

11 EKIBIN ROAD, ANNERLEY

Town Planning report

Multiple Dwelling (5 townhouses)



Town Planning Assessment Report

II Ekibin Road, Annerley

Development Permit for Material Change of Use

- **Multiple Dwelling (5 units)**

Plannery co acknowledges and pays respect to the past, present and future Traditional Custodians and Elders of this nation and the contribution of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples.

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1.0 Summary

This Town Planning report is prepared on behalf of Wai Nung Tong (**the Applicant**) and seeks a Development Permit for a Material Change of Use (MCU) for a Multiple Dwelling at 11 Ekibin Road, Annerley (**Subject site**).

The project is a residential infill development that seeks to establish a Multiple dwelling within Low-medium density residential zoned land. The site is currently occupied by a detached dwelling on a single lot. Specifically, the proposal seeks approval for terrace style townhouses with an overall building height of 3 storeys. The design of the 5 units provides a floorplan over three levels, with private open space at ground level and upper levels and garage car accommodation.

The proposal aligns with the development form envisioned for Low-medium density residential zoned land, and complements similar residential unit developments within the surrounding area.

Importantly, the Subject site is within walking distance of high frequency bus routes along Ipswich Road and there is also a bus stop located along the site frontage. There are also a number of centre uses within close proximity of the site, along Ipswich Road. The centre uses include a Woolworth's supermarket, restaurants, a gym, chemist, and service station.

As the proposal is seeking approval for a building height of 3 storeys, the development application is subject to Impact assessment under Table 5.5.2 of *Brisbane City Plan 2014* (**City Plan**).

A prelodgement meeting was held with Brisbane City Council to discuss the proposed development. The matters discussed during the prelodgement meeting are summarised within this Town Planning report.

This Town Planning report addresses the merits of the proposed development, with respect to the *Brisbane City Plan 2014* (**City Plan**) and relevant components of the *Planning Act 2016* (**Planning Act**). This Development Application is subject to Impact assessment pursuant to section 45(5) of the Planning Act and is recommended for approval subject to reasonable and relevant conditions.

2.0 Application Details

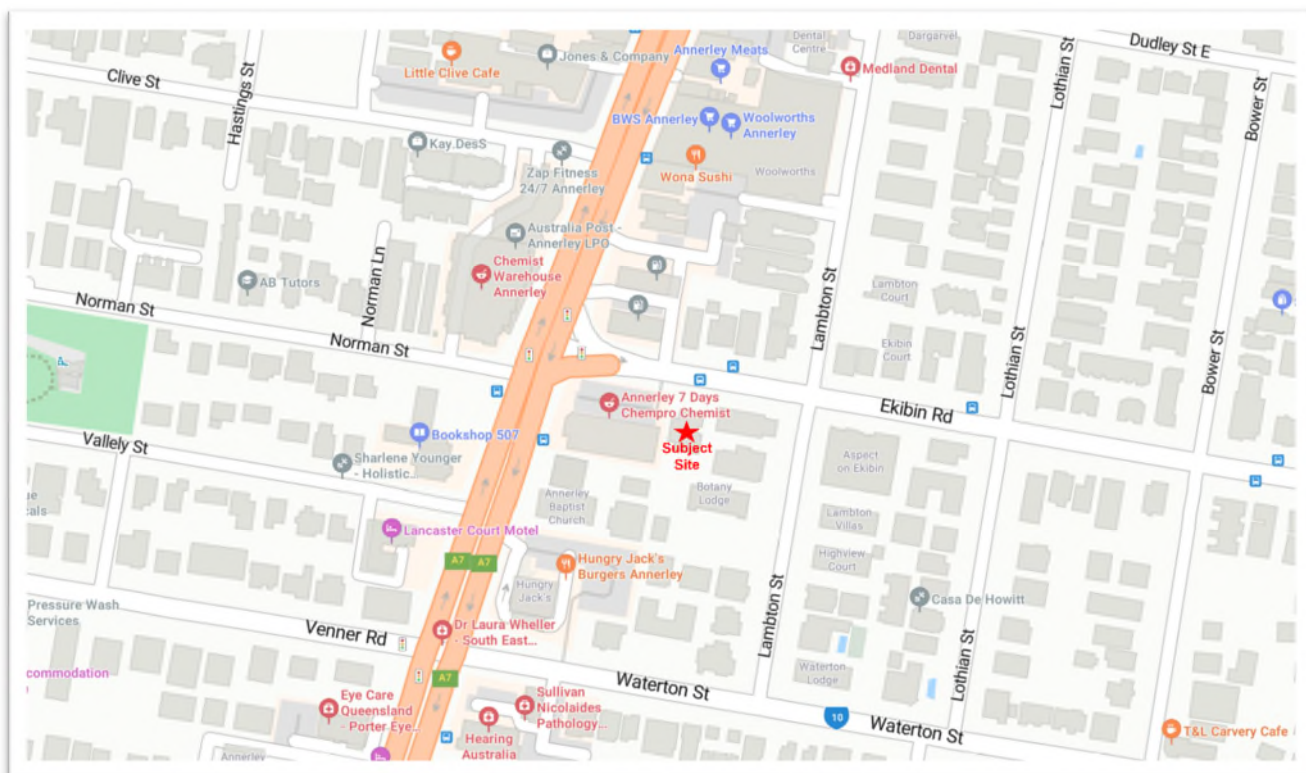
Aspects of Development Sought	Development Permit for a Material Change of Use for a Multiple Dwelling (5 units) Refer to Appendix A for the relevant DA form 1 and searches. Refer to Appendix B for the proposal plans, prepared by Ever Architects .	
Applicant	Wai Nung Tong Refer to Appendix A for the DA Forms	
Contact Person	Beth Winkle 0408 995 633 Beth@plannery.co	Emma McGeown 0431 461 796 Emma@plannery.co

2.1 Site Details

Key details of the Subject site include:

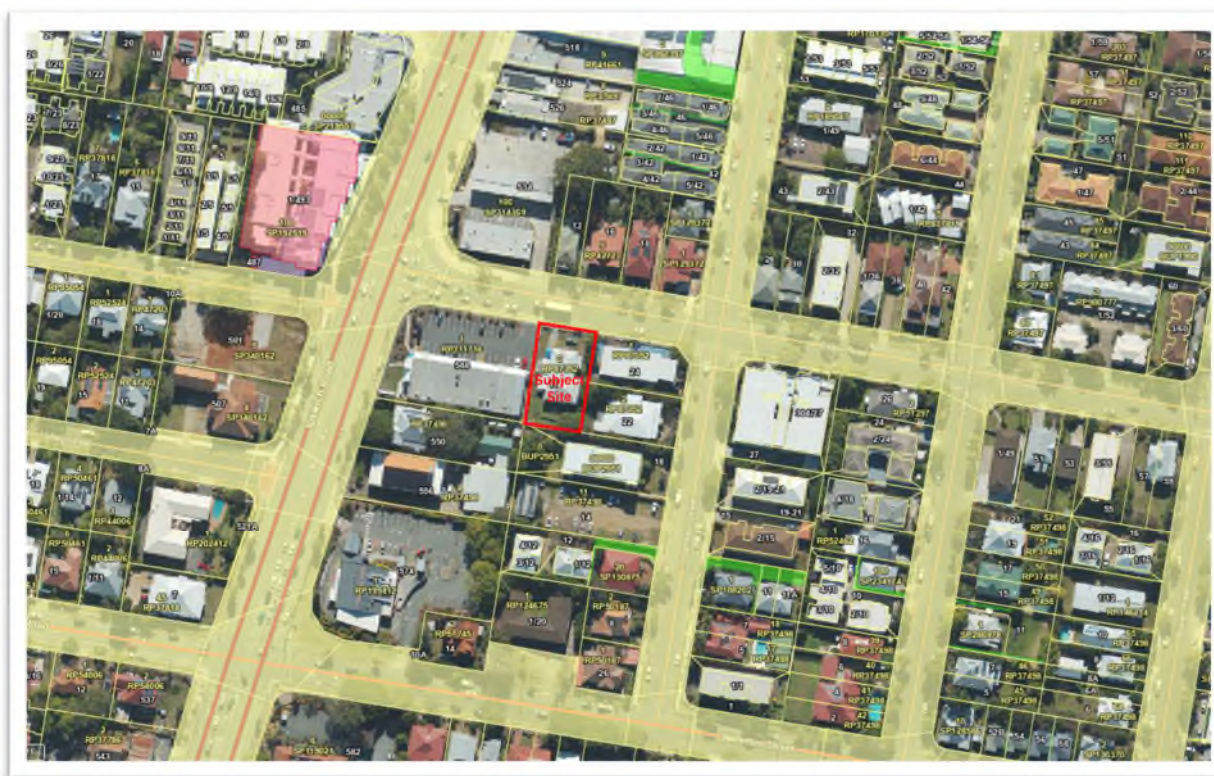
Address	11 Ekibin Road, Annerley Qld 4103 Refer to Figure 1 – Locality Plan
Real property description	Lot 3 on RP87352 Refer to Figure 2 – Aerial Photograph and Figure 3 – Cadastral Plan
Easement	Nil
Ward	Moorooka
Local Councillor	Councillor Steve Griffiths
Site area	809m ²
Land owner	Wai Nung Tong Refer to Appendix A for the Certificate of Titles and land owners consent
Approval History	N/A

Figure 1: Locality Plan



Source: Google Maps (February 2026)

