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APPLICATION REF

A007033673

Town Planning Report


Development Application: RAL

51 Wilmah Street, Aspley
Lot 31 RP83316

19 May 2026

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EXECUTIVE SUMMARY

| | |
|---------------------------------|--|
| Site Address | 51 Wilmah St, Aspley 4034 |
| Real Property Description | Lot 31 on RP83316 |
| Area | 612 m ² |
| Land Owner(s) | Marcelo Francisco and Rebecca Ann Jorquera |
| Local Government Area | Brisbane City Council |
| Zone | LDR Low-density residential |
| Neighbourhood Plan | Aspley district neighbourhood plan (no precinct) |
| Regional Plan Land Use Category | Urban Footprint |
| Description of Proposal | Reconfiguration - subdivision 1 into 2 Lots |
| Level of Assessment | Impact Assessable |
| RiskSMART | No |
| Referral Agencies | No |
| Public Notification | Yes |
| Staged Development | No |
| Applicant | Marcelo Francisco and Rebecca Ann Jorquera |
| Contact | Brayden Mason |

Code Compliance

This Report provides an assessment against the relevant sections of *Brisbane City Plan 2014 (v35)* which include:

| Code | Applicability Trigger |
|---|---|
| Zone Code | |
| <i>LDR Low-density residential Zone Code</i> | This code applies to development identified as impact assessable in the Zone Assessment Table. |
| Overlay Codes | |
| <i>Airport Environs Overlay Code</i> | This code applies to assessable development where the subject land includes areas identified within <i>Airport Environs Overlay Mapping</i> . |
| <i>Community Purposes Network Overlay Code</i> | This code applies to assessable development where the subject land includes areas identified within <i>Community Purposes Network Overlay Mapping</i> . |
| <i>Critical Infrastructure and Movement Network Overlay Code</i> | This code applies to assessable development where the subject land includes areas identified within <i>Critical Infrastructure and Movement Network Overlay Mapping</i> . |
| <i>Dwelling house character overlay</i> | This code applies to assessable development where the subject land includes areas identified within <i>Dwelling House Character Overlay Mapping</i> . |
| <i>Road Hierarchy Overlay Code</i> | This code applies to assessable development where the subject land includes areas identified within <i>Road Hierarchy Overlay Mapping</i> . |
| <i>Streetscape Hierarchy Overlay Code</i> | This code applies to assessable development where the subject land includes areas identified within <i>Streetscape Hierarchy Overlay Mapping</i> . |
| Other Development Codes | |
| <ul style="list-style-type: none"> - <i>Subdivision Code;</i> - <i>Filling and Excavation Code;</i> - <i>Infrastructure Design Code;</i> - <i>Landscape Work Code;</i> - <i>Outdoor Lighting Code;</i> | These codes apply to development identified as impact assessable in the Zone Assessment Table. |

| | |
|--|--|
| - Park Planning and Design Code; - Stormwater Code; - Transport, Access, Parking and Servicing Code; - Wastewater Code. | |
|--|--|

The development generally complies with the Purpose of the relevant codes and as such complies with the Overall Outcomes of the code. Where the development does not comply with an Acceptable Outcome, a Performance Outcome assessed against the relevant code has been proposed.

Supporting Reports/Documentation

Appendix 1 Proposed Subdivision Layout Plan prepared by Masters Surveying
Appendix 2 Code Compliance Assessment by A1 Certifier Pty Ltd
Appendix 3 BCC property report
Appendix 4 DA Form 1

Planning Summary

The development proposal seeks to obtain a Development Permit for Reconfiguring the subject lot, situated at 51 Wilmah St, Aspley 4034, to subdivide it into 2 small lots. The subject lot is formally described as Lot 31 on RP83316 and is shown in Figure 1 & 2 below.

The subject site is located within the LDR Low density residential zone under *Brisbane City Plan 2014* (Figure 2). The site is also located in the Aspley District neighbourhood plan (no precinct).

The site is appropriately located within proximity to nearby DC1 District Centre (District) zoned properties which range in lot size. In lieu of the prescribed 200m walking distance requirement for the creation of small lots, the site's frontage is within 260m walking distance of sites in the DC1 District Centre (District) zone. This development application is subject to Impact Assessment in accordance with *Table 5.6.1 – Reconfiguring a Lot* of the *Brisbane City Plan 2014 (v35)*. The development is assessable against the entire planning scheme however the assessment benchmarks column of *Table 5.6.1 – Reconfiguring a Lot* specifies aspects of the planning scheme of greatest application.

Per the Planning Act 2016, Section 45(5)(b) an impact assessment is an assessment that may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise. Reference is made to the proposed citywide amendment – *More Homes, Sooner – Low-medium density residential design* currently under Public Consultation status. The mission statement of this citywide amendment is to make it easier to build new homes in the right places by updating planning rules relating to Brisbane Low-medium density residential (LMR) zone. An updated planning rule including facilitating house supply in the low density residential zone by promoting small lot subdivisions within 300m walking distance of a centre zone property.

The proposed development has been assessed against all assessment benchmarks identified by *Brisbane City Plan 2014*. The assessment benchmarks for this proposal included Overlay Codes, Use Codes and Prescribed Secondary Codes, as set-out by *Brisbane City Plan 2014*.

As demonstrated in this planning assessment report and code assessment responses, the proposed development complies within the relevant benchmark assessments, being acceptable and performance outcomes of the applicable codes.

