

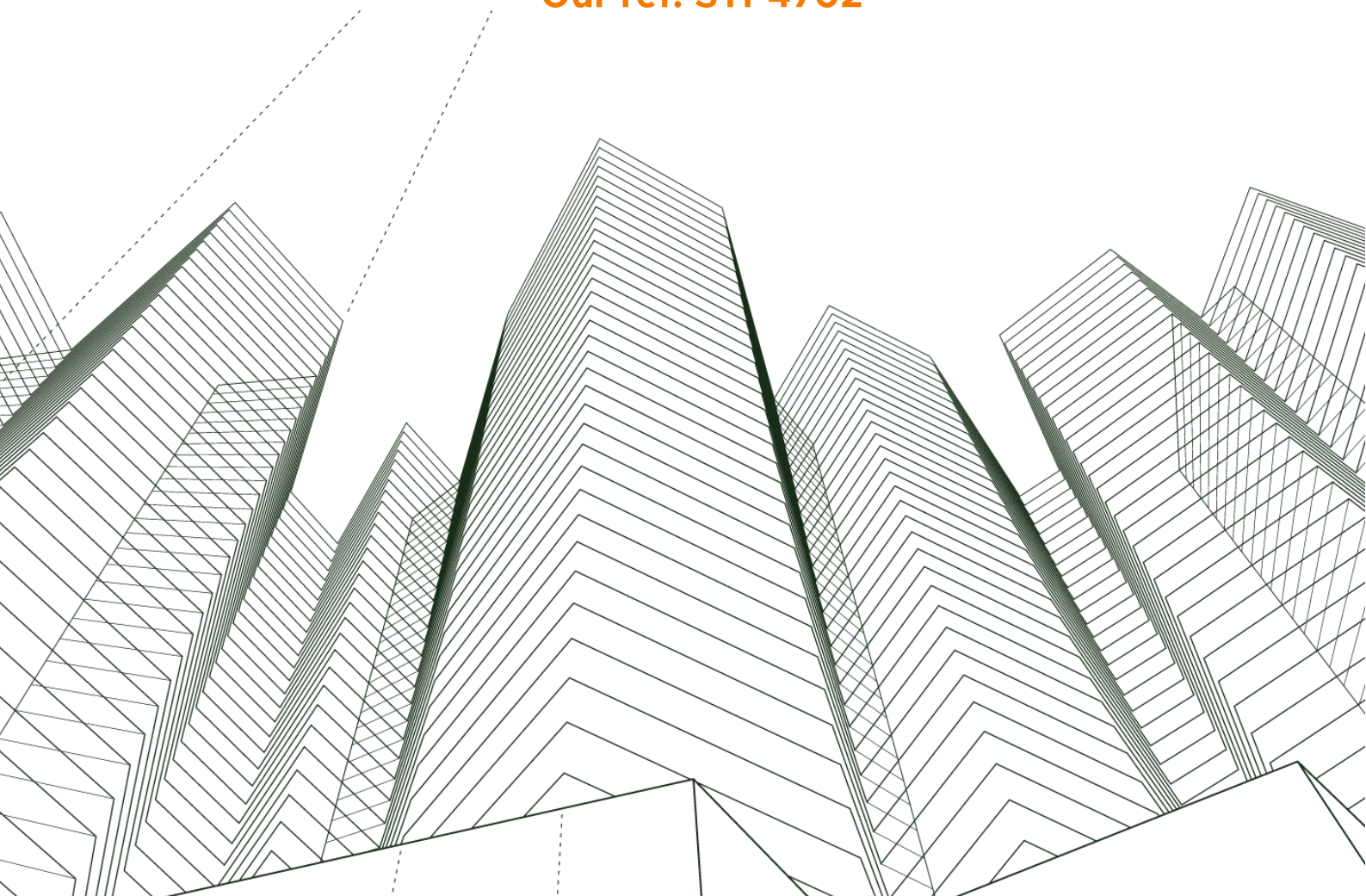


# TOWN PLANNING REPORT

## Reconfiguring a Lot (1 into 13)

135 Caladium Street,  
Wakerley QLD 4154  
Lot 1 on RP79352

**Our ref: STP4702**



## DOCUMENT CONTROL

QUALITY ASSURANCE		
Project Manager	Alex Steffan	Director/Principal Town Planner
Prepared By	Alex Steffan	Director/Principal Town Planner

Revision No.	Date	Description	Prepared by	Checked By
A	12.02.2026	Draft	Alex Steffan	

## STEFFAN HARRIES

For the purposes of this document, The Trustee for M & R Trust & The Trustee for The AMS Trust Partnership is referred to as “Steffan Harries”

**ABN** 60 871 545 650

**Website** [www.steffanharries.au](http://www.steffanharries.au)

**Email** [contact@steffanharries.au](mailto:contact@steffanharries.au)

**Phone** 07 3317 0042

**Mail** PO Box 6258, Fairfield Qld 4103

**Visit** Unit 4, 34 Old Cleveland Road, Stones Corner Qld 4120

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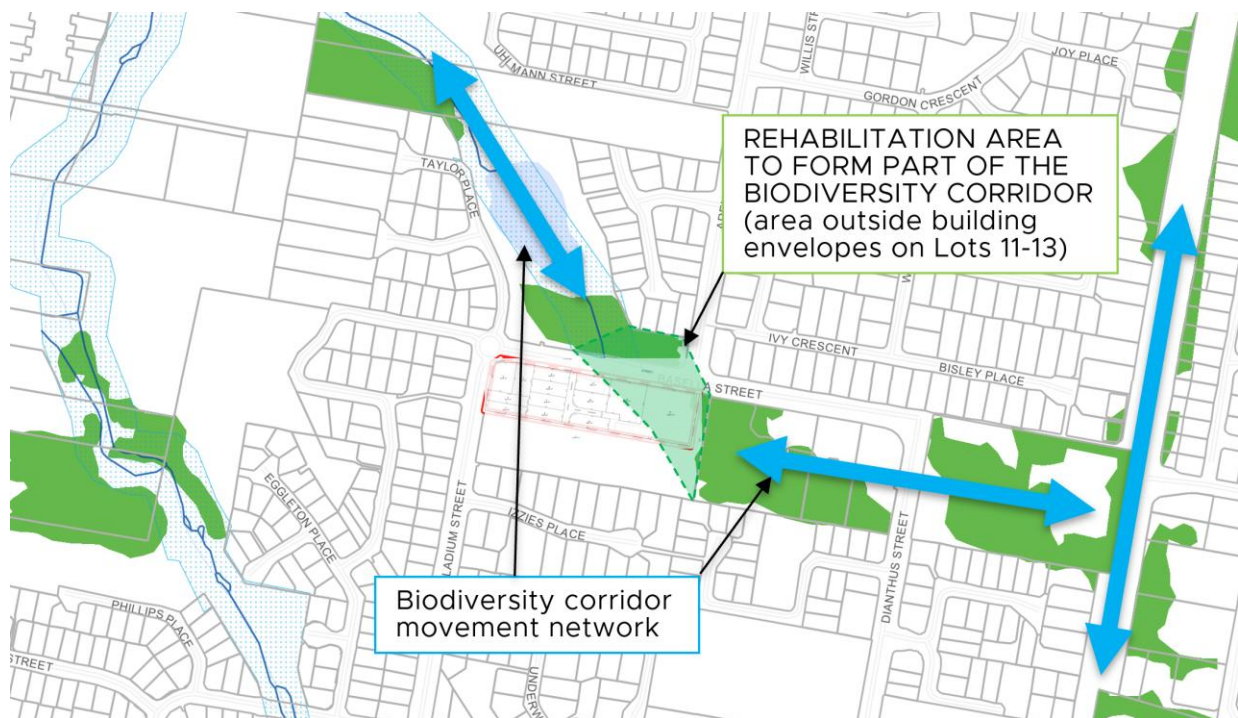
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# 1 EXECUTIVE SUMMARY