Figure 2: Aerial Photograph



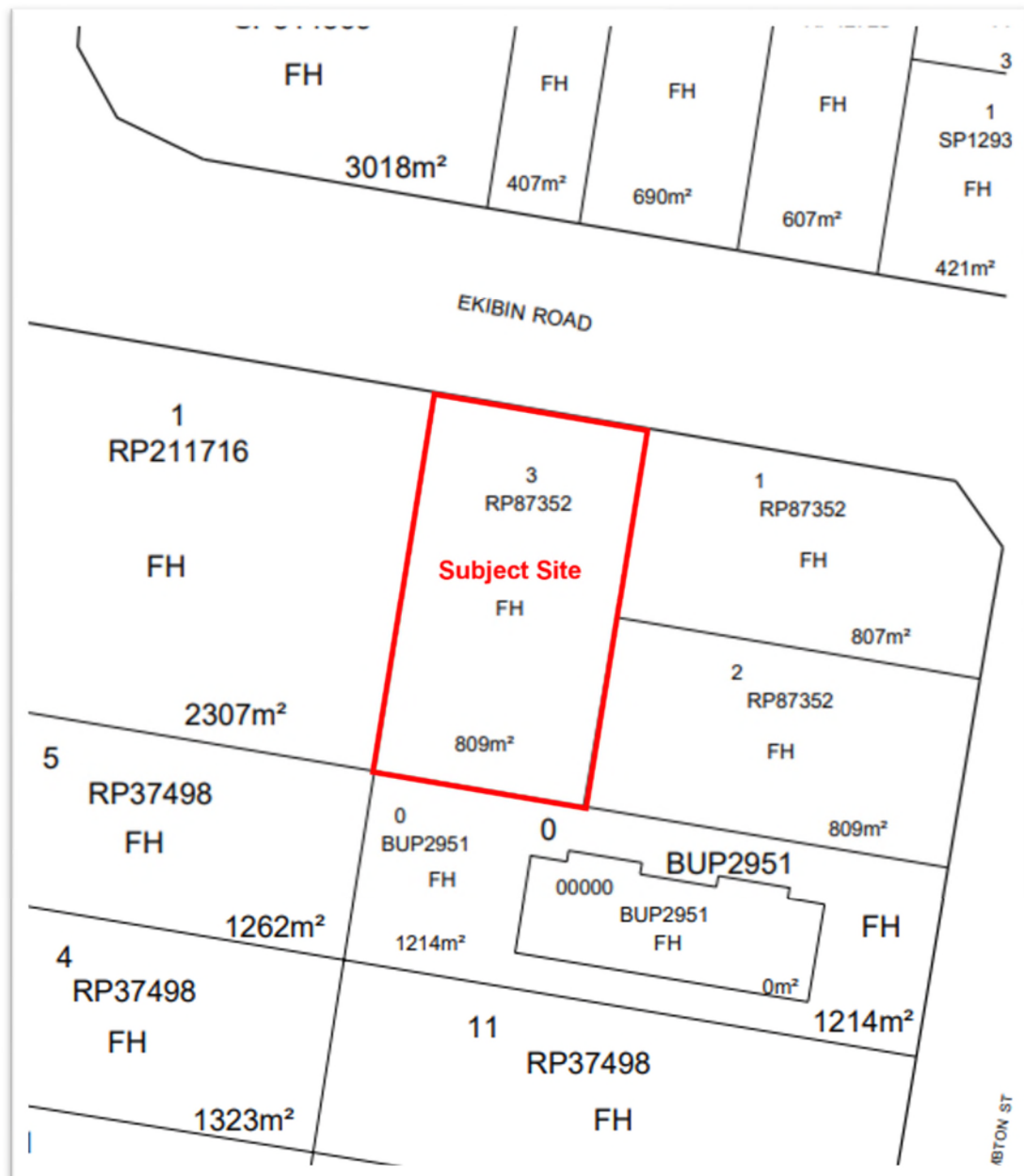
Source: Qld Globe (February 2026)

2.2 Planning Context

The planning context of the Subject site includes:

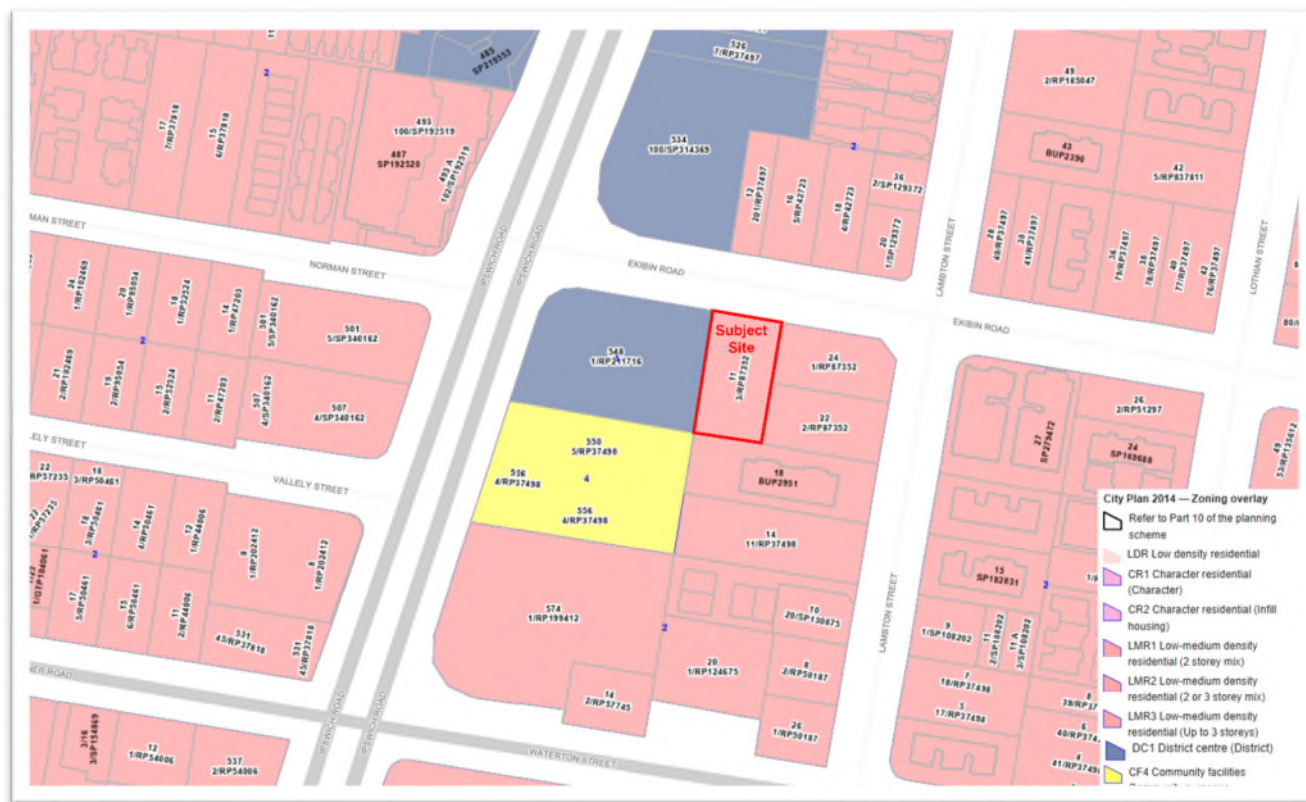
SEQ Regional Plan designation	Urban Footprint
Planning Scheme	<i>Brisbane City Plan 2014 (City Plan)</i>
Land Use Strategic Framework designation	Settlement Pattern: Suburban Living Area
Zone	Low-Medium Density Residential (LMR) zone (2 or 3 storey mix) Refer to Figure 4 – Zone Plan
Neighbourhood Plan	Stephens district neighbourhood plan
Overlays	• Airport environs overlay • OLS – Approach and departure limitation surface boundary • Procedures for air navigation surfaces (PANS) • BBS zone – Distance from airport 3-8km • Community purposes network overlay • Critical infrastructure and movement network overlay • Critical infrastructure and movement planning area sub-category • Dwelling house character overlay • Industrial amenity overlay • Industrial amenity investigation area sub-category • Road hierarchy overlay • Streetscape hierarchy overlay • Transport noise corridor overlay • Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 2 sub-category • Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 3 sub-category
State Assessment Referral Agency (SARA) Overlays	• SEQ Regional Plan land use categories • Urban footprint • Water resources • Water resource planning area boundaries
State Planning Policy (SPP) Overlays	• Natural hazards risk and resilience • Flood hazard area – local government flood mapping area • Strategic airports and aviation facilities • Obstacle limitation surface area • Wildlife hazard buffer zone

Figure 3: Cadastral Plan



Source: Smartmap Issued by Department of Resources

Figure 4: Zone Plan



Source: Extract from City Plan (February 2026)

2.3 Site Characteristics

The property at 11 Ekibin Road is currently improved by a highset detached residential dwelling. This dwelling will be removed in order to facilitate the proposed development, pursuant to the necessary building approval for demolition.

The Subject site is accessed via Ekibin Road and is provided with connections to existing urban infrastructure.

Key characteristics of the Subject site are summarised within the following table:

Topography	The topography of the land is mapped under Council's 2019 BiMap contours as grading from a height of 44m AHD along the western side boundary to 42m AHD at the eastern boundary. The Survey Site Plan is provided within drawing DA-A-102 in Appendix B.
Vegetation	The Subject site is occupied by some residential landscaping. There is no protected vegetation at the site, and there are no street trees within Council's road reserve along the property frontage.
Services	All essential urban utilities are available to the Subject site. Water and sewer are available within Ekibin Road. There is an existing foul-water line running along the rear boundary of the Subject site.
Waterways	There are no mapped waterways.
Road frontages and length	The site has frontage of approximately 20.153m to Ekibin Road.

Stormwater management

The lawful point of discharge for stormwater for the site will be to Ekibin Road.

2.4 Surrounding Land Uses

The Subject site is located in an existing residential area which promotes higher density residential development clustered around an established district centre. The Subject site is adjoined to the west by centre land uses, to the east by dwelling houses, and to the south by a multiple dwelling. There are a number of existing multiple dwelling developments within the surrounding area.

The Subject site is located approximately 52m walking distance of Ipswich Road. There are a number of existing centre land uses along Ipswich Road including a Woolworth's supermarket, chemist, gym, restaurants and a petrol station. Ipswich Road is serviced by high frequency bus routes with bus stops located within walking distance of the Subject site. The Junction Park State School is also located to the north east of the Subject site.

Site Photo 1: View of 11 Ekibin Road, Annerley from the street frontage



Source: Google Earth (July 2026)

3.0 Proposal

3.1 Proposal Overview

The proposal is for a Multiple Dwelling (5 townhouse units) at the Subject site. The proposed development has been designed in the form of a single building, with a shared accessway running along the western boundary of the site. There is an open visitor parking bay within the site frontage.

The typical layout of each unit is as follows:

Unit 1:

Ground Floor:

- Single garage with storage;
- Water closet;
- Multi purpose room;
- Internal staircase facilitating access to the upper levels; and
- Private courtyard.