1.0 INTRODUCTION

This report has been prepared on behalf of the Applicant to obtain a Development Permit for Reconfiguring the subject lot, situated at 51 Wilmah St, Aspley 4034, to subdivide it into 2 small lots. The subject lot is formally described as Lot 31 on RP83316 and is shown in Figure 1 & 2 below.



Figure 1 – 51 Wilmah St, Aspley frontage (Source: Google Streetview).

The subject site is located within the LDR Low density residential zone under *Brisbane City Plan 2014* (Figure 2). The site is also located in the Aspley district neighbourhood plan (no precinct).

The site is appropriately located within proximity to nearby DC1 District Centre (District) zoned properties which range in lot size. In lieu of the prescribed 200m walking distance requirement for the creation of small lots, the site's frontage is within 260m walking distance of sites in the DC1 District Centre (District) zone. This development application is subject to Impact Assessment in accordance with *Table 5.6.1 – Reconfiguring a Lot* of the *Brisbane City Plan 2014 (v35)*. The development is assessable against the entire planning scheme however the assessment benchmarks column of Table 5.6.1 – Reconfiguring a Lot specifies aspects of the planning scheme of greatest application.

The existing dwelling and outbuildings will be demolished to make way for the proposed subdivision.

As demonstrated in this planning assessment report and code assessment responses, the proposed development complies within the relevant benchmark assessments, being acceptable and performance outcomes of the applicable codes.

This Development Application has been made in accordance with the provisions of the *Planning Act 2016* as outlined in Section 4 of the report.



Figure 2 – Subject site in zoning map surrounding development (Source: BBC Interactive Mapping 2026).

2.0 SITE DESCRIPTION AND LOCALITY

2.1 Site Characteristics

The site is located approximately 13 km by road North of the Brisbane CBD and is located in the suburb of Aspley. The subject site is shown in Figures 3 & 4 below and has the following attributes:

- The lot is rectangular in shape with an area of 612m².
- The site is not burdened by any city infrastructure or easements.
- The site has direct access to the public road and footpaths.
- The site is within 3km distance of the Geebung railway station and 2km distance of the Zillmere railway station.
- The site is within walking distance to Harry Kirby Park (900m).
- The site is within walking distance to district centre areas (300m).



Figure 3 – Aerial image of subject site (Source: Queensland Globe).

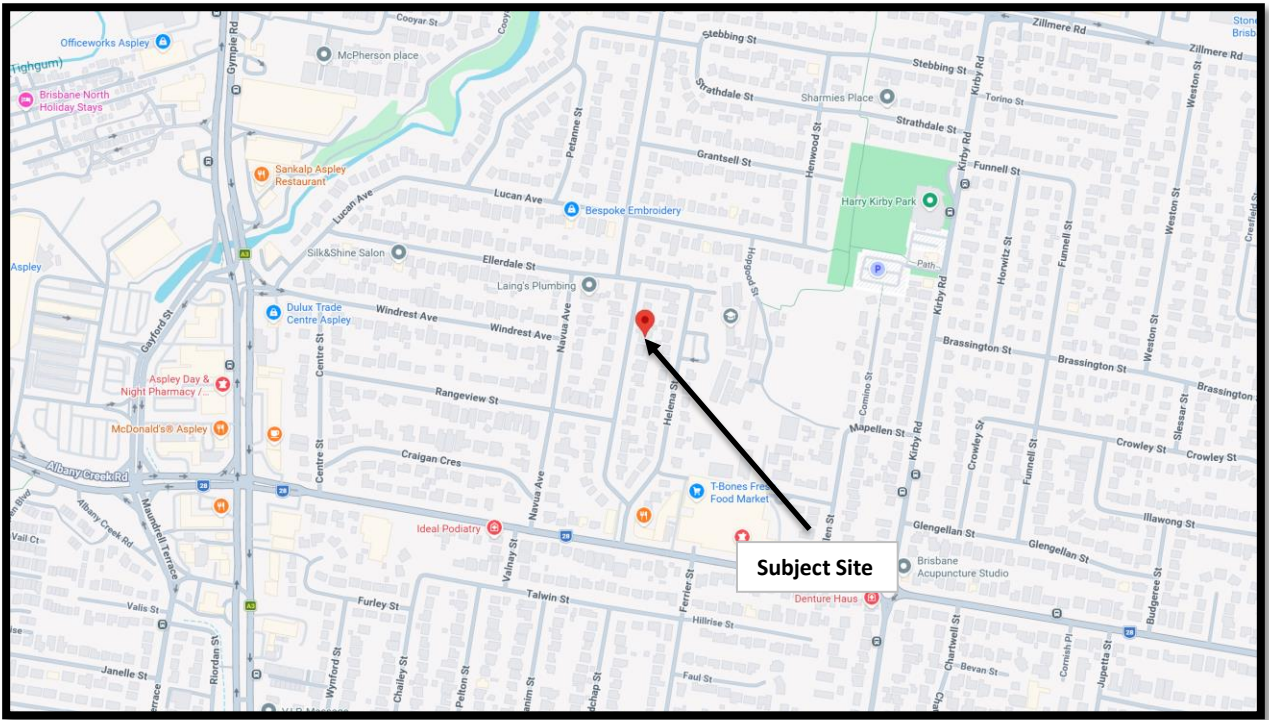


Figure 4 – Site context (Google Maps, 2026).