This application seeks approval from Brisbane City Council for a Development Permit for a Reconfiguring a Lot (1 into 13) at 135 Caladium Street, Wakerley QLD 4154, formally described as Lot 1 on RP79352.

The subject site is located within the Emerging Community Zone and the Wakerley Neighbourhood Plan and proposes to establish 13 new allotments ranging in size from 401-3537m<sup>2</sup> with Lots 1-4 access directly from Caladium or Basella Street. The rest of the allotments are accessed from an access easement covering Lot 13 from Basella Street. The minimum lot width is 10m. Lots 11-13 include a building envelope to ensure the protection of the Biodiversity values and also the conveyance of flood waters through the site.

The proposed Reconfiguring a Lot (1 into 13) should be supported by Brisbane City Council as it is generally consistent with the intent of Brisbane City Plan 2014 (v35) and the applicable assessment benchmarks, delivering a balanced outcome across housing supply, suburban living character and environmental performance. While the proposal results in a density of 12.75 lots per hectare, it achieves the underlying purpose of the “very low density” intent by directly protecting environmental and scenic values through a constraint-led subdivision design rather than applying a uniform yield across the site. A continuous biodiversity corridor is retained, with building envelopes applied to Lots 11–13 and consolidated access arrangements locking in long-term protection of habitat connectivity, wildlife movement and flood conveyance functions, preventing incremental encroachment – see image below. Development is concentrated within the more modified western portion of the land, with clearing largely confined to regrowth areas, ensuring ecological impacts are minimal and strategically significant greenspace values are protected and capable of ongoing rehabilitation and management.



The subdivision integrates seamlessly with the established suburban grid (as seen in the image above), with frontage to Caladium and Basella Street, direct access to Suprano Place Park adjacent to the north, nearby active transport links and high-frequency bus services, enabling sustainable growth within an existing serviced catchment. The layout is efficient and legible, with direct street frontage for Lots 1–4 and a single consolidated access easement for the balance, minimising new civil works, reducing conflict points and avoiding unnecessary disturbance of constrained land. The proposal reinforces the detached housing character of Wakerley through a varied lot mix aligned with the prevailing 400–600m<sup>2</sup> suburban grain where unconstrained, providing usable private open space and maintaining local amenity expectations.

Supporting technical investigations confirm the development can be appropriately serviced and delivered. Civil engineering documentation demonstrates that earthworks, retaining, road upgrades, stormwater infrastructure, sewer extension, water reticulation and fire servicing can be achieved in compliance with relevant codes and standards. Flood modelling, including TUFLOW 2D hydrodynamic assessment, confirms no adverse flooding impacts on neighbouring properties, with compliant flood-free building areas provided. The Traffic engineering assessment concludes the subdivision will not adversely impact the safety or efficiency of the external road network. The Ecological Assessment Report confirms that while limited clearing within modified areas is required, the retained and rehabilitated eastern corridor will enhance long-term habitat values, with enforceable protection embedded at the reconfiguration stage. The proposal has also been assessed against all other relevant Acceptable Outcomes, Performance Outcomes and Overall Outcomes of the Zone, Neighbourhood Plan, Overlay and Secondary Codes, with no significant planning issues identified.

Overall, the development delivers additional housing within the existing urban footprint, matches growth to available infrastructure, secures long-term environmental protection through enforceable mechanisms, and achieves a superior planning outcome consistent with the Strategic Framework themes for housing diversity, environmental stewardship and suburban living. As a result of the findings of this report and assessment, Steffan Harries respectfully requests that Brisbane City Council issue a favourable decision, subject to reasonable and relevant conditions.

## 2 APPLICATION SUMMARY

### 2.1 Site overview

Street Address	135 Caladium Street, Wakerley QLD 4154
Real Property Description	Lot 1 on RP79352
Site Area	10218m <sup>2</sup>
Current Development	Dwelling house
Local Government Authority	Brisbane City Council
Applicable Planning Scheme	Brisbane City Plan 2014 (v35)
Planning Scheme: Area Classification	Emerging Community (EC)
Planning Scheme: Applicable Local Plan	Wakerley Neighbourhood Plan (Residential development precinct - NPP-001)
Planning Scheme: Applicable Overlays	Airport Environs, Bicycle Network, Biodiversity Areas, Community Purposes Network, Critical Infrastructure and Movement Network, Flood, Potential and Actual Acid Sulfate Soils, Road Hierarchy, Streetscape Hierarchy, Wetlands
Applicable Regional Plan	South East Queensland Regional Plan
Regional Plan Area:	Urban Footprint