Level 1:

- Open kitchen, dining and living room;
- Laundry; and
- Bathroom.

Level 2:

- Master bedroom with an adjoining ensuite and balcony;
- Additional bedroom; and
- Study.

Unit 2:

Ground Floor:

- Double garage in the design of tandem carparking;
- Mud room;
- Water closet;
- Internal staircase providing access to the upper levels; and
- Private courtyard.

Level 1:

- Open kitchen, dining and living room;
- Bathroom;
- Laundry; and
- Bedroom.

Level 2:

- Master bedroom with an adjoining ensuite and balcony;
- Additional bedroom; and
- Study.

Unit 3:

The proposed layout of unit 3 is a mirror image of unit 2.

Unit 4:

The same internal layout as unit 2.

Unit 5:

Ground Floor:

- Double garage;
- Open kitchen, dining and living room;
- Laundry & powder room;
- Internal staircase facilitating access to the upper levels; and
- Private courtyard.

Level 1:

- 3 bedrooms;
- Bathroom; and
- Study.

Level 2:

- Master bedroom with an adjoining ensuite and balcony; and
- Study.

Please refer to the architectural plans prepared by Ever Architects within **Appendix B**.

Table 1: Proposal overview

Number of units	5
Site Cover	40%
Building Height	3 storeys and below 11.5m
Setbacks	Front (Ekibin Road) • 6 metres Rear • 6 metres Western side boundary • 5.095m

	Eastern side boundary
	2m on all levels (increasing to over 2.5m where wall height is over 7.5m)
Gross Floor Area (GFA)	Unit 1 – 181m ² Unit 2 – 184m ² Unit 3 – 184m ² Unit 4 – 184m ² Unit 5 – 217m ² TOTAL – 950m²
Private Open Space	Unit 1 48m ² Unit 2 34m ² Unit 3 34m ² Unit 4 34m ² Unit 5 99m ²
Proposed Car Parking	Units 1 is provided with a single garage. Units 2 – 4 are provided with 2 spaces in tandem in garage. Unit 5 is provided with 2 spaces in a double garage. 1 visitor space is within the site frontage.

Please refer to section 7.0 below for further discussion regarding key planning matters.

Extract 1 – Street View from Ekibin Road



Proposal Plans prepared by Ever Architects

Please refer to **Appendix B** for the Architectural Plans prepared by Ever Architects.

3.2 Residential Amenity

This proposal is consistent with the residential character of Ekibin Road and the surrounding residential areas. The proposed development will have access to sunlight and air and residential privacy will be achieved. The design and layout of the proposed development will ensure that overlooking, privacy and setbacks are in accordance with the provisions of City Plan.

3.3 Land Use

The land is within the Low medium density residential (LMR2) zone and is within the 2 or 3 storey mix precinct. The site is within the Stephens district neighbourhood plan although it is not identified within a specific sub-precinct in the neighbourhood plan. The residential proposal is supported by the zone and the intent of the neighbourhood plan under the City Plan. The proposal will contribute to the broader residential neighbourhood of Annerley.

3.4 Access, Parking and Servicing

A shared vehicle access is proposed from Ekibin Road and runs along the western boundary of the site. The development proposes a modified Type B2 driveway splay. A Traffic Impact Statement has been prepared for the proposed development which includes swept paths to demonstrate adequate manoeuvrability for the largest design vehicle for access / egress to the development site.

Unit 1 is provided with a single garage and units 2-5 are provided with 2 resident parking spaces. An open visitor parking space is provided within the site frontage. Please refer to section 7.2 below for further discussion regarding the car parking rates.

Whilst only 5 units are proposed, on site refuse collection is required as there is an existing bus stop located along the site frontage. A refuse storage and collection area is provided along the western boundary, at the site frontage. The refuse storage and collection area will be appropriately screened. The RCV will service the waste bins directly from the driveway.

Please refer to the **Traffic Impact Statement**, prepared by **Urban Traffic** within **Appendix F** for further details.

3.5 Site Servicing

Given that the Subject site is currently occupied by a residential dwelling, there are existing connections to all urban utilities. Sewer and water infrastructure is available within Ekibin Road. There is a foul-water line running through the rear boundary of the Subject site. Telecommunications and overhead electricity lines are available along Ekibin Road.

Please refer to the **Engineering Code Compliance Report** prepared by **Milanovic Neale Consulting Engineers** within **Appendix D** for full details and the Preliminary Services Layout Plan.

3.6 Stormwater Management

A lawful point of discharge for the proposed development will be achieved by directing stormwater via a kerb adaptor to the existing kerb and channel in Ekibin Road. As the proposal is for a residential development where stormwater is discharged to Council's kerb and channel and major overland flows from the site drain to the Council road reserve, on-site detention is not required.

Please refer to the **Site Based Stormwater Management Plan** prepared by **Milanovic Neale Consulting Engineers** within **Appendix E** for details.

3.7 Infrastructure Charges

Infrastructure charges relating to any development permit for material change of use issued will be in accordance with the *Brisbane Adopted Infrastructure Charges Resolution (No. 15) 2026* which took effect on 1 July 2026. The infrastructure charges resolution states:

Multiple dwelling:

1 or 2 bedroom dwelling:

- \$13,423.83 for the Local government adopted charge

3 or more bedroom dwelling:

- \$18,793.33 for the Local government adopted charge

As such, the Local government infrastructure charges for 1 x 2 bedroom units, 3 x 3 bedroom units, and 1 x 4 bedroom unit are \$88,597.15. A credit of \$18,793.33 applies for the existing residential allotment.

4.0 Prelodgement Meeting

A prelodgement meeting was held with Council to discuss the proposed development on 27 March 2026. A copy of the prelodgement meeting minutes are provided within **Appendix C**.

The key items raised during the pre-lodgement meeting are addressed as follows:

1. Building height

Whilst Multiple dwellings are anticipated within the zone, the built form, and landscaping outcomes will need to address relevant assessment benchmarks of the Multiple dwelling code. This is inclusive of demonstrating building height is consistent with intended form and character of the local area including the predominant height of existing / approved buildings in the street.

Whilst Council will consider additional building height given there appears to be similarly sized 3 storey forms in the street; a shadow diagram (comparing a compliant development vs proposal) as well as elevations / section plans will be required demonstrating how the development does not negatively impact on the amenity or privacy of adjoining residents.

Response:

A full assessment of the proposed building height, including demonstration that the height is consistent with the intended form and character of the area is provided within section 7.1 below.

Shadow diagrams, comparing a compliant development versus the proposed development, are provided in drawing DA-A-1001 within **Appendix B**. This demonstrates that the proposed building height will not result in significant impacts to the adjoining developments in terms of overshadowing.

A section plan showing the proposed development in relation to the adjoining house to the east are also provided in drawing DA-A-301 within **Appendix B**. The adjoining house to the east is single storey at the shared boundary. The section plan demonstrates that only the ground floor of the proposed development abuts the eastern dwelling. The ground floor of the proposed development is screened by fencing to ensure there is no overlooking to the adjoining dwelling house. Privacy of the eastern adjoining dwelling will be maintained.

It is noted that the Subject site is also adjoined to the east by a dwelling house at 22 Lambton Street. Similarly, this house is single storey at the shared boundary and is setback approximately 8.5m. The proposed fence along the shared boundary will screen the development from the dwelling at 22 Lambton Street to ensure the privacy of the house is also maintained.

The site is adjoined to the west by a single storey medical centre and carpark. The proposed development includes a driveway along the shared boundary and is more than sufficiently setback. There will be no amenity or privacy impacts to the western centre activity.

2. Built form

The development side boundary appears to comply with the acceptable outcomes of the Multiple Dwelling. There is some concern with overlooking to the adjacent dwelling houses facing Lambton Street and the limited overall provision of landscaping and private open space appears to present a form that is quite dominant. The proposal will need to improve the provision of landscaping and open space to present a form that minimises the building bulk. Additionally, clarification of materiality and detailing, ensuring there is sufficient variation to minimise the buildings bulk.

Response:

As above, a section plan showing the proposed development in relation to the adjoining house to the east is provided in drawing DA-A-301 within **Appendix B** to demonstrate the proposal will not result in overlooking to the eastern adjoining houses.

The private open space areas for each unit are provided along the eastern boundary. There are also deep planting areas adjoining the eastern boundary. Landscaping will be provided within these areas to minimise building bulk. Please refer to the Landscape Concept Plan within **Appendix G**.

Further clarification regarding the materiality is provided on the elevation plans. The eastern elevation has been designed to include suitable variation in materials, featuring masonry walls, lightweight painted wall cladding, batted balustrades to living areas, and lightweight painted cladding to the upper level balconies. The eastern elevation also features numerous window openings and building recesses to further reduce the overall building bulk. Please refer to Drawing DA-A-200 within **Appendix B** for the eastern elevation.

3. **Private open space, Landscaping and Deep Planting**

Ground level units are required to provide 35m² of private open space, from a primary liaising space and whilst a performance solution would be considered through the use of upper level balconies to achieve the 35m², a functional and useable space must be provided from the second storey primary living space to support residential amenity considering subtropical design outcomes.

Response:

Each unit is provided with a ground level private courtyard and a balcony on level 3. The total private open space areas for each unit is as follows:

- Unit 1 – 48m²;
- Unit 2 – 34m²;
- Unit 3 – 34m²;
- Unit 4 – 34m²; and
- Unit 5 – 99m².

While units 2-4 have a shortfall of 1m², this is considered negligible. As such, the areas of private open space are appropriate.

The ground level private courtyards are accessed via communal use areas within each unit. The upper level balconies are accessed via the master bedroom. An amendment to the design has been made along the level 1 eastern elevation. Large sliding doors are now proposed along the eastern elevation, adjoining the living areas for units 1-4 and study of unit 5, which open to timber batted balustrades. This will allow for the living areas to be wholly opened up, essentially creating an additional balcony. This design change ensures more than adequate cross ventilation, breezes and natural light are provided to each unit, meeting subtropical design requirements. Please refer to extract 2 below for the east façade perspective.