2.2 Access

There are two driveway crossovers currently servicing the lot which are retained.

2.3 Topography

The site is generally flat with a gently slope towards the east, with a high point of approximately 37.75m AHD and a low point of 37m AHD.

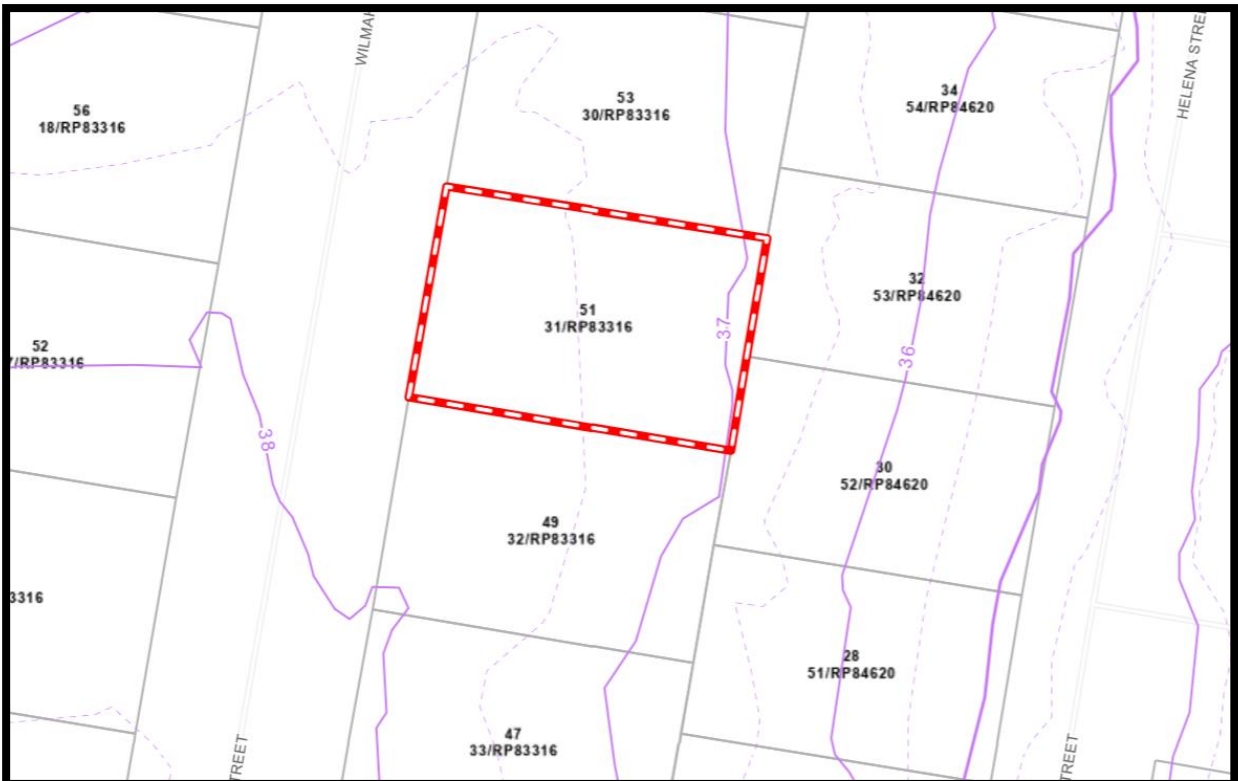


Figure 5 - Topography and contour map of the subject site (Source: BCC Interactive Mapping, 2025)

2.4 Vegetation

The site contains typical landscaping associated with domestic use. The site is not affected by any *Biodiversity Overlays* or natural asset local law mapping.

2.5 Services

The subject site has reticulated service connections as shown in Figure 6. Overhead power and NBN are available within the verge in front of the lot. Water is available on the opposite verge. Sewer is available towards the mid-section of the site. The sewer will require augmentation to service the newly created lot.

