category 2: 63 dB(A) – 68dB(A)
- State controlled road (Mandatory Area): Category 3: 68 dB(A) – 73dB(A)

Refer to Appendix G for assessment against this Overlay. In summary, all lots are able to achieve an appropriate noise level in compliance with QDC MP4.4 and DTMR requirements.

- **State controlled road (Mandatory Area): Category 4: >73 dB(A)**



Wetlands



Refer to Appendix I for assessment against this Overlay. In summary, is was determined that the three mapped BCC wetland areas were found not to exhibit the characteristics of natural wetlands. The proposed development responds to these features by incorporating the mapped drainage line and wetland areas within the proposed northern open space/drainage area and retaining adjoining vegetation associated with mapped ecological values along the northern boundary. The ecological assessment concludes that the development is not likely to result in a significant residual impact on mapped matters of local or State environmental significance.

6.8. Variation Request

As outlined in Section 4.3 above, the proposal includes a Variation Request to vary the effect of the Planning Scheme. This includes allowing a residential outcome to be supported on the land identified as a Sport and Recreation Zone, and modifying the level of assessment for some uses. The following provides a summary of the changes sought as part of the proposed Variation Approval:

- Establish a Low Density Residential Zone Precinct over the balance of the developable site, replacing the existing Emerging Community Zone and Sport and Recreation Zone provisions;
- Establish an LMR2 Low-medium density residential (3 or 4 storey mix) precinct over proposed Lots 5000 and 5001 adjoining Warrigal Road;

- Enable future reconfiguring a lot applications within the Low Density Residential Zone Precinct to proceed through code assessment where a minimum lot area of 300m² and minimum average lot area of 350m² are achieved;
- Apply the standard Planning Scheme assessment pathways for future material change of use and reconfiguring a lot applications within the LMR2 precinct, including code assessment where provided by the relevant tables of assessment;
- Vary AO5 of the Dwelling House (Small Lot) Code to establish a consistent minimum 4m primary street frontage setback, while retaining the applicable secondary-street, garage and building-envelope provisions;
- Vary AO6 to permit a 0m side setback for specified non-habitable built-to-boundary elements, remove the alternative 0.5m setback and simplify the associated zone-based and adjoining-owner requirements;
- Vary AO7 to replace the 6m rear setback for lots deeper than 25m with height-based rear setbacks of 3m for building elements up to 4.5m high and 4.5m for elements above 4.5m;
- Vary AO8 so that lots from 300m² to less than 450m² may achieve a maximum site cover of 60%;
- Approve the proposed Dwelling House (Small Lot) Code changes through conditions of the Variation Approval; and
- Make overlay provisions inapplicable to future applications only to the extent that the relevant overlay matters have been comprehensively assessed and resolved through this application.

The *Planning Act 2016*, section 61 and the *Planning Regulations 2017*, section 32, outline the process for assessing and deciding variation requests:

Section 61 of the Planning Act

(2) When assessing the variation request, the assessment manager must consider—

(a) the result of the assessment of that part of the development application that is not the variation request; and

(b) the consistency of the variations sought with the rest of the local planning instrument that is sought to be varied; and

(c) the effect the variations would have on submission rights for later development applications, particularly considering the amount and detail of information included in, attached to, or given with the application and available to submitters; and

(d) any other matter prescribed by regulation.

(3) The assessment manager must decide—

(a)to approve—

(i) all or some of the variations sought; or

(ii) different variations from those sought; or

(b) to refuse the variations sought.

Section 32 of the Planning Regulations

For section 61(2)(d) of the Act, an assessment manager must consider the following matters when assessing a variation request, to the extent the matter is relevant to the request—

(a) the common material;

(b) the regional plan for a region;

(c) 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;

(d) any temporary State planning policy

6.9. Currency Period

S88(2) of the *Planning Act 2016* identifies the currency period for the variation approval:

Section 88 (2)

(2) A variation approval for development lapses to the extent the development is not completed within—

(a) if a development condition required the development to be completed within a stated period or periods—the stated period or periods; or

(b) if paragraph (a) does not apply—the period or periods the applicant nominated in the development application; or

(c) otherwise—5 years after the approval starts to have effect.

Given the size and scale of the development, which will be undertaken in a staged manner, we request that the currency period for the Variation Request be fifteen (15) years.

6.10. Natural Asset Local Law (NALL)

A review of the Brisbane City Council Protected Vegetation Report associated with this site shows Significant Urban Vegetation mapping. Refer to the Ecological Assessment Memorandum in **Appendix I** for further details.



Figure 22: Extract of NALL Report (Source: Brisbane City Council)

7. Infrastructure Planning

7.1. Local Government Infrastructure Plan

A review of the Local Government Infrastructure Plan (LGIP) in relation to the subject site and proposed development has been undertaken. It is noted that the subject site is within the boundaries of the Priority Infrastructure Area (PIA).

7.1.1 Trunk Infrastructure

The proposed development will require the construction of identified trunk infrastructure as detailed below:

Trunk Infrastructure	Description
RUN-A1-003 – Local General Recreation Park 	RUN-A1-003 is a future local general recreation park located on the site. The LGIP identifies this as being 3.00ha in size

Whilst the LGIP identifies the subject land as containing a future local general recreation park, the proposed development adopts an alternative approach that continues to achieve the desired standards of service whilst balancing the need for additional housing supply and recreational opportunities for the growing community.