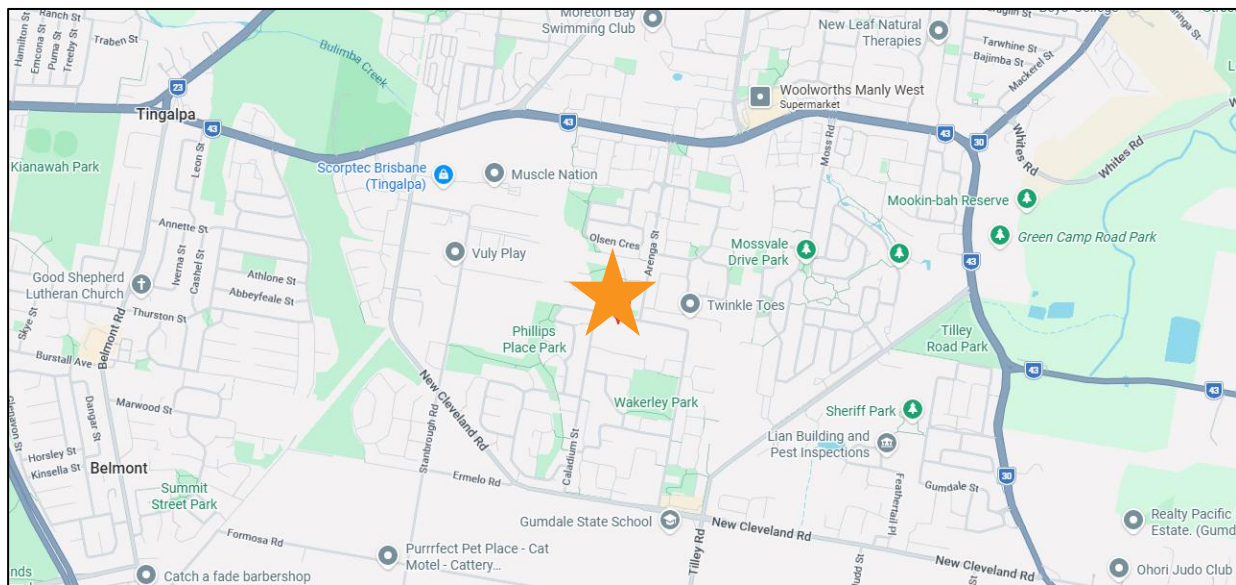


Figure 1: Location of the subject site. Source: Google Maps

### 2.2 Application Details

Description of Proposal	Subdivision of 1 into 13 lots
Type of Application	Development Permit Reconfiguring a Lot (1 into 13) + Access easement
Level of Assessment	Impact Assessable
Applicant	AJ Capital Group Pty Ltd C/o Steffan Harries PO Box 6258, Fairfield Qld 4103

Contact Person

Alex Steffan  
alex@steffanharries.au  
07 3317 0042  
[www.steffanharries.au](http://www.steffanharries.au)

### 2.3 Approvals Sought

Type of Development	Impact Assessable	
	Preliminary Approval	Development Permit
Reconfiguring a lot Reconfiguring a Lot (1 into 13)		✓

### 2.4 Fee Payable (current financial year)

Land Use Definition	Level of Assessment	Associated Fee
Impact Assessable		
Reconfiguration of a Lot (base fee)	\$4,290.00	\$ 4,290.00
Per lot fee exceeding 2 lots	\$858.00 x 11 lots	\$ 9,438.00
Impact Assessment fee		\$ 3,718.00
<b>TOTAL</b>		<b>\$ 17,446.00</b>

### 2.5 Level of Assessment

Under the Table of Assessment for the Emerging Community (EC) (Part 5 of the Brisbane City Plan 2014 (v35)), the proposed Reconfiguring a Lot (1 into 13) requires Impact Assessment. Please find an extract below:

Zone / Overlay	Categories of Development and Assessment	Assessment Benchmarks
Emerging Community (EC) Zone	<b>Impact assessment</b> If a ROL is less than 10ha with no associated assessable MCU	<ul style="list-style-type: none"> <li>• Subdivision code</li> <li>• Prescribed secondary code</li> <li>• The applicable zone code</li> <li>• The neighbourhood plan code</li> </ul>

### 3 SITE INFORMATION AND ANALYSIS

#### 3.1 Area Classification and Development Site

##### 3.1.1 Property description and zone

The subject site is located at 135 Caladium Street, Wakerley QLD 4154, formally described as Lot 1 on RP79352. The site falls within the Emerging Community (EC).

##### 3.1.2 Development site features

The site features a rectangular-shaped lot, with a total area of 10,218m<sup>2</sup> with an approximate average width of 45.61m fronting Caladium Street. The property has an average slope of 4m in 206.01m (1.94%) which rises from the Southwest to the Northeast boundary.

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



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

#### 3.2 Existing Development and Site Characteristics

##### 3.2.1 Services and Infrastructure

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

##### 3.2.2 Vehicular Access

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

##### 3.2.3 Significant Vegetation

The subject site has significant vegetation across the property and has street trees scattered along Caladium Street and Basella Street.

##### 3.2.4 Site History

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

## 4 PROPOSED DEVELOPMENT

### 4.1 General Description

This application seeks Council approval for a Development Permit for a Reconfiguring a Lot (1 into 13) located at 135 Caladium Street, Wakerley QLD 4154, formally described as Lot 1 on RP79352. Please find a set of proposed plans attached as **Appendix A** and an extract below.

Development Summary	
<b>Proposed Lot Sizes</b>	<p>The proposed lot sizes range in size from 401-3537m<sup>2</sup> with Lots 1-4 access directly from Caladium or Basella Street. The rest of the allotments are accessed from an access easement covering Lot 13 from Basella Street.</p> <p>The minimum lot width is 10m.</p> <p>Lots 11-13 include a building envelope to ensure the protection of the Biodiversity values and also the conveyance of flood waters through the site.</p>
<b>Existing/Proposed built improvements</b>	All existing structures are to be removed.
<b>Overall density</b>	12.7 lots per hectare



**Figure 3:** Image of proposed development. Not to scale. The retained green area highlighted.

### 4.2 Civil Engineering

A civil engineering report has been prepared and is attached as **Appendix B**. A summary has been provided below:

#### 4.2.1 Earthworks and Retaining

A concept earthworks design has been prepared to facilitate the creation of functional, ready-to-build residential allotments while responding to site constraints including the existing overland flow path, flood immunity requirements, external catchment runoff management, driveway grading, and compliance with the Filling and Excavation Code.

Retaining walls along the southern boundary are limited to a maximum height of 1.0m. Lot 3, which is accessed from Basella Street, requires a retaining wall due to level constraints. This wall will vary in height, with a maximum height of 1.8m. The portion exceeding 1.5m in height is limited to approximately 8m in length and is located at the rear corner of Lot 3, minimising visibility from the street and avoiding impacts on amenity, including access to light. Terracing has not been adopted as it would reduce lot functionality and increase

maintenance obligations. The design demonstrates compliance with PO1 and PO2 of the Filling and Excavation Code.

#### 4.2.2 Erosion Hazard

An Erosion Hazard Assessment has identified the site as being of 'medium' risk, having regard to site size, slope and upstream catchment characteristics. Appropriate erosion and sediment control measures will be implemented during construction in accordance with best practice management and Council requirements.