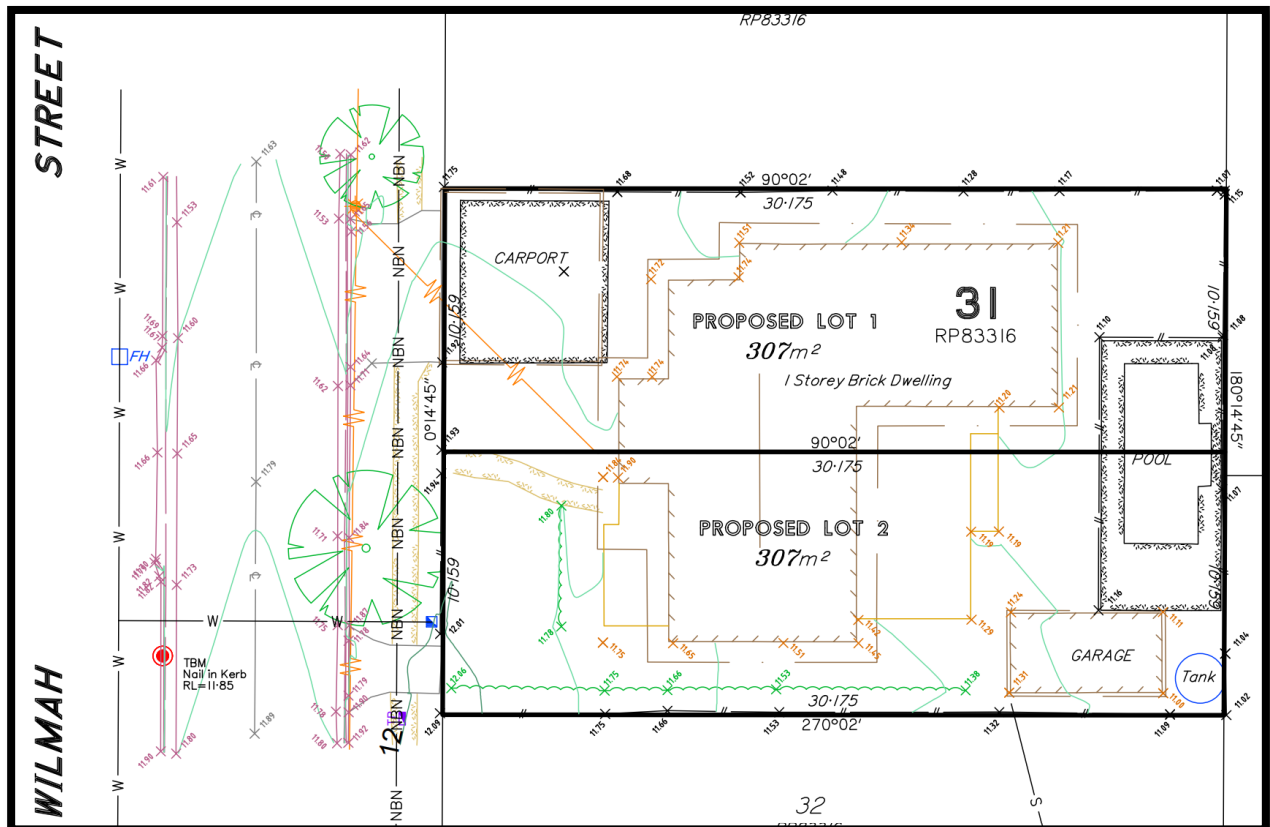


Figure 6 - Services in the verge in front of the site. (Source: Masters Surveying)

2.6 Adjoining Land Use and Development

The subject site is situated within an established residential area characterised by single detached dwelling houses on similarly sized rectangular allotments along Wilmah Street. The surrounding locality is supported by open recreational areas, educational facilities, and local centres containing food and beverage outlets and a range of retail premises, including department stores, variety stores, and supermarkets. See Figure 4 above.

2.7 Site History

A search of Council's Development.i service indicates no recent development applications or approvals over the subject site. It is assumed that the premises are operating lawfully in accordance with historic approvals.

3.0 PROPOSED DEVELOPMENT

3.1 Overview

The applicant seeks to obtain a Development Permit for Reconfiguring the subject lot, situated at 51 Wilmah Street, Aspley 4034, to subdivide it into 2 lots. The development plan is detailed in the attached Proposed Subdivision Layout Plan prepared by Masters Surveying (Figure 7).

The proposed subdivision will create 2 lots as follows:

- Proposed Lot 1
 - Area: 307 m²
 - Frontage: 10.159m
 - Depth: 30.175m
 - Access: The existing access arrangement and crossover is to be retained.
- Proposed Lot 2
 - Area: 307 m²
 - Frontage: 10.159m
 - Depth: 30.175m
 - Access: The existing access arrangement and crossover is to be retained.