The LGIP specifies a provision rate of 1.4 hectares of local general recreation park per 1,000 persons, with an individual park size generally ranging between 0.5 hectares and 1.0 hectare. The proposed development incorporates approximately 2.029ha of publicly accessible open space in the form of a linear corridor along the north of the site as part of the first stages of subdivision, with an approximate total 2.7ha provided over the ultimate development.

Importantly, the proposed open space is not an isolated drainage reserve or a residual land outcome. Rather, it has been intentionally designed as an integrated recreational corridor that performs multiple functions, including stormwater management, active transport, landscape enhancement and community recreation. The corridor will provide a direct pedestrian and

cycle connection between the development, Jagera Park, Wealth Street Park, Palmwoods Crescent Park and the broader open space network, creating a highly accessible and connected recreation system for future residents. In addition to its drainage function, the corridor is intended to accommodate shared pathways, informal recreation opportunities, landscaped areas and passive open space that contribute to the amenity and liveability of the community.

It is acknowledged that Council has previously sought the dedication of approximately 3 hectares of land for a local general recreation park within the site. However, when considered in the context of the substantial existing and planned park infrastructure surrounding the development (refer Figure 23), the proposed open space network is considered to appropriately meet the recreational needs of future residents and achieve the intent of the LGIP Desired Standard of Service. Future residents will have convenient pedestrian and cycle access to Jagera Park, Wealth Street Park and Palmwoods Crescent Park via the integrated pathway network, providing access to a diverse range of recreational opportunities without reliance on private vehicles.

The proposed corridor therefore functions as a key component of the wider recreation network rather than a standalone drainage outcome. When combined with the accessibility and proximity of surrounding parks, the overall level of service available to residents exceeds that typically provided within a conventional neighbourhood park catchment. In this context, the dedication of an additional standalone 3-hectare recreation park would result in an oversupply of parkland relative to the identified LGIP Desired Standard of Service and would unnecessarily duplicate recreation opportunities already available within the surrounding network.

The proposal instead delivers a more efficient and connected open space outcome by leveraging the existing and planned park network whilst ensuring residents have convenient access to a broad range of recreational, landscape and active transport opportunities. This approach achieves the underlying intent of the LGIP by providing an integrated, accessible and functional open space network that serves the needs of the future community.