Extract 2 – Eastern Elevation



Proposal Plans prepared by Ever Architects

The current scheme presents potential overlooking concerns from balconies along the eastern boundary. Consider extending the continuation of planters along the entire edge and better orientating the front and rear units in such a way that some central units have improved outlook to minimise the extent of screening.

Response:

The vertical planters have been removed from the design. Level 1 includes large sliding doors to the living areas with battened balustrades. The level 2 balustrades are solid lightweight cladding. A section plan showing the proposed development in relation to the adjoining house to the east is provided in drawing DA-A-301 within **Appendix B** to demonstrate the proposal will not result in overlooking to the eastern adjoining houses.

As presented the provision of true deep planting is approximately 5% and whilst a performance solution may be considered, the current design presents a form that is quite dominant despite the containerised landscaping on the structure. It is recommended that an additional 4x4m unobstructed deep planting area be provided to the rear setback and consider providing screen planting along the western edge of the driveway to better balance and soften the proposed building and hardstand areas.

Response:

The proposal has been amended to increase the areas of deep planting. The site now includes a 3.96m x 7m area in the site frontage and two 4.5m x 4m areas in the rear. The total area of deep planting is 64m² or 8% of the site area.

A garden bed with shrubs and hedges is proposed along the western boundary to provide buffering to the adjoining development. Please refer to extract 3 below for an indicative image of the landscaping along the western boundary.

Extract 3 – Indicative Imagery of the Landscaping along the Western boundary



Landscape Concept Plan prepared by Laud Ink

A Landscape concept plan would also be provided demonstrating information regarding integrated landscaping elements and containerised planting. Specifically, additional information to demonstrate how safe and efficient access will be provided to the onsite landscape planting in response to the Subtropical building design Planning Scheme Policy (PSP). Information will also be required to ensure the proposed planter depths and volumes reflect the minimum requirements within the Landscape work code and confirm there is no utilities that would affect in-ground deep planting (booster cabinets, meters, etc). Additional useful information can also be found in Schedule 6.17 of the Landscape design PSP.

A Brisbane Green Factor scorecard may be used to demonstrate the quality and quantity of proposed landscaping plans on the site. Use of the tool is encouraged, particularly where landscaping is argued as a key element to justify high-quality design outcomes. The Brisbane Green Factor can be accessed on Council's website at: <https://brisbanegreenfactor.brisbane.qld.gov.au/>

Response:

A Landscape concept plan has been prepared by Laud Ink and is attached within **Appendix G**.

4. Car Parking, Access and Servicing

A Traffic report, endorsed by an RPEQ, is required to demonstrate that the proposal complies with the TAPS PSP. Any performance solutions proposed for consideration need to be detailed as part of an RPEQ signed traffic report.

Response:

A Traffic Impact Statement has been prepared for the proposed development by Urban Traffic and is provided within **Appendix F**.

The key findings of this report are summarised as follows:

- The development proposes a modified Type B2 driveway splay as an alternative to the BCC recommended Type B2 driveway. The design of the driveway splay allows for adequate maneuverability for the largest design vehicle access / egress to the site. This is demonstrated by swept paths within the report.
- The car parking supply provision is considered adequate for the proposed development due to the access to high-frequency public transport from the Subject site.
- The car parking design satisfies BCC requirements.
- Bicycle parking can be accommodated within the garages.
- General servicing will be undertaken by temporarily parking on the driveway. Servicing will generally be undertaken occasionally for moving in and out of the units. Given the number of units, it is anticipated that the general servicing will be limited to less than 5 per year. The proposed servicing is not anticipated to impact the site circulation and external traffic operation.
- Vehicles with a length up to 8.8m will be able to reverse into the driveway with adequate maneuverability. A B85 vehicle will be able to pass a standing service vehicle on the driveway.
- The development provides 2 x 660L general refuse bins and 2 x 660L recycling bins. The bins will be stored within a 5.9m x 1.5m bin enclosure adjacent to the driveway. On-site refuse collection for the proposed development will be via a 10.3m rear-left refuse collection vehicle (RCV). The proposed onsite refuse collection arrangement is consistent with the BCC requirements.
- The proposed onsite refuse collection arrangement is safe, functional and will not impact the external road network.
- It is anticipated that the net traffic generation potential of the development will be up to 2 trips during peak hours. The impacts of these trips will be negligible.

Please refer to the Traffic Impact Statement within **Appendix F** for details.

No significant concerns with an all-movement access given the scale of the development and expected low turnover, however if proposed, this should be endorsed by RPEQ.

Response:

The access has been endorsed by an RPEQ. Please refer to the Traffic Impact Statement within **Appendix F** for details.

A performance solution is proposed for reduced parking rates seeking 8 resident and 1 visitor spaces with a 2-car space shortfall. This may be supported given the proximity to high frequency bus services.

Response:

A full assessment of the proposed car parking rates is provided within section 7.2 below. In addition, the Traffic Impact Assessment addresses the proposed car parking rates. It is noted that the carparking has been increased to 9 resident and 1 visitor bay. Please refer to **Appendix F** for details.

It is noted that bus stop (Hastus ID 3796) impacts the presentation of MGBs kerbside. On-site refuse collection is required. Ensure sufficient offset is provided forward of the bus stop J Pole and the proposed crossover.

Response:

An offset of 1m is provided between the driveway splay and the bus stop J Pole. No works are proposed to the bus stop as part of this development. No existing infrastructure within the bus stop will be impacted by this development. Sufficient setbacks are achieved.

The proposed driveway is not expected to have any impact on the safe and efficient operation of the existing bus stop.

Please refer to the Traffic Impact Statement within **Appendix F** for details.

Driveway crossover and aisle / loading area is required to be minimum 6.5m wide for RCV servicing. Supporting RPEQ certified swept path analysis should be provided for 10.24m Rear Loading RCV (as per BSD 3008-2). Swept path analysis for the visitor park should be provided.

Response:

The driveway crossover and aisle are suitably designed to service the proposed development. Swept paths are provided. Please refer to the Traffic Impact Assessment within **Appendix F** for details.

On site bicycle parking numbers and facilities to be in accordance with Table 21 of the Transport, Access, Parking and Servicing (TAPS) PSP.

Response:

A bicycle space can be accommodated within the garage for each unit. Please refer to the Traffic Impact Statement within **Appendix F** for details.

Design Service Vehicles for the development are to be in accordance with the Section 3 of TAPS PSP.

Response:

Under the TAPS PSP, a multiple dwelling is required to have occasional access for an LRV, and regular access for a RCV. The proposed development has been designed to allow for a vehicle up to a length of 8.8m to be able to reverse into the driveway with adequate manoeuvrability. A B85 vehicle will be able to pass a standing service vehicle on the driveway. The general servicing arrangement is adequate for the proposed development. Please refer to the Traffic Impact Statement within **Appendix F** for details.

5. Refuse Collection

In accordance with Refuse PSP Section 4(2) the residential development is to provide sufficient capacity for 240L of rubbish and 240L of recycling per dwelling unit per week. It is noted that the in-situ location of the bus stop significantly impacts on the development being able to present MGBs kerbside in front of the lot. As such the development will not be able to adopt the use of Councils 'Green Waste' bins. Note- Council does not utilise bulk bins for green waste.

Servicing is to be wholly on site with service vehicle design standards to be demonstrated in accordance with Transport, access, parking, and servicing scheme policy. RPEQ certified swept path analysis will be required demonstrating safe and efficient on-site servicing.

The future development application plans will need to clearly demonstrate a dedicated residential refuse bin room (within a building) or refuse enclosure (roofed and wholly screened) location and be labelled accordingly. The refuse storage area is to be of sufficient size to house the required number of bins allowing for additional area for access and manoeuvrability of all bins.

A review of the 'Ground Level' has identified that the proposed 'Refuse' is required to be increased in size to ensure sufficient storage, capacity, and source separation for the yield of units. The 'Refuse' is required to have a minimum GFA of 4.59m² (3.06m x 1.5m). Clearly denote the GFA and internal dimensions of the refuse solution on the plans.

The future development is required to provide the RCV a minimum vertical operational clearance of 3.6m between the ground FFL and lowest projection above for the entire 6.5m wide aisle trafficked by the RCV for a length of 11.5m.

Ensure the loading and servicing area gradient is denotated on the plans and not less than 1:20.

The RPEQ certified swept path analysis for a 10.24m Rear Loading RCV (As per BSD-3008-2) is required to demonstrate safe and efficient on-site servicing whilst utilising a lock-to-lock time of 6.00s and kerb-to-kerb turning radius of 9.757m.

Response:

On-site refuse storage and collection is proposed. The development will provide 2 x 660L general refuse bins and 2 x 660L recycling bins within a 5.9m x 1.5m bin enclosure adjacent to the driveway. Refuse will be collected via a 10.3m rear-lift RCV on-site. The proposed refuse arrangement is consistent with the BCC requirements. Please refer to the Traffic Impact Statement within **Appendix F** for details.

6. Industrial Amenity Overlay

The site is located in the Industrial Amenity Investigation Area Sub-category of the Industrial Amenity overlay. The future development application will need to demonstrate that an adequate level of air quality can be achieved in accordance with the Industrial amenity overlay code. Where separation distances cannot be achieved, an air quality report will be required.

Separation distance for Service stations relies on both annual through put and if the service station has stage 1 or 2 vapour recovery. Separation distances are measured from emission points (storage tank vents and fuel bowsers as a block).

Response:

The development approval for the service station at 535 Ipswich Road indicates the service station has stage 1 vapour recovery. The Subject site is located more than 50m from the bowsers of the service station. As such, sufficient separation distance is provided and an air quality assessment is not necessary. In addition, the Subject site is currently occupied by a residential land use. There are existing residential land uses located adjoining the service station, with less separation distance than that of the Subject site. As such, existing air quality levels are suitable.

5.0 Legislative Requirements

5.1 Assessment Manager

In accordance with Schedule 8 of the *Planning Regulation 2017* (**Planning Regulation**) the assessment manager for this application is Brisbane City Council.

5.2 Categories of Assessment

Table 2 is a summary of the categorising instrument and categories of assessment applicable to this application.