#### 4.2.3 Roadworks

Road upgrades are proposed to Caladium Street and Basella Street, including new kerb and channel, verge profiling and footpath works. While some existing street trees will be impacted, the works are detailed within the engineering documentation and supported by the accompanying Traffic Report prepared by Modus Transport and Traffic Engineering.

#### 4.2.4 Stormwater Drainage

Stormwater infrastructure servicing the development is shown on the concept engineering drawings and has been designed in accordance with the Infrastructure Design PSP.

No on-site detention is proposed. Site runoff will discharge toward the existing overland flow path, with no adverse downstream impacts anticipated. Stormwater quality treatment will be achieved through the provision of six WSUD street trees. Further detail is provided in the Flood Overlay Code Assessment Report and Stormwater Management Plan.

Please find a copy of the Stormwater Management Plan and Report attached as **Appendix C** and the Flood reporting attached as **Appendix D**.

#### 4.2.5 Sewerage

The site is currently serviced by an existing sewer connection from a 150mm diameter uPVC main near the north-eastern corner. A new sewer main is proposed to extend from the existing sewer maintenance hole on the southern property to service the proposed lots. Details are provided in the concept engineering drawings.

#### 4.2.6 Water Reticulation

The site is serviced by an existing 150mm water reticulation main within Caladium Street. Lot 3 will retain its existing metered service. Lots 1 and 2 will connect to the Caladium Street main, while Lots 4–13 will connect to the 150mm AC water reticulation main within Basella Street.

Additional fire servicing infrastructure is proposed, including new fire hydrants within the verge of Basella Street and a private fire main and hydrant to service Lot 13, ensuring compliance with the Water Supply Code SEQ (Clause 8.8.8). A concept water servicing design is included within the engineering drawings.

### 4.3 Flood Engineering

A Flood Overlay Code Assessment has been undertaken to demonstrate that the proposed 1 into 13 lot freehold subdivision complies with the requirements of Brisbane City Council's Flood Overlay Code. Please find a copy of this report attached as **Appendix D**.

The proposal includes earthworks across the site and the creation of an internal access easement centrally located within the development. Lots 10–13 are designed to achieve a minimum of 300m<sup>2</sup> of flood-free area for building pads.

A TUFLOW 2D hydrodynamic model has been prepared to determine the extent of overland flow inundation and assess the hydraulic impacts of the proposed works. The modelling confirms that the subdivision will not result in adverse flooding impacts on neighbouring properties.

### 4.4 Traffic Engineering

Please find a detailed traffic engineering assessment attached as **Appendix E**. The report concludes by stating that the proposed development is acceptable from a traffic

engineering perspective and will not have a substantial impact on the safety or efficiency of the external road network.

#### **4.5 Ecological Assessment Report**

Please find a detailed Ecological Assessment Report (EAR) attached as **Appendix F**. The report concludes by stating that whilst the proposed development will require some clearing of native vegetation within an already modified portion of the site. The eastern section will be rehabilitated to enhance onsite habitat values.

## 5 STATE PLANNING FRAMEWORK

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

### Chapter 3, Part 1, 45(5)

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

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

Examples of another relevant matter—

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

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

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

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

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

### 5.1 State Planning Policy

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

### 5.2 South-East Queensland Regional Plan (ShapingSEQ)

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

### 5.3 Development Assessment Mapping System (DAMS) Layers

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

Layer	Applicable
SEQ Regional Plan Land Use Categories	Urban Footprint
Queensland heritage place	N/A
Unexploded Ordnance	N/A
Coastal Protection	N/A
Fish Habitat Areas	N/A
Water Resources	Water resource planning area boundary
Wetland Protection Areas	N/A
Native Vegetation Clearing	Regulated vegetation management map (Category A and B extract)
Koala Habitat in SEQ Region	Koala priority area Core koala habitat area
Maritime Safety and Development	N/A
Port of Brisbane	N/A
State Transport	N/A

#### 5.3.2 Non-SARA DAMS Layers:

Layer	Applicable
Electricity Infrastructure	N/A

### 5.4 Development Assessment Forms

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

- DA Form 1 – Development Application Details.

### 5.5 Referral Agencies

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

### 5.6 State Development Assessment Provisions

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

### 5.7 Public Notification

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

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

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

## 6 LOCAL PLANNING FRAMEWORK

### 6.1 Introduction

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

### 6.2 Brisbane City Plan 2014 (v35) Planning Provisions

#### 6.2.1 Zone

The subject site is located within the Emerging Community (EC) as depicted in the below imagery.

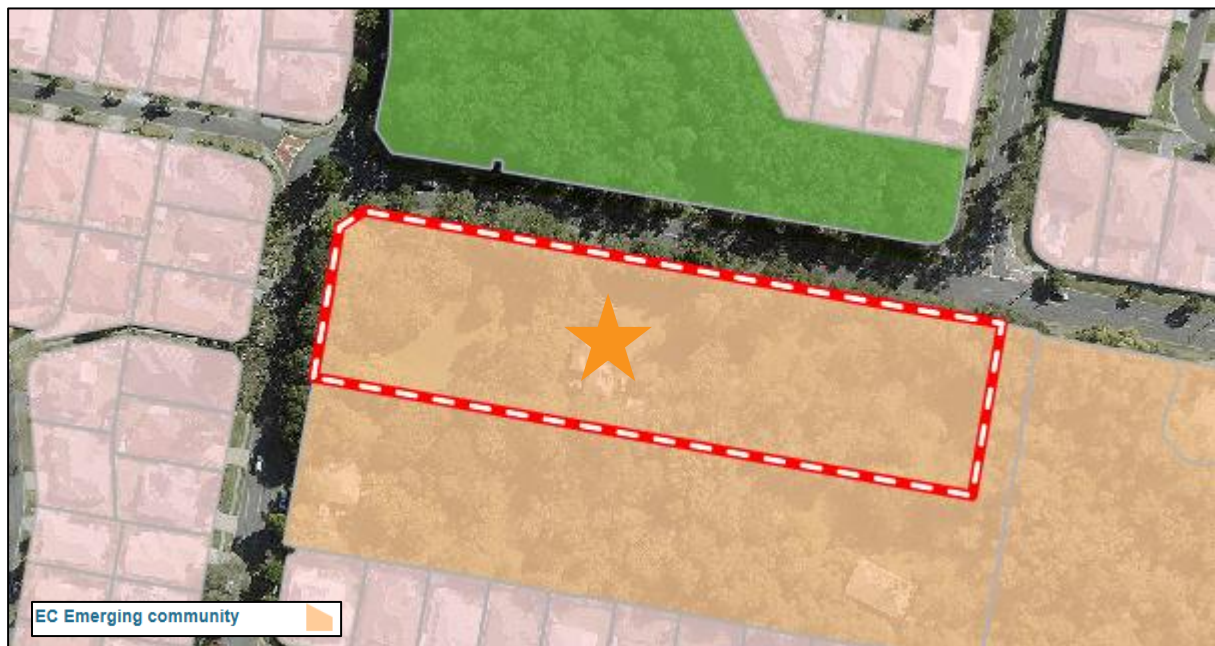


Figure 4: Aerial view depicting the zoning of the property. Source: Brisbane City Council