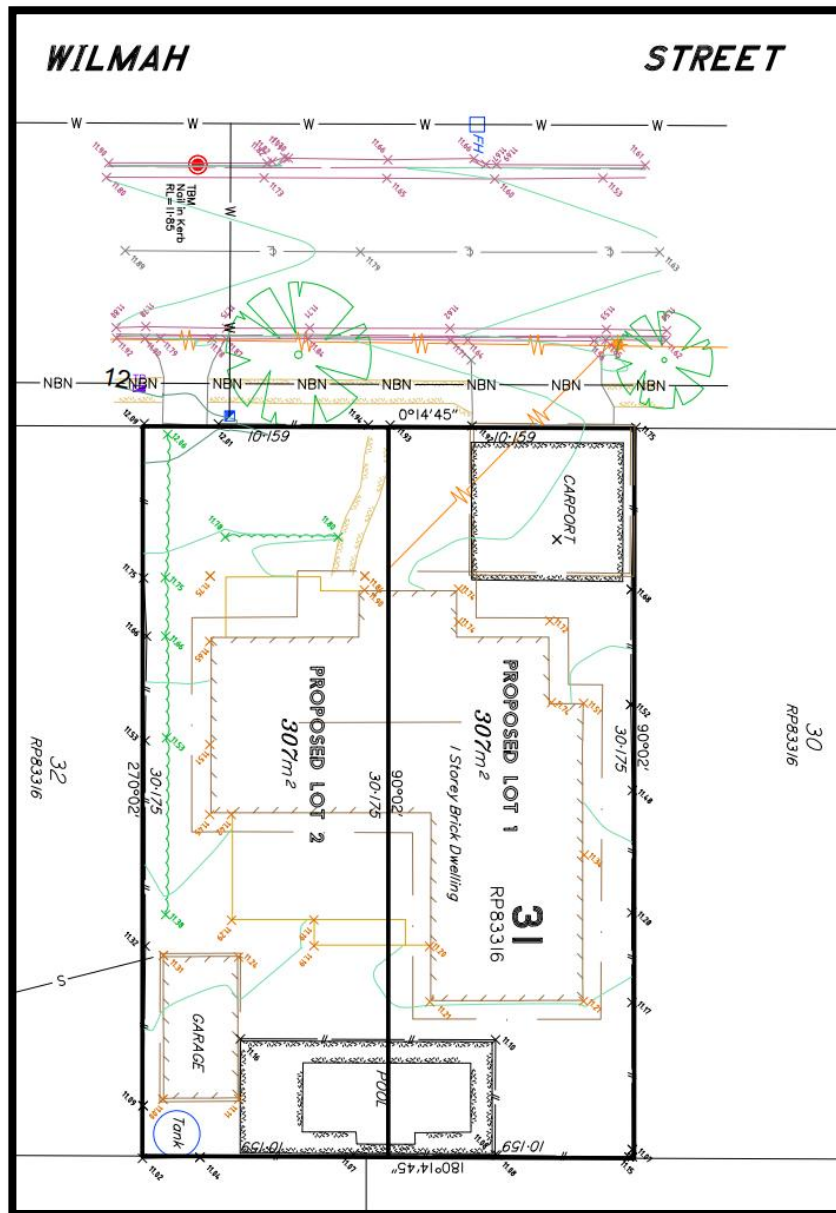


Figure 7 – Proposed reconfiguration of the subject site resulting in 3 lots (Source: Masters Surveying, 2026).

3.2 Earthworks

The site is generally flat with a gently slope towards the east, with a high point of approximately 37.75m AHD and a low point of 37m AHD.

No earthworks form part of this development.

To create level building pads, filling of approx. 700mm-500mm will be required on both Lot 1 and Lot 2. This can be included as part of the future building construction (incidental building works) depending on the type of dwelling proposed (slab on ground or suspended floor). This anticipated earthwork, if required, would be minor and would not trigger an operational works permit, per the *Brisbane City Plan 2014* tables of assessment.

The Brisbane City Plan 2014, Table 5.8.1 – Operational Work identifies operational work as assessable where filling or excavation results in retaining walls exceeding 1m in height, or where the alteration of ground levels exceeds 1m vertically.

3.3 Stormwater Management

Existing stormwater kerb adaptors are located within the frontage of proposed Lot 1 and are to be retained as part of the development. The frontage of proposed Lot 2 provides sufficient width to accommodate the installation of a new stormwater kerb adaptor.

Minor filling and excavation works would enable appropriate site grading for future residential development, ensuring stormwater runoff is directed toward the existing and proposed kerb adaptors. Accordingly, stormwater from both lots can be lawfully discharged to the street drainage network within Wilmah Street, achieving a legal point of discharge.

3.4 Services

Water

- Lot 1
Sufficient area within the frontage of Lot 1 is available for the installation of a new water meter.
- Lot 2
An existing water meter is positioned and retained along the frontage of Lot 2.

Sewerage

- Lot 1
An augmentation to the sewer network will be required to service Lot 1.
- Lot 2
The site has access to the sewerage network. The existing sewerage property connection is retained within Lot 2.

4.0 PLANNING ASSESSMENT FRAMEWORK

4.1 State Legislation

4.1.1 Relevant Sections of the *Planning Act 2016*

An Impact Assessable development application is required to be made to the assessment manager. As per the *Planning Act 2016*:

45 – *Categories of assessment*

(5) *An impact assessment is an assessment that –*

(a) *much be carried out –*

(i) *against the assessment benchmarks in a categorising instrument for 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.*

4.1.2 Relevant Sections of Planning Regulation

Section 26(2) of the *Planning Regulation 2017* states that code assessment must be carried out against the following benchmarks.

4.1.2.1 Schedules 9 and 10

Schedule 9 is not relevant to the application. Table 1 below identifies relevant parts of schedule 10 that are applicable to the proposal.

Table 1: Planning Regulation Schedule 10

| Assessment Matter | Applicability |
|---|---------------|
| 1. <i>Airport Land</i> | N/A |
| 2. <i>Repealed</i> | N/A |
| 2A. <i>Caboolture West</i> | N/A |
| 3. <i>Clearing Native Vegetation</i> | N/A |
| 4. <i>Contaminated Land</i> | N/A |
| 5. <i>Environmentally Relevant Activities</i> | N/A |
| 6. <i>Fisheries</i> | N/A |
| 7. <i>Hazardous Chemical Facilities</i> | N/A |
| 8. <i>Heritage Places</i> | N/A |
| 9. <i>Infrastructure-related Referrals</i> | N/A |
| 10. <i>Koala Habitat in SEQ Region</i> | N/A |
| 11. <i>Noise Sensitive Place</i> | N/A |
| 12. <i>Operational Work of RAL</i> | N/A |
| 13. <i>Ports</i> | N/A |
| 14. <i>Reconfiguring a Lot Under Land Title Act</i> | N/A |
| 15. <i>SEQ Development Area</i> | N/A |

| | |
|--|-----|
| 16. SEQ Regional Landscape & Rural Production Area & SEQ Rural Living Area | N/A |
| 16A. Southport Spit | N/A |
| 16B. SEQ Northern Inter-Urban Break | N/A |
| 17. Tidal Works or Work in a Coastal Management District | N/A |
| 18. Urban Design | N/A |
| 19. Water-Related Development | N/A |
| 20. Wetland Protection Area | N/A |
| 21. Wind Farms | N/A |

4.1.2.2 Schedules 11

No koala habitat mapping exists over the premise therefore this schedule does not apply.