Table 2: Categories of Assessment

Aspect of Development	Categorising Instrument	Category of Assessment
Development Permit for a Material Change of Use for a Multiple Dwelling (5 units)	City Plan – Low medium density residential (2 or 3 storey mix)	Impact assessment
	City Plan – Stephens district neighbourhood plan	No change
	City Plan – Airport environs overlay	Code assessment
	City Plan – Community purposes network overlay	Code assessment
	City Plan – Critical infrastructure and movement network overlay	Not applicable
	City Plan – Dwelling house character overlay	Not applicable
	City Plan – Industrial amenity overlay	Code assessment
	City Plan – Road hierarchy overlay	Code assessment
	City Plan – Streetscape hierarchy overlay	Code assessment
	City Plan – Transport noise corridor overlay	Code assessment

The highest level of assessment prevails, pursuant to section 5.3 of City Plan. The proposed development therefore will trigger Impact assessment against the whole of the planning scheme. The relevant sections of the planning scheme which assessment has been undertaken against is identified in the following sections of this report.

5.3 Referrals

The subject land is affected by the following overlays under the State Assessment Referral Agency mapping:

- SEQ Regional Plan triggers:
 - Urban footprint
- Water Resources:

- Water resource planning area boundaries

The proposal does not trigger referral under Schedule 10 of the Planning Regulation.

5.4 Public Notification

The application is subject to Impact Assessment under the provisions of the City Plan 2014. Public notification pursuant to section 53 of the *Planning Act 2016* and Part 4 of the Development Assessment Rules is required.

6.0 Planning Assessment

This section assesses the application against relevant assessment benchmarks.

As the application is subject to Impact assessment, the assessment benchmarks and the matters the assessment manager must have regard to, are those identified in section 45(5) of the Planning Act and sections 30 and 31 of the Planning Regulations.

Brisbane City Plan 2014 (City Plan) commenced 30 June 2014. Compliance with the provisions of the City Plan is outlined in the sub-sections below.

6.1 State and Regional Assessment Benchmarks

6.1.1 State Planning Policy

We have reviewed the State Planning Policy and there are no provisions which are applicable to the Subject site and the development proposal which have not been appropriately integrated within the City Plan.

6.1.2 Temporary State Planning Policy

There are no temporary state planning policies applicable to the Subject site and the development proposal.

6.1.3 Shaping SEQ

The Subject site is located within the Urban Footprint land use classification of the *South East Queensland (SEQ) Regional Plan 2023 (ShapingSEQ 2023)*.

The intent of the Urban Footprint is to identify “*land within which the region’s urban development needs to 2041 can be accommodated in a way consistent with the goals, elements and strategies of ShapingSEQ*”.

Urban Footprint is intended to support urban uses such as “*housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space*”.

The proposal is seeking approval for 5 townhouses and is consistent with the land use intent of the Urban Footprint and the zoning of the land. The land is well serviced by all local government infrastructure networks and water and sewerage networks.

6.1.4 State Development Assessment Provisions

The State Development Assessment Provisions (version 3.6, commenced 1 May 2026) set out matters of interest to the State for development assessment where the chief executive, is responsible for either assessing or deciding an application. As outlined in **section 4.3** above, the proposal does not require referral to the State Assessment Referral Agency (**SARA**) and therefore, the provisions of Appendix 1, Table 2 of the State Development Assessment Provisions do not apply to this application.

6.2 Brisbane City Plan Assessment Benchmarks

6.2.1 Strategic Framework

As the proposed development is subject to Impact assessment, the proposal must be assessed against the planning scheme. The strategic frameworks sets the policy direction and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.

The strategic framework is structured in the following way:

- a) *The strategic intent;*
- b) *The following 5 themes that collectively represent the policy intent of the scheme:*
 - i. *Brisbane's globally competitive economy;*
 - ii. *Brisbane's outstanding lifestyle;*
 - iii. *Brisbane's clean and green leading environmental performance;*
 - iv. *Brisbane's highly effective transport and infrastructure; and*
 - v. *Brisbane's CityShape.*
- c) *The strategic outcomes proposed for the development in the planning scheme area for each theme;*
- d) *The elements that refine and further describe the strategic outcomes;*
- e) *The specific outcomes sought for each or a number of elements;*
- f) *The land use strategies for achieving each of these outcomes.*

Under the Brisbane CityShape 2031 land use map, the Subject site is within the suburban living are.

Table 3.7.6.1 – Specific outcomes and land use strategies for the suburban living area are addressed as follows:

Table 3: Specific outcomes and land use strategies – Suburban living area – Provision 3.7.6.1

Specific Outcomes	Land Use Strategies	Response
SO1 Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.	L1 The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.	Complies The Subject site is within the Low medium density residential zone. Land surrounding the site includes a mix of multiple dwellings, houses, centre uses, and community uses. The proposed multiple dwelling is suitable within the zoning designation and is consistent with the existing land use pattern.
SO2 Suburban Living Areas experience limited growth,	L2.1 Development for housing is restricted to detached housing and	Not Applicable The proposed multiple dwelling is consistent with the Low

providing predominantly detached housing for residents.	any on-site secondary dwelling in the majority of Suburban Living Areas.	medium density zoning designation.
	L2.2 Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development.	Not Applicable A subdivision is not proposed.
SO3 Suburban Living Areas allow for adaptable small-scale multiple dwellings, retirement facilities and residential care facilities on well-located sites to provide for intergenerational housing options catering to young people, families and supporting ageing in place and ageing in neighbourhood.	L3.1 Development for small-scale multiple dwellings is restricted to well-located sites in Suburban Living Areas. Zone, neighbourhood plan and development codes, and mapping indicate various criteria for determining well-located sites in those localities and circumstances. Development for retirement facilities and residential care facilities occurs on well-located sites in Suburban Living Areas. The scale and built form of retirement facilities and residential care facilities is commensurate with the size of the site and sensitive to the surrounding character and amenity of Suburban Living Areas.	Complies The proposed multiple dwelling is consistent with the development intentions under the Low medium density residential zone and 2 or 3 storey mix precinct and neighbourhood plan. There are a number of existing multiple dwellings within the immediate surrounding area.
	L3.2 Development for multiple dwellings in the Emerging community zone: a) is restricted to locations provided for in a neighbourhood plan; or b) is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm and the edge:	Not Applicable The site is not within the Emerging Community zone.

	i. of a centre zone other than the Neighbourhood centre zone; or ii. of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.	
SO4 The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached housing, the presence of mature vegetation and gardens and by local typography is maintained.	L4.1 Infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood.	Not Applicable Subdivision is not proposed. There will be no changes to the existing allotment.
	L4.2 The siting, scale and lot coverage of new housing is consistent with the existing neighbourhood character of well-spaced houses and vegetated backyards.	Not Applicable The proposal is for a multiple dwelling.
	L4.3 Development supports high levels of local amenity and air quality and enhances these areas, contributing to the sustainability of the city through: a) the retention of mature and significant vegetation; b) the retention of private open space capable of supporting trees and gardens; c) increasing local shade cover along streets; d) local sustainability initiatives such as water-sensitive urban design.	Complies There is no existing significant vegetation on the site. New vegetation and landscaping will be provided along the site frontage, across the driveway, and within the private courtyards.
SO5 District centres serve local and district catchments and accommodate slightly higher densities than surrounding neighbourhoods.	L5.1 District centres are located at nodal points within residential neighbourhoods and function as community destinations, providing localised access to goods and services, including retail, community facilities and low	Not Applicable The Subject site is not within a district centre. The proposal is for residential purposes.

	impact industry and localised employment.	
	L5.2 District centres are the focus for the public transport network within the local catchment of the district centres.	Not Applicable The Subject site is not within a district centre. The proposal is for residential purposes.
SO6 Neighbourhood centres offer small-scale, low-impact local convenience services.	L6.1 Neighbourhood centres are interspersed within residential neighbourhoods and function as local neighbourhood service providers.	Not Applicable The Subject site is not within a neighbourhood centre. The proposal is for residential purposes.
	L6.2 Neighbourhood centres are of a scale which is consistent with surrounding detached housing.	Not Applicable The Subject site is not within a neighbourhood centre. The proposal is for residential purposes.
	L6.3 A new neighbourhood centre which is not in a location provided for in a zone, zone precinct, or neighbourhood plan is to: a) have a gross floor area of 2,500m² or less and a maximum tenancy size of 2,000m² or less; b) have a frontage predominantly to a major road; c) have vehicle site access from a suburban road, a district road or a neighbourhood road; d) be 400m or less walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 3 or more services per hour in peak periods; e) be more than 400m from an existing retail based centre; f) manage the impact on the amenity and character of adjacent uses and the locality consistent with the overall	Not Applicable The Subject site is not within a neighbourhood centre. The proposal is for residential purposes.

	outcomes for the zone, zone precinct and neighbourhood plan for the surrounding uses and locality.	
SO7 Non-residential uses support local character and amenity.	L7 A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following: a) local and district services and shopping with access to public transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment; b) schools and other community facilities; c) a range of parks, from district sports parks to local recreation parks; d) vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect; e) pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas.	Not Applicable The proposal is for residential purposes.
SO8 Development of Emerging community zoned land reinforces intended local character and amenity, positively	L8 Development: a) considers and responds to known development constraints and those identified	Not Applicable The site is not within the Emerging community zone.

contributes to the creation of sustainable and functional communities that are fully integrated within the Suburban Living Area and is serviced by appropriate supporting infrastructure and services.	through the assessment process; b) preserves valued character and environmental attributes and mitigates unavoidable impacts; c) provides corridors and linkages required to physically integrate development within the locality; d) concentrates the most intense land uses on well-located sites serviced by appropriate supporting infrastructure; e) is consistent with the scale and pattern of development intended in the zone, zone precinct, or neighbourhood plan.	
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The proposal is consistent with the strategic intent of the planning scheme.

6.2.2 Neighbourhood Plan

The subject land is within the Stephens district neighbourhood plan however it is not within a specific sub-precinct in the neighbourhood plan. The purpose of the Stephens district neighbourhood plan is to provide finer grained planning at a local level for the Stephens district neighbourhood plan area.

