



**gilvear planning**  
GENUINE | VERSATILE | DEDICATED

# Planning Report

Reconfiguring a Lot for Subdivision 1 into 3  
and Access Easements on land at 981  
Moggill Road, Kenmore – Lot 1 on  
RP166515.

# Prepared for: Brisbane City Council

Prepared on behalf of: 981 Moggill Two Pty Ltd & 981 Moggill One Pty Ltd

Our Reference	J001787
Site	981 Moggill Road, Kenmore QLD 4069 Lot 1 on RP166515
Date	24 June 2025
Author	Tayla Horton
Approver	Sera Rohan

# Important Note

Apart from fair dealing for the purposes of private study, research, criticism, or review as permitted under the *Copyright Act*, no part of this Report may be reproduced by any process without the written consent of Gilvear Planning Pty Ltd ('Gilvear Planning').

This Report has been prepared for 981 Moggill Two Pty Ltd & 981 Moggill One Pty Ltd for the sole purpose of making a Development Application seeking a Development Permit for Reconfiguring a Lot (subdivision 1 into 3 and access easements). This report is strictly limited to the purpose, and facts and circumstances stated within. It is not to be utilized for any other purpose, use, matter or application.

Gilvear Planning has made certain assumptions in the preparation of this report, including:

- a) That all information and documents provided to us by the Client or as a result of a specific search or enquiry were complete, accurate and up to date;
- b) That information obtained as a result of a search of a government register or database is complete and accurate.

Gilvear Planning is not aware of any particular fact or circumstance, which would render these assumptions incorrect, as at the date of preparation of the Report.

While every effort has been made to ensure accuracy, Gilvear Planning does not accept any responsibility in relation to any financial or business decisions made by parties other than those for whom the original report was prepared for and/or provided to. If a party other than the Client uses or relies upon facts, circumstances and / or content of this Report without consent of Gilvear Planning, Gilvear Planning disclaims all risk, and the other party assumes such risk and releases and indemnifies and agrees to keep indemnified Gilvear Planning from any loss, damage, claim, or liability arising directly or indirectly from the use of or reliance on this report.

Signed on behalf of Gilvear Planning Pty Ltd,



**Sera Rohan**

**PROJECT DIRECTOR**

# Table of Contents

<b>1.0 Introduction .....</b>	<b>5</b>
<b>2.0 Summary .....</b>	<b>6</b>
<b>3.0 Site Description .....</b>	<b>8</b>
<b>4.0 Proposal .....</b>	<b>16</b>
<b>4.1 Proposed Development .....</b>	<b>16</b>
<b>5.0 Statutory Planning Considerations .....</b>	<b>18</b>
<b>5.1 Planning Act 2016 .....</b>	<b>18</b>
5.1.1 Confirmation of Development .....	18
5.1.2 Assessable Development .....	18
5.1.3 Assessment Manager .....	18
5.1.4 Category of Assessment .....	18
5.1.5 Statutory Considerations for Assessable Development .....	19
5.1.6 Referral Triggers .....	19
5.1.7 State Resource .....	19
5.1.8 State Planning Policy .....	20
5.1.9 Regional Plan .....	20
5.1.10 Temporary Local Planning Instruments .....	20
<b>6.0 Council Planning Considerations .....</b>	<b>21</b>
<b>6.1 Planning Scheme .....</b>	<b>21</b>
6.1.1 Statement of Compliance Against Relevant Assessment Benchmarks .....	23
<b>6.3 Infrastructure Charges .....</b>	<b>38</b>
<b>7.0 Summary and Conclusions .....</b>	<b>39</b>
<b>Attachment 1 .....</b>	<b>40</b>
<b>Attachment 2 .....</b>	<b>41</b>
<b>Attachment 3 .....</b>	<b>42</b>
<b>Attachment 4 .....</b>	<b>43</b>

# 1.0 Introduction

This report has been prepared by Gilvear Planning Pty Ltd (Gilvear Planning) on behalf of 981 Moggill Two Pty Ltd & 981 Moggill One Pty Ltd (the Applicant) in support of a Development Application submitted to Brisbane City Council (Council) seeking a Development Permit for a Reconfiguring a Lot (subdivision 1 into 3 and access easements) on land at 981 Moggill Road, Kenmore described as Lot 1 on RP166515 (the subject site).

The subject site is comprised of a single lot of 1,010m<sup>2</sup> in area, with a 27m frontage to Moggill Road and the service Road, in the suburb of Kenmore. Currently, the site is improved by a single low set dwelling house with ancillary outbuilding used as a garage.

The site is not subject to natural hazards such as bushfire, landslide, coastal inundation, or flooding and contains all relevant infrastructure. While the site contains some established vegetation, it is not protected under the Natural Asset Local Law nor recognised as environmentally significant

It is proposed to subdivide the land into three (3) lots, being 302m<sup>2</sup>, 316m<sup>2</sup> (excluding proposed easements) and 335m<sup>2</sup>. Access to the proposed lots will be via the existing crossover from the slip road parallel to Moggill Road. Proposal Plans showing the full extent of works prepared by M3 Surveys are included in [Attachment 1](#).