4.1.2.3 Schedule 12A

No new roads are being created and therefore this schedule is not relevant to the development application.

4.1.2.4 South East Queensland Regional Plan

The Planning Scheme has incorporated the relevant aspects of the Regional Plan and therefore no further assessment is required.

4.1.2.5 State Planning Policy

The State Planning Policy 2017 (SPP) is in effect as of 3 July 2017. The SPP provides a comprehensive set of state interest statements and assessment benchmarks which guide local and State government in land use planning and development assessment. The Planning Scheme has incorporated the relevant aspects of the SPP and therefore no further assessment is required against the SPP.

4.1.2.6 Temporary Local Planning Instruments

There are no Temporary Local Planning Instruments that apply to the development application.

4.1.3 Referral Agencies

No referral agencies are triggered by this application.

4.2 Local Government Legislation – Brisbane City Plan 2014

4.2.1 Level of assessment

The proposed development being for a Development Permit for Reconfiguration of a Lot is triggered to an Impact Assessable development application given that the proposed lots are less than 400m², where any part of the lot frontage is greater than 200m walking distance of any part of the lot frontage of a site or sites in a zone in the centre zones category with a combined site area of more than 2,000m² (307m² each is proposed).

4.2.2 Applicable Codes

An assessment of the Tables of Assessment within Brisbane *City Plan 2014* has been undertaken to determine which of the Use Codes, Development Codes, Overlay Codes and Neighbourhood Plan Code are applicable to the proposed development application. An assessment has been provided against the relevant codes as outlined in the table below:

| Tables of Assessment | Categories of development and assessment | Assessment benchmark Comment |
|--|--|---|
| Zone Codes | | |
| <i>Low density residential Zone Code</i> | <i>Relevant</i> | The proposed lot sizes can support dwellings of low-density character. |
| Neighbourhood Plan | | |
| <i>Aspley District Neighbourhood Plan Code</i> | <i>Not Relevant</i> | The site is not located within a precinct. Accordingly, precinct-related assessment benchmarks do not apply. The remaining non-precinct benchmarks relate to built form and are not relevant to a land subdivision. |
| Overlay Codes | | |
| <i>Airport Environs Overlay Code</i> | <i>Not Relevant</i> | The development is for a Reconfiguration of a Lot. The <i>Airport Environs Overlay Code</i> does not contain benchmarks relevant to this category of development. |
| <i>Community purposes network overlay Code</i> | <i>Not Relevant</i> | The development is not positioned over land for community facilities or park land. The <i>Community purposes network overlay Code</i> does not contain benchmarks relevant to this category of development. |
| <i>Critical Infrastructure and Movement Network Overlay Code</i> | <i>Not Relevant</i> | The development is for a Reconfiguration of a Lot. The <i>Critical Infrastructure and Movement Network Overlay Code</i> does not contain benchmarks relevant to this category of development. |
| <i>Dwelling House Character Overlay Code</i> | <i>Not Relevant</i> | The development is for a Reconfiguration of a lot. The <i>Dwelling House Character Overlay Code</i> does not contain benchmarks relevant to this category of development. |
| <i>Road Hierarchy Overlay Code</i> | <i>Relevant</i> | Responses to the <i>Road Hierarchy Overlay Code</i> are provided in Appendix 2. |
| <i>Streetscape Hierarchy Overlay Code</i> | <i>Relevant</i> | Responses to the <i>Streetscape Hierarchy Overlay Code</i> are provided in Appendix 2. |
| Other Development Codes | | |
| <i>Subdivision Code</i> | <i>Relevant</i> | An Assessment against the <i>Subdivision Code</i> is required and has been provided in Appendix 2. It is considered to comply with the Accepted Outcomes. |
| <i>Filling and Excavation Code</i> | <i>Not Relevant</i> | Minor filling and excavation is proposed therefore an assessment against the <i>Filing and Excavation Code</i> is not required . |
| <i>Infrastructure Design Code</i> | <i>Relevant</i> | An Assessment against the <i>Infrastructure Design Code</i> is required and has been provided. (refer to Appendix 2). It is considered to comply with the Accepted Outcomes. |
| <i>Landscape Work Code</i> | <i>Relevant</i> | An Assessment against the <i>Landscape Work Code</i> is required. The proposal does not warrant or require landscape works (refer to Appendix 2). |
| <i>Outdoor Lighting Code</i> | <i>Not Relevant</i> | The development is for a Reconfiguration of a Lot and does not involve outdoor lighting. The <i>Outdoor Lighting Code</i> is therefore not relevant . |
| <i>Park Planning and Design Code</i> | <i>Not Relevant</i> | The development is for a Reconfiguration of a Lot and does not involve provision of a park. |

| Tables of Assessment | Categories of development and assessment | Assessment benchmark Comment |
|--|--|--|
| | | The <i>Park Planning and Design Code</i> is not relevant . |
| <i>Stormwater Code</i> | <i>Relevant</i> | An Assessment against the <i>Stormwater Code</i> has been provided (refer to Appendix 2). It is considered to comply with the Accepted Outcomes. |
| <i>Transport, Access, Parking and Servicing Code</i> | <i>Relevant</i> | An Assessment against the <i>Transport, Access, Parking and Servicing Code</i> has been provided (refer to Appendix 2). It is considered to comply with the Accepted Outcomes. |
| <i>Wastewater Code</i> | <i>Not Relevant</i> | An Assessment against the <i>Wastewater Code</i> is not required . The premises is connected to sewer. |

5.0 KEY PLANNING MATTERS & PERFORMANCE SOLUTIONS

Assessment against key Performance Outcomes identified during assessment are outlined within this section of the report. Where compliance with an Acceptable Outcome (AO) has not been achieved, performance solutions assessed against the relevant Performance Outcomes (PO) are presented below.