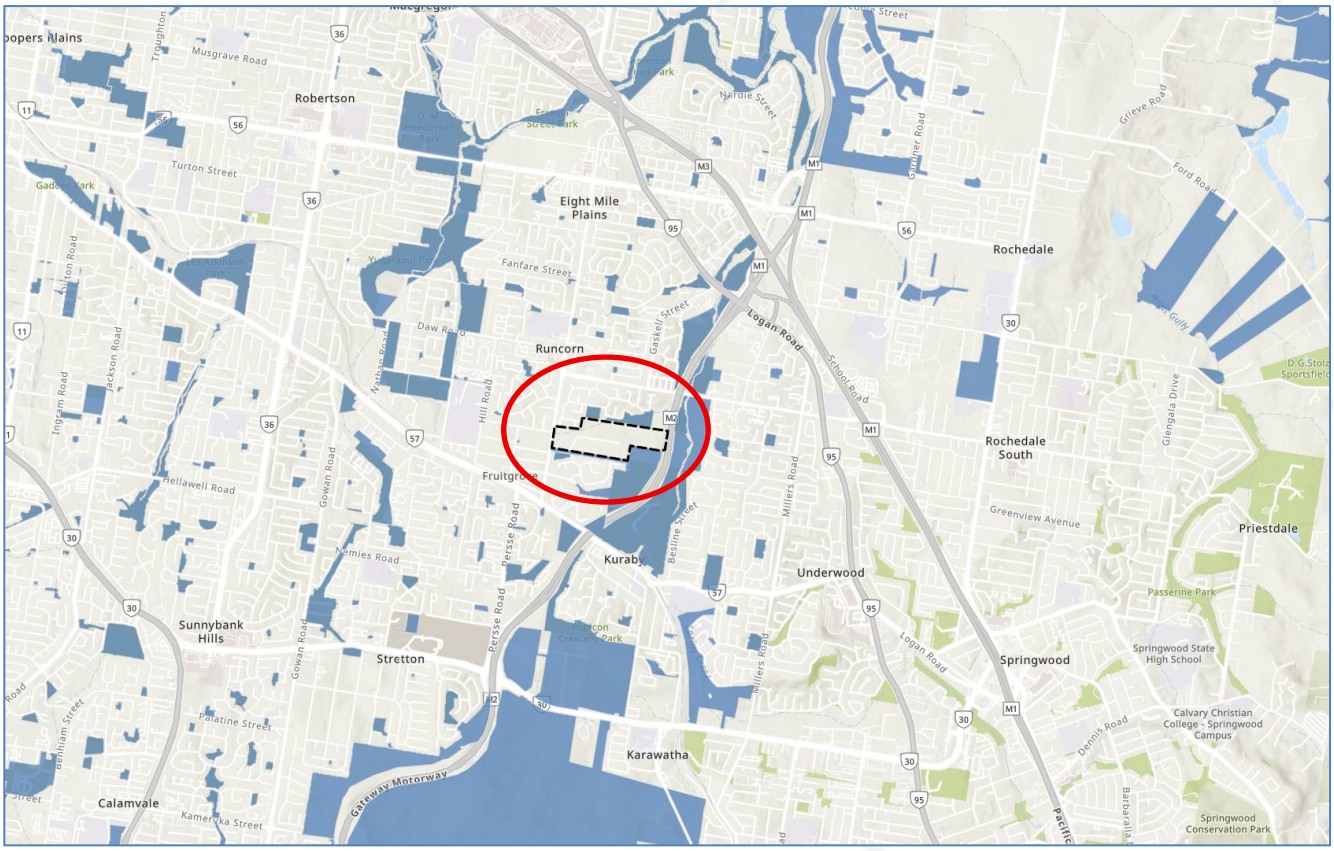


Figure 23: Parks within ~400m of the site

Accordingly, the proposed open space outcome is considered to represent an efficient and integrated use of land that supports both the recreation needs of future residents and the delivery of additional housing within the urban area.

7.2. Infrastructure Charges and Credits

The *Brisbane Infrastructure Charges Resolution (No. 15) 2026* (the Resolution) was adopted by Council and came into effect on 1 July 2026. The Resolution is in accordance with the Planning Act and sets out certain requirements for infrastructure charges, including maximum charges that can be applied for different types of development.

An assessment of the Resolution has been undertaken for the development. Under the Resolution, infrastructure charges are capped at the following rates for the proposed development per lot:

- Reconfiguring a lot - $18,793.33.

8. Conclusion

This report has been prepared on behalf of LGR Developments Pty Ltd in support of a Preliminary Approval, including a Variation Request, and a Development Permit for Reconfiguring a Lot at 97 and 145 Warrigal Road, Runcorn. The current subdivision will deliver the initial 127 residential lots, two future low-medium density residential lots, new roads, open space and drainage land, and a balance lot for later stages of the master planned community.

The proposal will facilitate the coordinated transition of one of Brisbane's largest remaining undeveloped urban landholdings into an integrated residential neighbourhood. The Variation Approval establishes a contemporary and site-specific planning framework comprising low-density and low-medium density residential precincts, clear assessment pathways and targeted dwelling controls. It will provide certainty for Council, the community and future applicants while retaining detailed assessment of access, servicing, built form, amenity and any overlay matters not comprehensively resolved through this application.

The proposed land-use pattern appropriately responds to the site's strategic context. Predominantly detached housing will integrate with the surrounding low-density neighbourhoods, while the two low-medium density sites are concentrated near Warrigal Road and within approximately 800m walking distance of Fruitgrove Railway Station. The development will therefore make efficient use of land within the Urban Footprint, materially contribute to housing supply and diversity, and support greater residential intensity in a location with access to established public transport, services and infrastructure.

The proposal also responds appropriately to the site's physical and environmental characteristics. The road hierarchy and staged access arrangements provide a clear framework for connection to Warrigal Road and McPherson Circuit, supported by the recommendations of the Traffic Engineering Assessment. Flooding, stormwater, earthworks and utility servicing have been addressed through the proposed open-space and drainage framework and the accompanying engineering assessments. Ecological, bushfire, acoustic and heritage matters have likewise informed the design, including the retention and integration of Little Farmhouse and the application of appropriate mitigation measures.

The residential use of land presently included in the Sport and Recreation Zone will not compromise the planned district sports park, which can be delivered on contiguous Council-owned land identified for embellishment rather than acquisition. The proposal also provides an integrated linear open-space and drainage corridor with pedestrian and cycle connections to surrounding parks. This represents a more efficient and functional recreation outcome than retaining isolated or strategically redundant parcels that would fragment the residential estate and provide limited community benefit.

Having regard to the Planning Act 2016, the Brisbane City Plan 2014, the Kuraby Neighbourhood Plan, the relevant State and local planning framework, the supporting technical assessments and the matters identified throughout this report, the proposal represents an orderly, efficient and sustainable use of serviced urban land. The development's potential impacts can be appropriately avoided, managed or conditioned, and the proposal will deliver substantial public benefits through additional housing, greater housing choice, coordinated infrastructure and an integrated open-space network.

Accordingly, the proposal is considered to have strong planning merit and to be in the public interest. It is recommended that Brisbane City Council approve the development application, subject to relevant and reasonable conditions.

Appendices

Appendix A

DA Form 1

Appendix B

Site searches

Appendix C

Owners Consent

Appendix D

Subdivision Plan

Appendix E

Structure Plan

Appendix F

Code Responses

Appendix G

State Code Response

Appendix H

Ecological Assessment Memorandum

Appendix I

Traffic Engineering Assessment

Appendix J

Acoustic Report

Appendix K

Engineering Services Report

Appendix L

Site based Stormwater Management Plan (to be submitted separately)