#### 6.2.2 Overlays

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

Table A – Overlay Assessment		
Overlay	Assessment (assessed under Part 5 of the Brisbane City Plan 2014 (v35))	Assessment Benchmark
Airport environs overlay	N/A	Airport environs overlay code
Bicycle network overlay	Assessable	Bicycle network overlay code
Biodiversity areas overlay	Assessable	Biodiversity areas overlay code
Community purposes network overlay	Assessable	Community purposes network overlay code
Critical infrastructure and movement network overlay	N/A	Critical infrastructure and movement network overlay code
Flood overlay	Assessable	Flood overlay code

Table A – Overlay Assessment		
Overlay	Assessment (assessed under Part 5 of the Brisbane City Plan 2014 (v35))	Assessment Benchmark
Potential and actual acid sulfate soils overlay	N/A	Potential and actual acid sulfate soils overlay code
Road hierarchy overlay	Assessable	Road hierarchy overlay code
Streetscape hierarchy overlay	Assessable	Streetscape hierarchy overlay code
Wetlands overlay	Assessable	Wetlands overlay code

### 6.2.3 Neighbourhood Plan / Local Plan

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

- Wakerley Neighbourhood Plan (Residential development precinct - NPP-001)

### 6.2.4 Level of Assessment

Zone / Overlay	Categories of Development and Assessment	Assessment Benchmarks
Emerging Community (EC) Zone	<p>Impact assessment</p> <p>If a ROL is less than 10ha with no associated assessable MCU</p>	<ul style="list-style-type: none"> <li>• Subdivision code</li> <li>• Prescribed secondary code</li> <li>• The applicable zone code</li> <li>• The neighbourhood plan code</li> </ul>

### 6.2.5 Applicable Codes

The proposed development application will be subject to assessment against the Brisbane City Plan 2014 (v35). Whilst we acknowledge the application is Impact assessable and the assessment is not limited to the assessment benchmarks, the following planning scheme codes have been identified as relevant to the application:

- The applicable zone code
- The neighbourhood plan code
- Subdivision code
- Overlay codes (as per section 6.2.2 of this report)
- Prescribed secondary codes including:
  - Filling and Excavation Code;
  - Infrastructure Design Code;
  - Landscape Work Code;
  - Outdoor Lighting Code;
  - Park Planning and Design Code;
  - Stormwater Code;
  - Transport Access, Parking and Servicing Code; and
  - Wastewater Code.

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

In addition to the above relevant codes, the strategic framework has also been assessed and a response to the relevant sections of the strategic parts of the scheme has been provided and is attached as **Appendix H**.

### 6.2.6 Infrastructure charges

Infrastructure charges will be payable as per the relevant Adopted Infrastructure Charges Resolution applicable at the time of lodgement.

## 7 KEY PLANNING MATTERS

The proposed Reconfiguring a Lot (1 into 13) was found to be generally consistent with the intent of the Brisbane City Plan 2014 (v35) and its associated planning provisions and relevant Assessment Benchmarks. Please refer to **Appendix G & H** for a full response to the applicable codes as noted in section 6.2.5 of this report. An overview of the key planning matters has been provided below in support of the proposal.

### 7.1 Proposed density

The proposed density of 12.75 lots per hectare is an appropriate and planned response to the site's specific opportunities and constraints, and it achieves the underlying purpose of the "very low density" outcome—namely the protection of environmental and scenic values through minimal disturbance. Importantly, the Emerging community zone code sets the density expectation by reference to the neighbourhood plan and applies it over the net developable area, not the gross site area (s6.2.6.2(2)(d)). Where a neighbourhood plan identifies land as a Very-low density residential potential development area, reconfiguration to accommodate dwelling houses is intended to provide for dwellings "at approximately 5 dwellings per hectare or as indicated", and to be "designed and sited to respond to site constraints and ensure minimal disturbance to valued attributes" (s6.2.6.2(2)(d)(iii)(A)). The code also expressly recognises that yield will vary where "development constraints impacting a site" influence development potential, and confirms the dwelling density is expressed as a net residential density (Notes to s6.2.6.2(2)(d)). In that context, the proposal should be assessed on how it implements the zone's net developable area approach and its "minimal disturbance" outcome, rather than on a gross-site density quotient alone.

On the ground, the proposal delivers a detached dwelling house outcome at a domestic scale, consistent with the established suburban character of Wakerley and the prevailing 400 to 600m<sup>2</sup> lot pattern surrounding the site. The lot mix intentionally includes smaller suburban lots where the land is least constrained, and larger lots where constraints are higher, ensuring the overall development reads as detached housing with usable private open space and the capacity for gardens and canopy trees, rather than an intensive built form outcome. Critically, the density outcome is achieved without spreading disturbance across the whole allotment. A substantial portion of the subject land performs flood conveyance and biodiversity corridor functions and is not intended to accommodate building footprints. The subdivision structure responds to that constraint pattern by concentrating future detached dwellings within the unconstrained portion of the site, while retaining the constrained corridor land from development.

The maintained biodiversity corridor through the site, together with building envelopes on Lots 11 to 13, provides a clear and enforceable mechanism to contain future building footprints and clearing, protect wildlife movement and habitat connectivity, and maintain flood conveyance pathways. This directly aligns with the Very-low density intent in s6.2.6.2(2)(d)(iii)(A) because the built form is sited to avoid valued attributes and limit disturbance. In other words, the proposal achieves the planning intent behind a lower density designation not by treating reduced yield as an end in itself, but by directly protecting the valued attributes the neighbourhood plan is seeking to safeguard and locking those protections in at the reconfiguration stage through corridor retention, envelope controls and a disturbance-minimising access arrangement.

The site is also well located to support additional dwellings because it is already integrated with existing infrastructure and services. The Caladium Street frontage bus stop provides high frequency services in peak periods, and the site directly interfaces with a local park and is close to other parklands and active transport connections. Shops and services along New Cleveland Road (to the south), and Manly Road (to the north) are within a walkable catchment. This context supports a sustainable, functional community outcome, reduces reliance on private vehicles, and enables additional housing to be delivered within an established suburban area rather than pushing demand to less serviced locations.