Subdivision Code:

AO1.1

Development provides lots with dimensions in compliance with Table 9.4.10.3.B.

AO1.2

Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the Land Title Act 1994 and the Land Act 1994.

AO1.3

Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:

- a. across a proposed lot boundary; or
- b. within a setback required by the planning scheme.

PO1

Development results in lots and an arrangement of lots that:

- a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use;
- b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;
- c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development;
- d. complement the streetscape, local context and character for the locality;
- e. address development constraints.

AO22.1

Development provides a range of lot sizes that comply with:

- a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or
- b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or
- c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site.

AO22.2

Development fronting an existing or proposed road provides:

- a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone;
- b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone;
- c. if adjoining land in the Residential zones category or the Emerging community zone:
 - i. a consistent lot character;
 - ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport.

PO22

Development provides a range of lot sizes and types mixed in one location and located on any street frontage that:

- a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan;
- b. is consistent with the surrounding lot character; or
- c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities.

AO25.1

Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.

AO25.2

Development with lots less than 600m² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.

PO25

Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions:

- a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity;
- b. to maximise outdoor private space, privacy and amenity;
- c. to provide convenient on-site vehicle access and parking.

Planning Issue:

The abovementioned assessment benchmarks pertain to lot size, design and configuration. The prescribed lot area has not been achieved where the site is not within 200m walking distance of a nearby centre zoned site being 2,000m² or greater. Therefore, the discussion below provides justification how the proposal achieves the performance outcomes relevant to minimum lot size.

Justification:

While the proposal does not strictly align with the prescribed acceptable outcomes relating to minimum lot size, the development achieves the relevant Performance Outcomes and overall intent of the planning scheme. The proposed subdivision provides functional and useable lots capable of accommodating future detached dwelling house development consistent with the Low density residential zone, whilst maintaining an appropriate suburban character, subdivision pattern and streetscape outcome.

Planning Intent and Strategic Outcomes

The development has been assessed against the relevant overall outcomes of the Subdivision code, Low density residential zone code, and the relevant strategic outcomes of the Brisbane City Plan 2014. Regard has also been given to the Citywide Amendment – More Homes, Sooner – Low-medium Density Residential Design as a relevant matter in the assessment of the development application.

Citywide Amendment – More Homes, Sooner – Low-medium Density Residential Design:

The Citywide Amendment package demonstrates an evolving strategic planning direction within Brisbane City Plan 2014 to facilitate increased housing supply and housing diversity within appropriately serviced urban areas. The amendment package, which has undergone public consultation and received State interest review, identifies circumstances where small lot development within the Low density residential zone may be supported in proximity to centres and services.

While the amendment is not yet operative within the planning scheme, it nonetheless provides relevant strategic context regarding Council’s intended approach to facilitating additional housing opportunities within low density residential areas where appropriate urban outcomes can be achieved.

In this regard, the proposal is consistent with the broader strategic intent underpinning the amendment package, namely facilitating additional housing supply within an established urban area that benefits from proximity to services, community infrastructure and the existing transport network, whilst maintaining a suburban built form outcome.

**Part 5 Tables of assessment \ 5.6 Categories of development and assessment—
Reconfiguring a lot**

Table 5.6.1—Reconfiguring a lot

Reason for change: To facilitate housing supply in the Low density residential zone.

| Low density residential zone | Assessable development—Impact assessment | |
|------------------------------|--|--|
| | If a reconfigured lot is: <ol style="list-style-type: none"> less than 300m², where any part of the lot frontage is within 200m300m walking distance of any part of the lot frontage of a site or sites in a zone in the centre zones category with a combined site area of more than 2,000m²; or less than 400m², where any part of the lot frontage is greater than 200m300m walking distance of any part of the lot frontage of a site or sites in a zone in the centre zones category with a combined site area of more than 2,000m²; or less than 600m², where a rear lot | The planning scheme including: Subdivision code Low density residential zone code Prescribed secondary code |
| | If ROL is a volumetric subdivision, where not associated with an existing or approved building | The planning scheme including: Subdivision code Low density residential zone code Prescribed secondary code |

Figure 7 – Citywide Amendment Excerpt (Source: Brisbane City Plan 2015, More Homes, Sooner – Low-Medium Density Residential Design, Schedule of Amendments, 05/11/2025)

Relevant Strategic Outcomes:

Brisbane City Plan 2014, Theme 2, Element 2.2 – Brisbane’s Housing and Accommodation Choices

The development supports the strategic intent for housing choice and diversity by facilitating additional opportunities for detached dwelling house development within the existing urban area. The proposal contributes to housing supply in a manner that remains consistent with the intended suburban character of the locality and provides future opportunities for a broader range of household types within proximity to centres, community facilities, recreation areas and public transport infrastructure.