The overall outcomes for the Stephens district neighbourhood plan are addressed as follows:

Table 4: Overall Outcomes for the Stephens District Neighbourhood Plan – Provision 7.2.19.6.2

Overall Outcome	Response
a) Character housing is complemented by new housing types that meet the needs of the community.	Not Applicable The Subject site does not contain character housing and is not within the Traditional building character overlay.
b) Multiple dwellings are not accommodated in the Low density residential zone.	Not Applicable The site is within the Low-medium density residential zone (2 or 3 storey mix precinct). Multiple dwellings are suitable within this zone.
c) Development protects the functionality and efficiency of Ipswich Road by providing direct lot access from lower order roads.	Complies Access to the proposed development is via Ekibin Road.
d) The traditional character of the commercial and shopping areas at Annerley Junction and Chardons Corner is reinforced and their pedestrian and landscape amenity enhanced.	Not Applicable

e) Significant environmental features such as Toohey Forest, Rocky Water Holes Creek and Stable Swamp Creek are preserved for their ecological and recreational values.	Not Applicable
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The proposal is consistent with the intent of the neighbourhood plan.

6.2.3 Zoning

The Subject site is located within the Low medium density residential zone and within the 2 or 3 storey mix precinct. The purpose of the low medium density residential zone is to provide for a variety of low to medium dwelling types and community uses, and small-scale services, facilities and infrastructure, to support local residents. Refer to **Figure 4 – Zone Plan**.

The overall outcomes sought for the Low Medium Density Residential Zone are addressed as follows:

Table 5: Overall Outcomes for the Low Medium Density Residential Zone – Provision 6.2.1.2

Overall Outcome	Proposal
4. Development location and uses overall outcomes are:	
a) Development comprises a mix of low and low-medium rise, low-medium density residential development.	Complies The proposed development is for a low-medium density residential land use, comprises 5 townhouse style units with varying floor plan configurations.
b) Development allows for urban consolidation and better use of physical and social infrastructure.	Complies The proposed development will support urban consolidation and facilitates a better use of existing urban infrastructure.
c) Development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres.	Complies The subject land is within close proximity to high frequency bus routes and centre uses along Ipswich Road. There are also community facilities within walking distance of the Subject site, including a community centre and church. The Subject site is therefore well located and supported by services located within walking distance.
d) Development provides for co-existence of dwelling houses, dual occupancies or multiple dwellings.	Complies The proposal is for a low-medium scale multiple dwelling. The surrounding area is characterised by the co-existence of low and medium density development, including detached dwelling houses and multiple dwellings.
e) Development retains an existing dwelling house that is located on land within the Traditional building character overlay, Heritage overlay or Pre-1911 building overlay.	Not Applicable The existing dwelling located at the Subject site are not protected under the City Plan provisions.
f) Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility together with ancillary	Not Applicable The proposal is for a multiple dwelling.

convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to find suitable accommodation throughout their life cycle: i. Meets amenity expectations of residents; ii. meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan and is not adjoining a dwelling house if rooming accommodation for 6 persons or more; iii. meets the bulk and building height requirements of the Retirement and residential care facility code if a residential care facility or retirement facility.	
g) Development for complementary residential accommodation options including short-term accommodation support, and meet the needs of visitors to, nearby destinations such as hospitals and is located in highly accessible locations fronting an arterial or suburban road that carries more than 6,000 vehicles per day in the Up to 3 storeys zone precinct or the 2 or 3 storey mix zone precinct.	Not Applicable The proposal is for a multiple dwelling.
h) Development for a relocatable home park or tourist park may continue to operate and expand on existing sites in the Up to 3 storeys zone precinct or 2 or 3 storey mix zone precinct to provide housing diversity.	Not Applicable The proposal is for a multiple dwelling.
i) Development for a dwelling unit may occur as part of a non-residential use.	Not Applicable The proposal is for a multiple dwelling.
j) Development reflects and supports the level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a low-medium density, but predominantly permanent residential environment.	Complies The proposed multiple dwelling is 3 storeys in height, being similar in scale to a number of residential developments located within the adjoining and immediate surrounding area. The proposal has been appropriately designed to protect the privacy, residential amenity and safety of the adjoining residents.
k) Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.	Not Applicable The site is not within the Active frontages in residential zones overlay.
l) Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	Not Applicable The proposed development is not for development of commercial character building.
m) Development for a compatible and individual small-scale non-residential use which is a community care	Not Applicable The proposal is for a multiple dwelling.

centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to: i. have a gross floor area of less than 250m² ii. serve local residents' day-to-day needs; iii. not undermine the viability of a nearby centre.	
n) Development which would result in the co-location of new non-residential uses may only occur along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.	Not Applicable The proposal is for a multiple dwelling.
o) Development for a home-based business may operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.	Not Applicable The proposal is for a multiple dwelling.
p) Development for any other non-residential use serves a local community facility need only such as a childcare centre or a substation.	Not Applicable The proposal is for a multiple dwelling.
5. Development form overall outcomes are:	
a) Development for a residential building occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the Low-medium density residential zone and the relevant zone precinct and reinforces a distinctive subtropical character of low to low-medium rise buildings with a landscaped streetscape and recreation areas.	Complies The proposed development has been suitably designed in accordance with the zoning, overlays, and streetscape character. The proposed residential building is located on an appropriately sized and configured lot. Whilst the proposal is seeking a building height of 3 storeys, the building bulk and scale has been suitably balanced through various design elements to ensure it is consistent with the surrounding land uses. There are a number of existing 3 storey multiple dwellings within the nearby area. Appropriate landscaped and private recreation areas are provided throughout the development.
b) Development provides for a building to have a building height and bulk that responds to: i. the nature of adjoining dwellings; ii. site characteristics, including the shape, frontage, size, orientation, slope, and nature of adjoining dwellings.	Complies The proposed development is 3 storeys and less than 11.5m above natural ground level. The upper level is setback from the adjoining dwelling houses to the east to ensure a suitable building height transition. There are a number of 3 storey multiple dwellings existing within the surrounding area.

c) Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.	Complies The driveway runs along the western side of the development, allowing for a setback of 5.095m from the western side boundary. More than sufficient separation distance is provided between the Subject site and the adjoining District Centre zoned land to ensure residential amenity for future residents.
d) Development supports a subtropical character by ensuring that: i. the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; ii. residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.	Complies Please refer to the proposal plans within Appendix B for details.
e) Development provides quality private and public open spaces and landscaping, including deep planting that softens the scale of the dwellings, provides spaces for outdoor activity areas and encourages outdoor living.	Complies The development includes quality private open space and landscaping, including deep planting. The development has been designed to ensure each unit includes an interaction between indoor and outdoor spaces, which take advantage of Brisbane's sub-tropical climate.
f) Development provides for a building design that interfaces with the street and other adjoining public spaces, including via habitable uses at ground level (with parking located below or behind buildings unless a dwelling house or dual occupancy) which provides surveillance and encourages activation of parks and streets.	Complies The proposed development has been designed to interface with Ekibin Road. Unit 1 is orientated towards the streetscape at all levels, providing casual surveillance and activation of the street.
g) Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be: i. suitably located and orientated on the site; ii. designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.	Not Applicable The site does not front a heavily trafficked road.
h) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	Complies The Subject site is not affected by any environmental overlays.
7. 2 or 3 storey mix zone precinct overall outcomes:	
a) Development comprises a mix of dwelling types including dwelling houses, 2 to 3 storey low rise multiple dwellings (such as apartments and row	Complies The proposal is for a multiple dwelling, designed in the form of adjoining townhouses. There are a mix of dwelling houses, multiple dwellings, centre

houses) and dual occupancy, to provide housing diversity and a sensitive transition both to adjoining sites that contain dwelling houses and between busier roads or centres and lower density residential areas.	land uses, and community uses within the surrounding area. The proposal is consistent with the existing land uses within the surrounding area.
b) Development of low-medium rise, low-medium density residential buildings: i. are of predominantly 2 storeys, or of up to 3 storeys in height where located within easy walking distance of a public transport node; ii. are located on suitable sites, in accessible locations, near to public transport and larger centres or key destinations.	Complies The proposed development is 3 storeys. There is an existing bus stop located along the site frontage. There are also a number of high frequency bus routes along Ipswich Road which operate every 20mins between 7am-7pm, and within walking distance of the Subject site.
c) Development for a residential use other than a dwelling house is of a scale and bulk that co-exists comfortably with an adjoining dwelling house, even though it might have a bulk and scale greater than a dwelling house.	Complies The proposed multiple dwelling adjoins dwelling houses to the east. The upper level of the proposed development is setback from the eastern boundary to allow for a suitable building height transition to the adjoining dwelling houses. The bulk and scale of the proposed development has been reduced through variation in building materials and textures, recesses, and various openings. Please refer to the elevation plans within Appendix B for details.
d) Development design, height and setbacks provide a sensitive transition at the edge of the site to an adjoining dwelling house or land in a lower density zone or zone precinct.	Complies The proposed multiple dwelling adjoins dwelling houses to the east. The upper level of the proposed development is setback from the eastern boundary to allow for a suitable building height transition to the adjoining dwelling houses. Land to the east is also within the Low medium density residential zone (2 or 3 storey mix precinct), therefore at some stage in the future these properties will also be developed for low-medium density residential uses.
e) Development for a residential use other than for a dwelling house incorporates setbacks and landscaping which contribute to a cohesive and compatible human-scale streetscape.	Complies The proposed development is suitably setback from all boundaries to allow for appropriate landscaping.
f) Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture.	Complies The site does not impact any view corridors. There are appropriate areas for landscaping proposed within the development. The design of the development considers the character of the surrounding area.

Importantly, the proposed development complies with the Overall Outcomes for the Low-medium density residential zone.

6.2.4 Overlays

In accordance with the provisions of City Plan, the following overlays apply to the Subject site. Within each section below, a summary of the sub-categories and an extract from the overlay mapping is provided where required.

6.2.4.1 Airport Environs Overlay

- OLS – Approach and departure limitation surface boundary
- Procedure for air navigation surfaces (PANS)
- BBS zone – Distance from airport 3-8km

The proposed development contains an overall building height of 3 storeys and does not obstruct the PANS overlay. The proposal will not emit a gaseous plume, smoke, dust, ash, steam, or other airborne particulate into the OLS or PANS overlays. The proposed development will not result in the creation or storage of waste that will reasonably attract birds and bats.

6.2.4.2 Community Purposes Network Overlay

This overlay is identified on the property report for the Subject site. However, no sub-categories affect the subject land on the overlay mapping. There are no requirements under the overlay code for the subject land or proposed development.