Pursuant to City Plan 2014, the site is within the Low Density Residential Zone and is affected by a number of overlays, none of which are relevant to the application. The proposal to create lots less than 400m<sup>2</sup> where greater than 200m walking distance of a Centre Zone is subject to Impact assessment per Table 5.6.1 of the City Plan.

The following report demonstrates that the proposal complies with the assessment benchmarks of the City Plan 2014, as it provides for infill development in a well serviced location, evidenced by the location of the site within 400m of public transport, a Centre Zone, schools, child care centres and parkland.

Accordingly, the proposal is submitted to Council for assessment and determination. Accordingly, the proposal is submitted to Council for determination.

## 2.0 Summary

Table 1 – Summary of Application

PROPOSAL SUMMARY	
<b>Address:</b>	981 Moggill Road, Kenmore QLD 4069
<b>Real Property Description:</b>	Lot 1 on RP166515
<b>Site Area &amp; Frontage:</b>	1,010m <sup>2</sup> in area and 27.5m frontage to Moggill Road
<b>Owner &amp; Applicant:</b>	981 Moggill Two Pty Ltd & 981 Moggill One Pty Ltd – please refer to the Registration Confirmation Statement included as <a href="#">Attachment 2</a> .
<b>Easements &amp; Encumbrances:</b>	Nil
<b>Proposal:</b>	Reconfiguring a Lot (subdivision 1 into 3 and access easements)
<b>Approval Sought:</b>	Development Permit
<b>Level of Assessment:</b>	Impact assessable – Table 5.6.1 of the Planning Scheme
<b>Zone:</b>	Low Density Residential Zone
<b>Local Area Plan (Precincts):</b>	Nil
<b>Overlays (Precincts):</b>	<ul style="list-style-type: none"> <li>• Airport Environs Overlay (PANS; BBS zone – distance from airport 8-13km)</li> <li>• Bicycle Network Overlay (Secondary cycle route – Moggill Road)</li> <li>• Bushfire Overlay (Medium hazard area; High hazard buffer area)</li> <li>• Community Purposes Network Overlay</li> <li>• Critical Infrastructure and Movement Network Overlay (Critical infrastructure and movement planning area)</li> <li>• Dwelling House Character Overlay</li> <li>• Road Hierarchy Overlay (Arterial road – Moggill Road)</li> <li>• Streetscape Hierarchy Overlay (Subtropical boulevard – out of centre verge width 3.75m/4.25m)</li> <li>• Transport Air Quality Corridor Overlay (Transport air quality B; Transport air quality A; Transport routes Category 2 – Moggill Road)</li> <li>• Transport Noise Corridor Overlay (Designated State Noise Corridor – Category 1, 2, 3, 4)</li> </ul>

## PROPOSAL SUMMARY

- LGIP:**
- Within the Priority Infrastructure Area
  - Moggill Road is an existing trunk road
  - No planned future infrastructure mapped

---

**Regional Plan Designation:** Urban Footprint

- 
- State Interests – State Planning Policy:**
- Natural Hazards, Risk and Resilience (Flood hazard area – local government flood mapping area)
  - Transport Infrastructure (State-controlled road)
  - Strategic Airports and Aviation Facilities (Wildlife hazard buffer zone – 13km)

- 
- State Interests – SARA Mapping:**
- SEQ Regional Plan Triggers (Urban Footprint)
  - Water Resources (Water resource planning area boundaries)
  - State Transport Corridor (State-controlled road).
  - Areas within 25m of a State Transport Corridor (Area within 25m of a State-controlled road)

---

**Referral Agencies:** Chief Executive pursuant to Schedule 10, Part 9, Division 4, Subdivision 2, Table 1 (State controlled road)

---

**State Development Assessment Provisions:** State Code 1: Development in a state-controlled road environment

---

**Pre-lodgement Advice:** Nil

---

**Specialist Reports:** Nil

---

## 3.0 Site Description

The subject site is comprised of a single lot 1,010m<sup>2</sup> in area, located at the northern side of Moggill Road, in the suburb of Kenmore. Currently, the site is improved by a single storey detached dwelling and ancillary structures including a rear garden shed, miscellaneous building, water tank, and garage. The site has a road frontage of approximately 27.5m to Moggill Road, a state-controlled road, with access via an existing crossover 2.4m wide crossover from the service road, and 6m wide at the eastern side within Moggill Road. The street frontage includes a fully constructed verge up to 8m in width and is comprised of a retaining structure elevated to provide access into the site and neighbouring properties adjacent to the main Moggill Road reserve (presumably for safer access), with a footpath and concrete steps, as well as various shrubs for screening. There are no street trees within the frontage of the site. There are no easements burdening the property.

Topographically, the site slopes west to east, and from the centre building pad down to the road frontage. The site contains three (3) trees, with none listed as significant vegetation pursuant to Natural Assets Local Law. While the site is subject to the Bushfire Overlay, there are no other natural hazards affecting the site.

Given the established nature of the residential area and confirmed through relevant searches, all required infrastructure appears to be available, including reticulated water, sewer, electricity, and telecommunications. There are no known infrastructure upgrades that will affect the site.