Low density residential zone code

The proposed subdivision remains consistent with the intent and overall outcomes of the Low density residential zone. Importantly, the development does not introduce a residential density or subdivision pattern that would fundamentally alter the detached suburban character anticipated within the zone.

The resulting lots are capable of accommodating future detached dwelling houses of a scale and form consistent with the established and intended character of the locality, including dwellings generally presenting as 1 to 2 storeys with appropriate landscaping, setbacks and private open space outcomes. The proposal is also compatible with the design intent of the Dwelling House Small Lot Code, which specifically anticipates detached housing outcomes on lots less than 450m² within the Low density residential zone.

Subdivision code

The proposal achieves the relevant overall outcomes of the Subdivision code notwithstanding the variation to the nominated minimum lot size criteria. While the site is not located within 200m walking distance of a qualifying centre zoned site, the resulting lots maintain an appropriate configuration, frontage width and area capable of supporting lawful and functional future residential development outcomes.

Importantly, the departure from the acceptable lot size outcome does not result in adverse character, amenity, servicing or functional impacts. The subdivision continues to provide lots that are useable, regular in shape and capable of accommodating future dwelling houses, landscaping, private open space, parking and vehicle access arrangements consistent with the expectations of the Low density residential zone.

Local Character

While the locality contains a variety of lot sizes and subdivision patterns, the surrounding streetscape continues to exhibit a consistent suburban subdivision rhythm characterised by conventional lot orientation, regular frontage presentation and detached dwelling house development.

The proposed subdivision responds appropriately to this established pattern through the creation of lots with regular dimensions, conventional frontage arrangements and a consistent cadastral layout that integrates cohesively with adjoining allotments. The development does not introduce isolated or disproportionate lot configurations that would appear visually anomalous or interrupt the prevailing subdivision rhythm within the street.

Importantly, the proposed frontage widths and lot configuration are capable of accommodating future dwelling houses that maintain a presentation to the street consistent with surrounding neighbourhood expectations, including opportunities for landscaping, articulated built form outcomes and functional vehicle access arrangements. The subdivision therefore supports future built form outcomes that align with both the existing suburban character and the intended future character of the Low density residential zone.

The proposal further reinforces the established urban structure through utilisation of the existing road network and infrastructure framework without resulting in adverse impacts on the streetscape or local character.

Design and Usability

Brisbane City Plan 2014 anticipates small lot subdivisions and establishes design standards for both lot configuration and future residential use. While the site does not satisfy the locational criteria associated with the acceptable outcome for minimum lot size, the proposal nevertheless achieves the underlying intent of the Performance Outcomes relating to functional lot design and future development capability. The proposed lots achieve the minimum rectangular dimensions, frontage requirements and regular lot configuration identified within Table 9.4.10.3.B. The lots are of a useable shape and dimension capable of supporting future detached dwelling house development consistent with the Low density residential zone.

Although no built form forms part of this application, future dwelling house development on the proposed lots will remain subject to the Brisbane City Plan 2014, including the Dwelling House Small Lot Code. The resulting lots are capable of accommodating future development that achieves appropriate setbacks, landscaping, private open space, privacy, amenity and on-site vehicle access outcomes anticipated by the planning scheme. Accordingly, the proposed subdivision does not create allotments that constrain or compromise the ability for future landowners to achieve compliant and functional residential development outcomes.

Overall, the proposed subdivision achieves the strategic intent and relevant Performance Outcomes of the Brisbane City Plan 2014 notwithstanding the variation to the acceptable minimum lot size provisions. The development results in a cohesive and functional subdivision pattern that integrates appropriately with the surrounding locality, maintains the established suburban streetscape rhythm, and facilitates future residential development outcomes consistent with neighbourhood expectations and the intended character of the Low density residential zone.

6.0 CONCLUSION

The proposed development application seeks approval for a Development Permit for Reconfiguring a Lot to facilitate the subdivision of 1 lot into 2 lots at 51 Wilmah Street, Aspley. The development has been assessed against the relevant provisions of the Planning Act 2016, Planning Regulation 2017, and Brisbane City Plan 2014.

The proposal appropriately responds to the intent of the Low density residential zone and achieves the relevant overall outcomes of the applicable assessment benchmarks, including the Subdivision Code and associated development codes. While the proposed lot sizes do not strictly comply with the nominated acceptable outcome relating to minimum lot size due to the site being located beyond the prescribed 200m walking distance to a qualifying centre zoned site, the development nevertheless achieves the relevant Performance Outcomes and strategic intent of the planning scheme.

Importantly, the proposed lots maintain a regular and functional configuration capable of supporting future detached dwelling house development consistent with the intended suburban character of the locality. The subdivision maintains an orderly cadastral pattern and frontage rhythm that integrates cohesively with the surrounding streetscape and does not result in adverse impacts on local character, amenity, infrastructure servicing, vehicle access, or future development capability.

The proposal is further supported by its location within an established urban area in proximity to centres, community facilities, public transport infrastructure and supporting services. In this regard, the development contributes positively toward housing supply and housing diversity objectives whilst maintaining the low-density residential character anticipated by the planning scheme.

Accordingly, the proposed development is considered to represent an appropriate planning outcome and is recommended for approval, subject to reasonable and relevant conditions.

If there are any further queries or questions, please do not hesitate to contact the undersigned.

Kind Regards,



Brayden Mason
Town Planner
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