Overall, while the proposal departs from a simple numeric benchmark when expressed as a gross-site quotient, it achieves a superior planning outcome when assessed against the purpose of that benchmark and the zone's net developable area framework. It delivers housing diversity through lot size range, reinforces detached housing character at a domestic scale, and secures the site's ecological and flood conveyance functions in perpetuity through the subdivision layout and the enforceable development controls established at this stage. This is a balanced and integrated response that provides new

housing while maintaining the site's natural and ecological significance and the local amenity expectations for the area, and it supports the zone's intended policy direction linkage to the Strategic framework themes for environmental values, the Greenspace System, and future suburban living areas (s6.2.6.2(2)(a)(ii)–(iii)).

## **7.2 Structure plan**

The subdivision achieves the intent of structure planning by delivering a contained, walkable and serviceable neighbourhood outcome that integrates with the established Wakerley community, without relying on new trunk road connections or new pedestrian links. The site is already embedded within an existing suburban grid, with frontage to Caladium Street and Basella Street, and it sits opposite a large local park that provides an immediate focal point and strong neighbourhood identity. Daily needs and community infrastructure are within an accessible catchment, with services available along New Cleveland Road and Manly Road, and a broader retail offer within the local area. This existing pattern means the proposal can function as an integrated extension of the neighbourhood rather than an isolated estate requiring new movement infrastructure to be functional.

The development is also strategically located to support a sustainable travel pattern. A bus stop on the Caladium Street frontage provides high frequency services in peak periods, and the site is close to additional parklands and a bike path network. The subdivision responds by placing the smaller, more efficient lots where access and walkability benefits are strongest, while using a varied lot size mix to match site constraints and to provide choice. This enables additional housing in a location already supported by public transport, open space and nearby services, reinforcing a functional community outcome consistent with the surrounding suburban living area.

The internal layout is legible and safe, while minimising disturbance and avoiding unnecessary new street works. Lots 1 to 4 take direct frontage access from Caladium or Basella Street, and the remaining lots are served via a consolidated access easement. This approach limits new conflict points, reduces the footprint of civil works, and avoids pushing new road infrastructure into constrained parts of the land. It also supports an orderly built form outcome that will read as a typical suburban pattern from the public realm, with detached dwellings on lots that generally align with the established 400 to 600m<sup>2</sup> character where unconstrained.

Most importantly, the subdivision structure is driven by site constraints and delivers neighbourhood plan outcomes by design, not by aspiration. A continuous biodiversity corridor is maintained through the site, and building envelopes on Lots 11 to 13 constrain future development footprints to protect environmental values and maintain flood conveyance pathways. Development is directed to the more modified western portion of the land to minimise fragmentation of native vegetation and reduce edge effects on sensitive areas. This is a practical and enforceable structure planning response that balances additional housing with long term protection of ecological and hydrological functions, and it achieves integration with the locality through existing streets, existing services, and retained greenspace values rather than new road or pedestrian linkage creation.

## **7.3 Intent of the City Plan 2014 (v35)**

### **7.3.1 Brisbane's housing and accommodation choices**

Element 2.2 of the Strategic framework is met because the proposal delivers additional dwelling opportunities in a location that is already serviced, accessible and capable of supporting incremental growth without creating new infrastructure demand out of proportion to the development. The site sits within an established suburban area with direct frontage to Caladium Street and proximity to Basella Street, allowing the subdivision to plug into an existing and legible road network. Lots 1 to 4 take direct street access, while the balance of the lots are served via a single consolidated access easement. This approach limits the number of new access points, reduces the extent of new civil works, and makes efficient use of existing local streets and established servicing networks.

The proposal also aligns with the strategic intent for sustainable housing delivery by locating new lots within walking distance of public transport, open space and daily services. A bus stop on the Caladium Street frontage provides high frequency services in peak periods, which supports a reduced reliance on private vehicles and reinforces a functional, connected

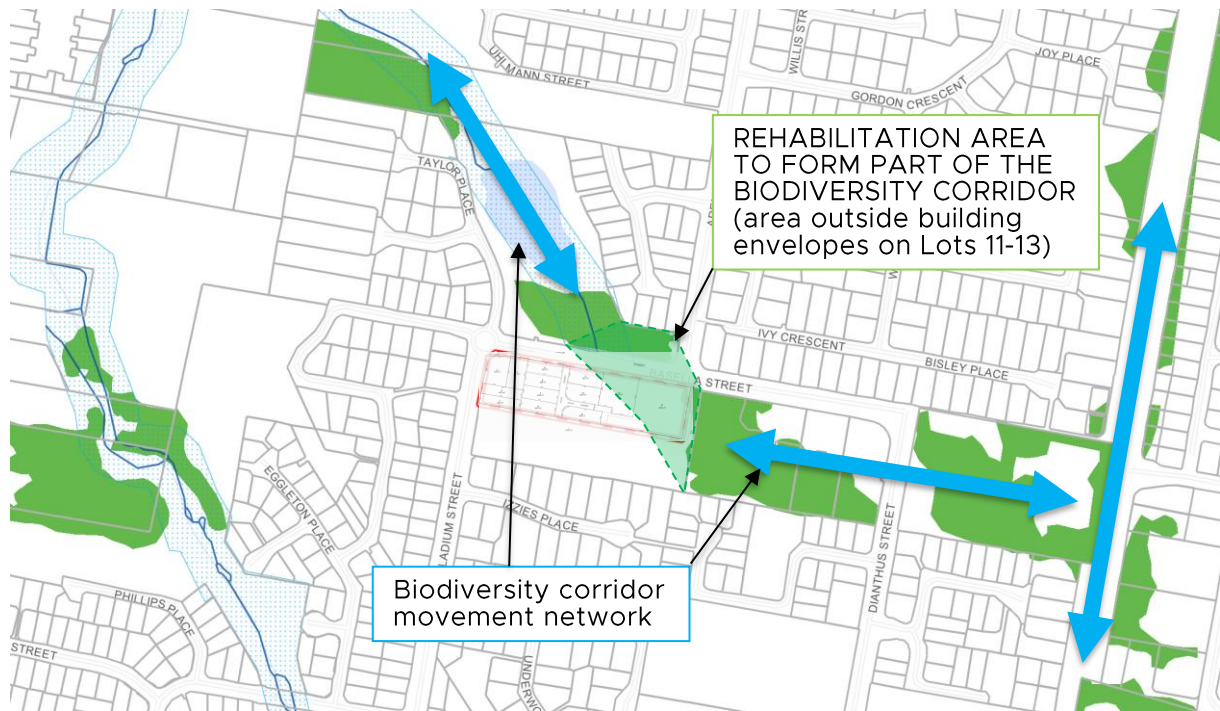
community outcome. Suprano Place Park is directly opposite the site, with additional parklands and a bike path network nearby, supporting recreation and active transport. Shops and services along New Cleveland Road (to the south) and Manly Road (to the north) are within an accessible walking catchment, with a broader retail offer available within the local area. These existing assets mean the proposal can accommodate additional residents in a way that supports walkability, local amenity and everyday convenience, rather than shifting demand to less serviced locations.