6.2.4.3 Critical Infrastructure and Movement Network Overlay

- Critical infrastructure and movement planning area sub-category

The Critical Infrastructure and Movement Network Overlay Code does not apply to the proposed development.

6.2.4.4 Dwelling house character overlay

As the proposal is for a multiple dwelling, the Dwelling House Code does not apply.

6.2.4.5 Industrial amenity overlay

- Industrial amenity investigation area sub-category

The proposal seeks approval for a sensitive land use within the Industrial amenity investigation area sub-category. The Subject site is located approximately 20m from a service station located on the corner of Ipswich Road and Ekibin Road however, is more than 50m from the bowers of the petrol station. The Industrial Amenity Overlay Code is addressed within **Appendix H**.

6.2.4.6 Road Hierarchy Overlay

Ekibin Road is identified as a District road under the Road Hierarchy overlay, which is suitable to convey the residential traffic associated with the proposed development. The Road Hierarchy Overlay Code is addressed within **Appendix H**.

6.2.4.7 Streetscape Hierarchy Overlay

Ekibin Road is identified as a Neighbourhood Street - Minor under the Streetscape Hierarchy overlay mapping. The Streetscape Hierarchy Overlay Code is addressed within **Appendix H**.

6.2.4.8 Transport Noise Corridor Overlay

- Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 2 sub-category.
- Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 3 sub-category.

The development has been designed to reduce road noise from Ipswich Road by orientating the main living areas and balconies along the eastern side of the proposal. The Transport Noise Corridor Overlay Code is addressed within **Appendix H**.

6.3 Local Government Infrastructure Plan

The *Local Government Infrastructure Plan 2026-2036 (LGIP)* comes into effect during the development assessment process when trunk infrastructure is required or when development generates additional demand on trunk infrastructure networks.

As the nature of the proposal is for infill development, there will be an additional demand on trunk infrastructure networks. As such, infrastructure charges apply to the proposed development and an assessment against the LGIP is required.

The Subject site is within the priority infrastructure area (**PIA**). Under Council's mapping, trunk infrastructure is not required at the Subject site.

6.4 Applicable Codes

The table below identifies the City Plan codes applicable to the proposal and the response in relation to key Performance Outcomes.

Table 6: Applicable Codes

Applicable Code	Response
Low Medium Density Residential Zone Code	Refer to Section 6.2.3 above.
Stephens District Neighbourhood Plan Code	Please refer to Appendix H .
Multiple Dwelling Code	Please refer to Appendix H .
Airport Environs Overlay Code	Complies The proposed development is 3 storeys and less than 11.5m above ground level and will not impact on the PANS. Refuse will be suitably stored and collected so that it is inaccessible to birds and bats.
Community Purposes Network Overlay Code	Not Applicable Whilst this overlay is identified within the property report, the subject land is not affected by the overlay mapping.
Industrial Amenity Overlay Code	Please refer to Appendix H .

Road Hierarchy Overlay Code	Please refer to Appendix H .
Streetscape Hierarchy Overlay Code	Please refer to Appendix H .
Transport Noise Corridor Overlay Code	Please refer to Appendix H .
Filling and Excavation Code	Please refer to the Code Compliance Report within Appendix D .
Infrastructure Design Code	Please refer to the Code Compliance Report within Appendix D .
Landscape Work Code	Please refer to Appendix H .
Outdoor Lighting Code	Not Applicable The proposal is for small scale residential development. Outdoor lighting is not proposed.
Park Planning and Design Code	Not Applicable A park is not proposed or required.
Stormwater Code	Please refer to the Code Compliance Report within Appendix D .
Transport, Access, Parking, and Servicing Code	Please refer to Appendix H .
Wastewater Code	Not Applicable The proposal will be connected to the reticulated sewer system.

7.0 Key Planning Considerations

7.1 Building Height

The proposed building height is consistent with adjoining buildings and other multiple dwellings within the surrounding area, both fronting Ekibin Road and Lambton Street. The proposal seeks approval for a 3 storey residential building, less than 11.5m in height, and fronting a District road.

The Subject site is adjoined by a single storey health care centre to the west, 1-2 storey dwelling houses to the east, and a 3 storey multiple dwelling to the south east. There are a number of existing 3 storey multiple dwellings within the surrounding area. Please refer to **Figure 5** below for a review of the existing building heights within the area.

The upper level of the proposed development has been setback from the eastern boundary and the adjoining dwelling houses to ensure a sensitive transition to the adjoining land uses. An existing 3 storey multiple dwelling adjoins the rear boundary of the site. There are centre land uses to the west of the site. Adequate separation distances are provided to the adjoining land uses to ensure the privacy and residential amenity of both the proposed and existing developments are maintained.

Since prelodgement discussions, the overall building bulk has been reduced through suitable variation in materiality, recesses and projections, window openings, and lightweight balconies. Each elevation includes a range of building materials such as masonry walls, lightweight painted wall cladding, batten screening, batterned balustrades, lightweight cladding balustrades, and metal roof sheeting. The development will also be suitably landscaped to provide further visual interest. 3D images have been prepared to depict the variation in built form and are provided within **Appendix B**.

Citywide Amendment

Brisbane City Council are currently proposing a Citywide amendment to City Plan, *More Homes, Sooner – Low-medium density residential design*. Under the draft amendment, the Subject site is proposed within the Low-medium density residential zone (3 or 4 storey mix precinct). Please refer to **Figure 6** below for a copy of the proposed mapping amendment. As part of the proposed changes to City Plan, a building height of 4 storeys and 14m is permitted as the site has an area of 800m² or greater and is in a key location. The site is defined as a key location as it is located approximately 75m walking distance of bus stop 23 on Ipswich Road which is serviced at a minimum frequency of 20 minutes between 7am and 7pm on weekdays and a minimum frequency of 30 mins between 7am and 7pm on weekends. Therefore, the proposed development is in accordance with Council's vision for the Subject site and will assist in providing additional housing in suitable locations.

It is considered that the context of the Subject site is ideally located to allow for a building height of 3 storeys given the site's proximity to public transport, including a bus stop along the site frontage and high frequency bus routes along Ipswich Road. Additionally, the site is within walking distance of centre uses including a supermarket, along Ipswich Road. The existing 3 storey developments within the immediate surrounding area ensure the proposal is consistent with the existing established development pattern. The proposed development includes 5 townhouses, with a mix of 2, 3 and 4 bedrooms, to cater for a range of household types.

PO4 of the Multiple Dwelling Code is addressed as follows:

PO4

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

- a. *consistent with the anticipated density and assumed infrastructure demand;*

Response:

The proposed building height is consistent with both the existing development pattern within the surrounding area and Council's proposed Citywide Amendment to City Plan, *More Homes, Sooner – Low-medium density residential design*. The proposal will allow for the creation of 5 townhouses to cater for a range of household types, within an area well serviced by public transport and local services. As such, the building height is consistent with the anticipated density and assumed infrastructure demand.

- b. *aligned to community expectations about the number of storeys to be built, having regard to the intent for the zone precinct and the predominant height of approved buildings in the street;*

Response:

The proposed height of 3 storeys is aligned to community expectations as there are a number of existing 3 storey multiple dwelling developments within the immediate surrounding area, as depicted in **Figure 5** below.

- c. *proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development;*

Response:

The Subject site has an area of 809m² with a frontage of approximately 20m. All setback requirements are complied with to allow for adequate separation distances from the street and adjoining land uses. The overall bulk and scale of the development has been reduced through variation in building materials, colours and textures, recess and projections, lightweight balconies, and various openings. The development will not be overbearing to the street or an adjoining development.

- d. *designed to avoid a significant and undue adverse amenity impact to adjoining development;*

Response:

A section plan has been prepared showing the proposed development in relation to the adjoining dwelling house to the east is provided within **Appendix B**. This demonstrates that the proposed development will not result in overlooking into the adjoining development. Privacy of the adjoining land uses will be maintained. The site is adjoined to the west by a single storey medical centre and carpark. The proposed development includes a driveway along the shared boundary and is more than sufficiently setback. There will be no amenity or privacy impacts to the western centre activity.

- e. *sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites;*

Response:

The setback requirements are complied with. The proposed development is sited to enable existing and future buildings to be well separated. The development potential of adjoining sites is not impacted as a result of this development.

- f. *considerate of street conditions, the topography of the area and site slope;*

Response:

The Subject site is relatively flat. Minimal filling or excavation is proposed.

- g. *designed to maintain significant view points and corridors;*

Response:

Not applicable. There are no significant view points or corridors impacting the Subject site.

h. designed and orientated to retain solar access to key public spaces and adjoining buildings.