The development is also planned and evidenced to be serviceable and resilient in the face of site constraints. The supporting civil engineering, stormwater, flood, traffic and ecological assessments demonstrate that the subdivision can function appropriately and be delivered within the capacity of existing and planned infrastructure, while responsibly managing flood behaviour and environmental values. Importantly, the subdivision design “locks in” constraint management at the reconfiguration stage by retaining a biodiversity corridor through the site and applying building envelopes to Lots 11 to 13. This contains future building footprints and disturbance areas, maintains flood conveyance pathways, and reduces the risk of incremental encroachment into sensitive land. In practice, the proposal matches growth to infrastructure by directing development to the most suitable parts of the site and ensuring the constrained areas continue to perform their ecological and hydrological roles.

While the CityShape land use strategy about increased densities within Growth Nodes and Selected Transport Corridors is not directly applicable to this site, the proposal still aligns with the broader strategic direction by delivering additional housing within the urban footprint, in an established suburb with existing infrastructure and strong public transport access. The development does not rely on speculative future upgrades. It leverages existing community assets and networks, and it balances housing delivery with environmental protection through a subdivision structure that retains the corridor, contains disturbance, and maintains flood function. This is the core strategic outcome sought by Element 2.2, being housing that is delivered where it can be supported, and in a form that maintains local amenity and site-based values.

### **7.3.2 Brisbane's clean and green leading environmental performance**

Element 3.1 is met because the subdivision is structured around the site's mapped greenspace and environmental constraints, and it locks in long term protection and enhancement outcomes at the reconfiguration stage. The plan retains a continuous biodiversity corridor through the site from south-east to north-west, which preserves habitat connectivity and wildlife movement functions and avoids the corridor being broken into small, isolated fragments. Development is deliberately directed to the more modified western portion of the land, reducing pressure on the higher value eastern areas and achieving the strategic purpose behind the lower density intent, being minimal disturbance to valued attributes. The inclusion of building envelopes on Lots 11 to 13 is a key protection mechanism because it constrains future building footprints and clearing, prevents incremental encroachment into the corridor edge, and provides a stable and enforceable boundary between private lots and retained vegetation. The access solution further supports this outcome by consolidating access via a single easement rather than introducing multiple new streets, which reduces linear clearing, limits fragmentation, and lowers edge effects such as lighting, weed spread and domestic animal impacts. The ecological assessment supports this corridor retention approach and provides mitigation and management measures to avoid and minimise impacts during works, and to guide rehabilitation and ongoing stewardship of retained areas (**Appendix F**). An image below depicts the subdivision proposal plan and the biodiversity corridor. Please note the consistency of the subdivision pattern in the context of the surrounding locality.



**Figure 5:** Greenspace movement network. **Source:** Steffan Harries (original map from BCC)

The proposal also protects and enhances the Greenspace System’s broader functions, including ecosystem services, waterway-related values and local amenity. Retaining the corridor allows restoration outcomes to be delivered through rehabilitation planting, weed management and ecological strengthening within the retained greenspace, and it provides the physical space for stormwater quality and hydrologic management measures to operate without degrading wetland and vegetated areas (**Appendix B, Appendix C**). The corridor also performs an important flood conveyance role, and the subdivision form, including the corridor retention and controlled building footprints, maintains conveyance paths and avoids inappropriate filling or obstruction of constrained land (**Appendix D**).

Recreational and cultural values are supported by the site’s direct relationship with Suprano Place Park and nearby parklands and active transport links, with new residents placed within easy walking distance of existing greenspace assets rather than requiring conversion of greenspace to housing. The retained corridor contributes local visual relief and a greener neighbourhood setting, particularly from the public realm and park interface. Overall, the development achieves a positive biodiversity outcome through avoidance, buffering and restoration: it avoids the highest value areas, buffers the retained corridor through envelopes and consolidated access, and creates a clear platform for ongoing rehabilitation so the site’s greenspace functions are protected, restored and enhanced while still delivering additional housing in an established, serviced suburb.

### 7.3.3 Brisbane’s Suburban Living Areas Element

Element 5.5 is met because the proposal delivers growth in a manner that is clearly shaped by local context, infrastructure access, and the site’s identified constraints, while maintaining the intended suburban character and amenity of Wakerley. The site is already embedded within an established suburban living area and benefits from immediate access to existing services and community infrastructure. It is directly opposite Suprano Place Park, close to other parklands and an active transport network, and within a walkable catchment of shops and services along New Cleveland Road and Manly Road. The Caladium Street frontage bus stop provides high frequency services in peak periods, supporting a more sustainable travel pattern and ensuring that the additional dwellings are not isolated or car-dependent. This existing accessibility and servicing context supports an appropriate level of additional housing in a location that can accommodate growth without requiring speculative future infrastructure.

The proposal also demonstrates that the intended development pattern is being carefully moderated by local values and constraints, rather than applying a uniform subdivision yield across the whole site. While the neighbourhood plan signals a preference for very low

density as a mechanism to minimise disturbance to environmental and scenic values, the subdivision achieves that underlying purpose directly through its structure and enforceable controls. A continuous biodiversity corridor is retained through the site and the more sensitive eastern portion is protected through building envelopes on Lots 11 to 13, which constrain future building footprints and clearing and prevent incremental encroachment into valued areas. Development is concentrated into the more modified western portion of the land to reduce ecological trade-offs, and access is consolidated through a single easement arrangement to minimise fragmentation and the extent of civil works. Where land is unconstrained, the proposed lot sizes and detached housing outcome align with the prevailing suburban grain of the surrounding neighbourhood, supporting consistent spacing, private open space and a vegetated setting. In combination, these measures ensure growth occurs in response to local needs and opportunities, while maintaining the local character and amenity that define the Suburban Living Area and protecting the valued attributes that underpin the neighbourhood plan intent.