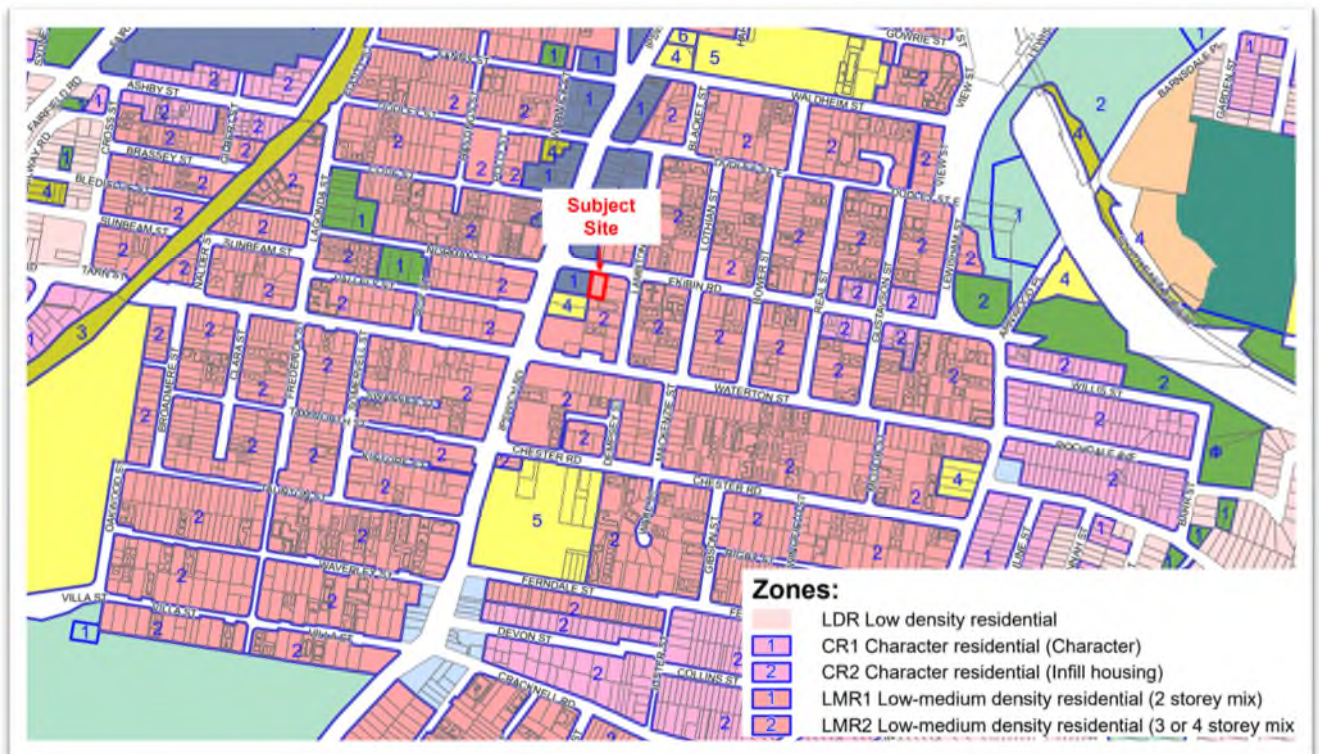
Response:

Shadow diagrams have been prepared to demonstrate there are no significant impacts to the adjoining land uses. Please refer to **Appendix B** for details.

Figure 5 – Existing Building Heights within the Surrounding Area



Figure 6 – Proposed Amendment to City Plan Mapping



7.2 Car Parking

Under the Transport, access, parking and servicing planning scheme policy, the car parking requirements for a multiple dwelling are as follows:

- 1 space per 1 bedroom dwelling
- 1.5 spaces per 2 bedroom dwelling
- 2 spaces per 3 bedroom dwelling
- 2.5 spaces per 4 bedroom dwelling
- 0.25 spaces per dwelling for visitor carparking

The proposed development includes 1 x 2 bedroom, 3 x 3 bedroom, and 1 x 4 bedroom units. As such, the acceptable outcome is a total of 10 resident and 1 visitor parking spaces. The acceptable outcome is only one way to meet the performance outcome. The proposed development includes 9 resident and 1 visitor parking bay.

As part of the proposed Citywide amendment to City Plan, *More Homes, Sooner – Low-medium density residential design* Brisbane City Council are considering changes to car parking rates within Low-medium density areas. The proposed car parking rates within key locations are as follows:

- 1 space per 1 bedroom dwelling
- 1.2 spaces per 2 bedroom dwelling
- 1.6 spaces per 3 bedroom dwelling
- 2 spaces per 4 bedroom dwelling
- 0.25 spaces per dwelling for visitor parking

As above, the Subject site is within a key location. Based on the proposed amended car parking rates, 8 resident and 1 visitor parking bay is required. The proposed car parking rate exceeds the proposed amended rate and

importantly, will meet the off street car parking demand for the development.

The Traffic Impact Statement prepared for the proposed development states the following:

“The subject site has access to high-frequency public transport and dedicated active transport infrastructure. The cumulative frequency, spatial distribution, and operational characteristics of the surrounding transit network ensure that the development functions with equivalent spatial accessibility to a site situated within 400 metres of a Major Transport Interchange.

The development is located within walking distance from Fairfield Train Station and is located near to a number of high frequency bus stops on Ekibin Road and Ipswich Road, therefore, the parking supply is considered more than adequate. On the basis of the above, the proposed parking supply provision is considered adequate for the proposed development site.”

Please refer to the Traffic Impact Statement within **Appendix F** for details.

7.3 Private Open Space

All units are provided with a ground level private courtyard as well as an upper level balcony. The courtyards for units 1 & 5 exceed 35m² in area. Units 2 – 4 are provided with attractive and functional private open space in the form of 2 separate areas, including 1 area that is open to the sun and can be landscaped, and a second shaded open area. The areas are appropriately sized to cater for the future households. The total private open space areas proposed for each unit are as follows:

- Unit 1 – 48m²
- Unit 2 – 34m²
- Unit 3 – 34m²
- Unit 4 – 34m²
- Unit 5 – 99m²

While units 2-4 have a shortfall of 1m² of private open space, this is considered negligible. As such, all units have sufficient private open space areas.

In addition to the ground level courtyards and balconies on level 2, the living areas on level 1 have been designed to include large sliding doors opening to battened balustrades. This essentially allows the living areas to be fully opened, creating an additional private open space area. Please refer to **Extract 2** below for the Eastern Elevation.

It is also noted that the Subject site is located within walking distance of large public open space areas including Jessica Andrews Place, Valley Street Park, and Lagonda Street Park.

The proposed development is provided with suitable areas of private open space for each unit.

Extract 2 – Eastern Elevation



Proposal Plans prepared by Ever Architects

PO31 of the Multiple Dwelling Code is addressed as follows:

PO31

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

- a. is appropriately sized and located to enhance amenity and liveability for residents;*

Response:

Each unit is provided with a ground level courtyard of suitable areas and dimensions to allow for an outdoor area, open to the sun, that can be landscaped. In addition, all units are provided with a private balcony on level 2, providing an additional open space area that is shaded. All private open space areas are useable and will enhance the liveability of each townhouse.

- b. is designed to be functional for the use of the possible number of residents in each dwelling;*

Response:

The ground level courtyards are accessed via the communal living areas within each townhouse. As the level 2 balconies are accessed via the master bedrooms, the level 1 living areas have been designed to include large sliding glass doors opening to battened balustrades. This essentially creates an additional open space area, accessed via the primary living areas.

- c. is designed to contribute to the form and detail of the building.*

Response:

The private courtyards will be landscaped to create further visual interest and screening. The upper level balconies contribute to the form and detail of the building.

7.4 Deep Planting

The proposed development includes 64m² of deep planting, including a 3.96m x 7.023m area within the site frontage and two 4.5m x 4m areas at the rear of the site. A total of 8% of the site is provided as deep planting. The proposed deep planting areas are able to accommodate mature subtropical shade trees planted in natural ground and are 100% open to the sky. The proposed deep planting areas enable substantial trees to thrive in the long term and reduces impervious areas to improve stormwater. Natural shade will be provided by the proposed deep planting areas.

The proposed development will also include landscape planters along the site frontage and along the driveway area. All proposed private courtyards are of sufficient areas and dimensions to include grassed areas and landscaping.

7.5 Traffic Impacts

A Traffic Impact Statement has been prepared for the proposed development by Urban Traffic and is provided within **Appendix F**. This report states that the anticipated net traffic generation potential of the proposed development will be up to 2 trips during peak hours. Once these trips are distributed to the local road networks, the impacts of these trips will be negligible.

Please refer to the Traffic Impact Statement within **Appendix F** for further details.

7.6 Refuse

As there is an existing bus stop along the site frontage, refuse must be collected on-site. The development will provide 2 x 660L general refuse bins and 2 x 660L recycle bins within a 5.9m x 1.5m bin enclosure adjacent to the driveway. Refuse will be collected from the bin enclosure by a 10.3m rear-lift Refuse Collection Vehicle (RCV).

A swept path diagram has been prepared to demonstrate that an RCV of up to 10.3m in length can safely reverse into the driveway with adequate manoeuvrability and clear sightlines.

The proposed on-site refuse collection arrangement is considered adequate for the proposed development and complies with the BCC requirements.

Please refer to the Traffic Impact Statement within **Appendix F** for further details.

8.0 Conclusion

This Development Application demonstrates that the proposal is considered appropriate for the context, scale and character of Ekibin Road. The proposed built form has been carefully considered in the context of the streetscape. The proposed design is a highly functional and liveable residential development that will contribute to the character of the streetscape and neighbourhood as well as provide essential housing for a range of household types.

We recommend approval of the Development Application subject to reasonable and relevant conditions for the following reasons:

- The proposal supports the objectives of the Regional Plan by providing residential development in appropriate urban locations serviced by appropriate urban infrastructure, including retail, commercial and educational establishments;
- The proposal complies with the Overall Outcomes sought for the Neighbourhood Plan area;
- The proposal complies with the Overall Outcomes for the Low-medium density residential zone;
- The proposal delivers a high level of livability by providing a low-medium residential townhome style dwelling where each unit has individual front door access and an integral garage;
- The proposed architectural design outcome for this proposal reduces the overall bulk and scale through a combination of recesses and projections to allow for a play on depth, vertical and horizontal datums, variation in building materials and textures, and various openings;
- The proposal provides high quality private open space, as well as a variety of landscaping along each of the property boundaries, to ensure an attractive and shaded living environment; and
- The proposal supports the overall outcomes of the Stephens district neighbourhood plan code, Low-medium density residential zone code, and Multiple dwelling code, and will contribute to the amenity and residential character of the streetscape. The proposal complies with the assessment benchmarks of the City Plan.

This Town Planning Report has carried out a detailed assessment of the application against the relevant assessment benchmarks and it has demonstrated that the proposed development achieves compliance with all relevant assessment benchmark acceptable outcomes or performance outcomes. Where an acceptable outcome has not been achieved, the proposed development is able to achieve compliance with the corresponding performance outcomes, therefore the proposal meets the overall outcomes of each relevant code. The development warrants approval subject to reasonable and relevant conditions.

Appendix A

DA form 1, Land owners consent, and Certificates of Title

Appendix B

Architectural Plans

Prepared by Ever Architects

Appendix C

Prelodgement Meeting Minutes

Appendix D

Code Compliance Report

Prepared by Milanovic Neale Consulting Engineers

Appendix E

Site Based Stormwater Management Plan

Prepared by Milanovic Neale Consulting Engineers

Appendix F

Traffic Impact Statement

Prepared by Urban Traffic

Appendix G

Landscape Concept Plan

Prepared by Laud Ink

Appendix H

Code responses

Prepared by Plannery co