## 7.4 Summary

The proposed Reconfiguring a Lot (1 into 13) is generally consistent with the intent of Brisbane City Plan 2014 (v35) when assessed against the applicable assessment benchmarks and the Strategic framework themes for housing supply, suburban living and environmental performance. The proposal achieves a balanced planning outcome by delivering additional housing opportunities in an established, well-served suburban location, while embedding enforceable long term protection of the site's strategically significant environmental values. A full response to the applicable codes is provided in **Appendix G** and **Appendix H**.

A key issue is the proposed density of 12.75 lots per hectare, which departs from the numeric "5 dwellings per hectare" expression that appears in the overall outcomes of the Emerging Community zone and is reinforced through the neighbourhood plan's "very low density residential" statements. In this case, that numeric expression is not an end in itself. Its planning purpose is to ensure minimal disturbance to environmental and scenic values and to protect the site's natural and ecological significance. The proposal directly achieves that underlying purpose through a subdivision structure that is led by constraints and values, not by a uniform yield target. The maintained biodiversity corridor through the site, together with building envelopes on Lots 11 to 13, locks in the strategically significant corridor land and limits future building footprints and clearing at the reconfiguration stage. This avoids the risk of incremental encroachment over time and ensures the corridor continues to function for habitat connectivity, wildlife movement and greenspace linkage. The resulting clearing is confined largely to modified and regrowth areas on the western portion of the site, and is therefore inconsequential in ecological terms when compared to the long term protection outcome that is secured in perpetuity by the corridor retention and envelope controls.

The proposal also performs strongly on structure planning and functional community outcomes. It is already embedded within an established suburban grid with frontage to Caladium Street and Basella Street. It sits directly opposite Suprano Place Park, with additional parklands and an active transport network nearby, and it is within a walkable catchment of services along New Cleveland Road and Manly Road. A high frequency bus stop on the Caladium Street frontage supports sustainable travel choices and reduces reliance on private vehicle trips as the area grows. Internally, the layout is legible and efficient. Lots 1 to 4 take direct street access, and the balance of lots are served via a single consolidated access easement, which minimises new civil works, limits conflict points and avoids introducing unnecessary new road corridors through constrained land. This approach integrates the development within the existing suburb without requiring new trunk road connections or new pedestrian links, and it supports an orderly suburban outcome consistent with the surrounding 400 to 600m<sup>2</sup> lot grain where unconstrained.

Taken together, the proposal delivers the strategic outcomes sought by Element 2.2, Element 3.1 and Element 5.5. It matches additional dwelling supply to existing and planned infrastructure and services in an established suburb. It protects, restores and enhances Greenspace System functions by retaining the corridor as a connected link, constraining disturbance through envelopes, supporting flood conveyance, and providing a clear platform for rehabilitation and ongoing management. It also delivers suburban living growth that is shaped by local context, values and constraints, maintaining detached housing character and amenity while protecting the valued attributes that underpin the neighbourhood plan's lower density intent. The net result is a superior planning outcome:

additional housing in a well-located urban footprint area, with environmental values secured and strengthened through a clear, enforceable subdivision structure.

## 8 CONCLUSION

This application seeks approval from Brisbane City Council approval for a Development Permit for a Reconfiguring a Lot (1 into 13) at 135 Caladium Street, Wakerley QLD 4154, formally described as Lot 1 on RP79352.

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

- The proposed Reconfiguring a Lot (1 into 13) is generally consistent with the intent of Brisbane City Plan 2014 (v35) and the applicable assessment benchmarks (refer **Appendix G & H**), delivering a balanced outcome across housing supply, suburban living character and environmental performance.
- While the proposal results in a density of 12.75 lots per hectare, it achieves the underlying purpose of the “very low density” intent by directly protecting environmental and scenic values through a constraint-led subdivision design, rather than applying a uniform yield across the site.
- A continuous biodiversity corridor is retained through the site, with building envelopes on Lots 11–13 and consolidated access arrangements locking in long-term protection of habitat connectivity, wildlife movement and flood conveyance functions, and preventing incremental encroachment.
- Development is concentrated within the more modified western portion of the land, with clearing largely confined to regrowth areas, ensuring ecological impacts are minimal and strategically significant greenspace values are protected and capable of ongoing rehabilitation and management.
- The subdivision integrates seamlessly with the established suburban grid, with frontage to Caladium and proximity to Basella Street, direct access to Suprano Place Park, nearby active transport links, and high-frequency bus services, enabling sustainable growth within an existing serviced catchment.
- The layout is efficient and legible, with direct street frontage for Lots 1–4 and a single consolidated access easement for the balance, minimising new civil works, reducing conflict points, and avoiding unnecessary disturbance of constrained land.
- The proposal reinforces the detached housing character of Wakerley through a varied lot mix aligned with the prevailing 400–600m<sup>2</sup> suburban grain where unconstrained, providing usable private open space and maintaining local amenity expectations.
- Civil engineering investigations (**Appendix B**) confirm the site can be delivered as functional, ready-to-build residential allotments. Earthworks and retaining respond to overland flow, flood immunity and grading requirements, with retaining generally limited to 1.0m (and a limited 1.8m section to Lot 3, appropriately located to minimise amenity impacts) and compliant with the Filling and Excavation Code. Road upgrades to Caladium and Basella Streets, stormwater infrastructure designed in accordance with the Infrastructure Design PSP (with WSUD treatment and no adverse downstream impacts), new sewer extension, water reticulation connections and compliant fire servicing are all demonstrated within the concept engineering drawings.
- Flood modelling (**Appendix D**), including TUFLOW 2D hydrodynamic assessment, confirms the development will not result in adverse flooding impacts on neighbouring properties, with Lots 10–13 achieving compliant flood-free building areas.
- Traffic engineering assessment (**Appendix E**) concludes the subdivision will not adversely impact the safety or efficiency of the external road network.
- The Ecological Assessment Report (**Appendix F**) confirms that while limited clearing within modified areas is required, the retained and rehabilitated eastern corridor will enhance long-term habitat values, with enforceable mechanisms embedded at the reconfiguration stage to secure ongoing protection.
- Overall, the development delivers additional housing within the existing urban footprint, matches growth to available infrastructure, secures long-term environmental protection through enforceable mechanisms, and achieves a superior planning outcome consistent with the Strategic Framework themes for housing diversity, environmental stewardship and suburban living; and
- The proposed was assessed against all of the other relevant Assessment Benchmarks which included the Acceptable Outcomes, Performance Outcomes, and Overall Outcomes of the Zone, Neighbourhood Plan, Overlays and Secondary Codes, and no significant planning issues were identified.

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