The Brisbane suburb of Kenmore is approximately 11km south-west of the CBD. The suburb is generally bound by Moggill Road in the north, the Brisbane River in the south, the Centenary Highway in the east, and Moggill Creek in the west. The balance is primarily residential development, with a District Centre situated along the north side of Moggill Road. Directly across from the site is the Kenmore Unity Church and associated Kenmore Kindy, with Multiple Dwellings situated adjoining the District Centre Zone. Moggill Road is a state-controlled road that spans across multiple western to central Brisbane suburbs.

The site is well located in terms of proximity to services and community facilities, being within:

- 250m of two bus stops on either side of Moggill Road which accommodate 'high frequency public transport' to University of Queensland Brisbane CBD.
- 400m walking distance (150m directly) to the East of Kenmore Plaza District Centre, which includes a variety of food and drink outlets, Kenmore Tavern, both Aldi and Woolworths Shopping Centres and ancillary centre activities.
- 400m of established Multiple Dwelling developments.
- Within 600m of Kenmore State School, Girl Guides and Kenmore Child Care.
- 650m (direct) from Kenmore Village District Centre to the West, which includes a single full line Coles, Kenmore Library, Montessori Child Care Centre and other centre activities;

Please see [Figures 1 – 15](#) below for the site's context and surrounding development.



Figure 1 – Aerial view of the subject site (Source: BCC Mapping)

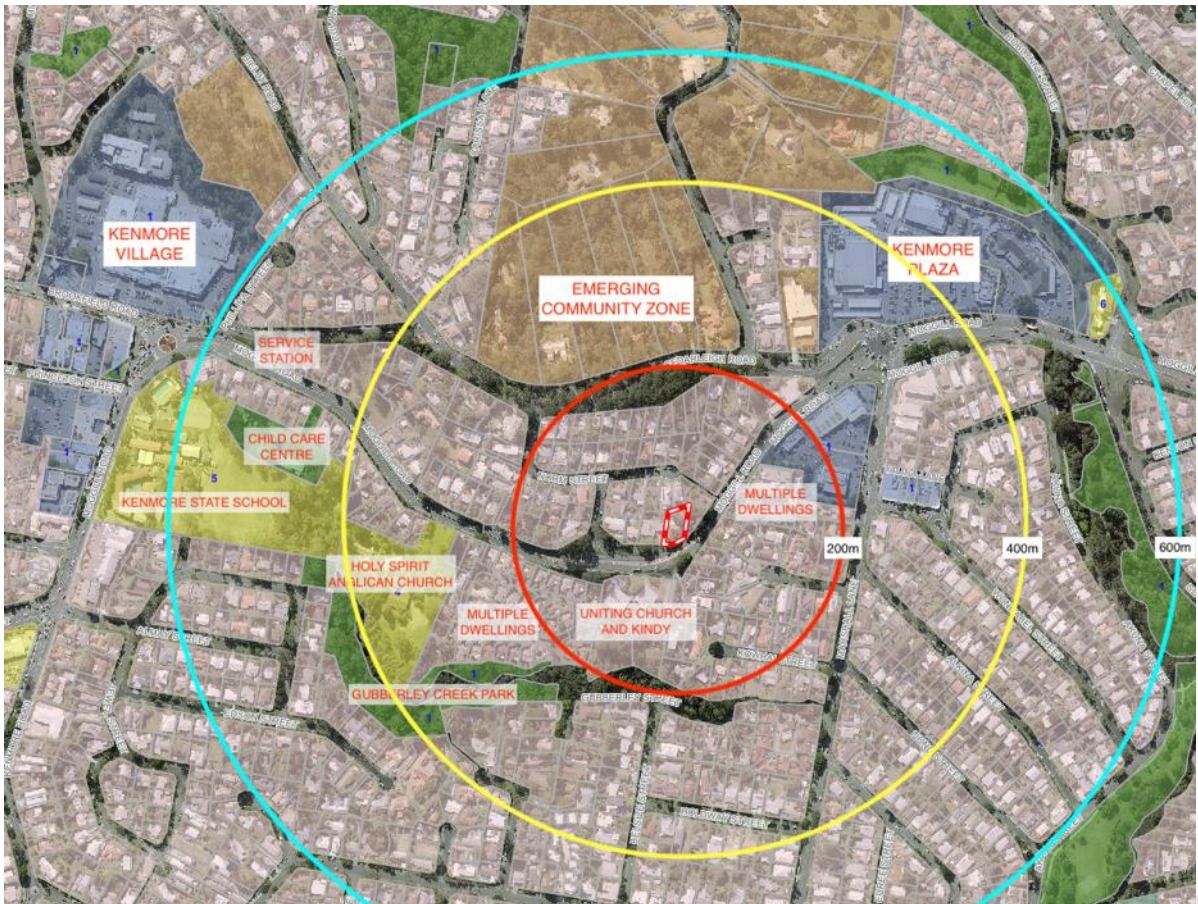


Figure 2 – Site context and zoning, showing development within 200m, 400m and 600m radius from the site.

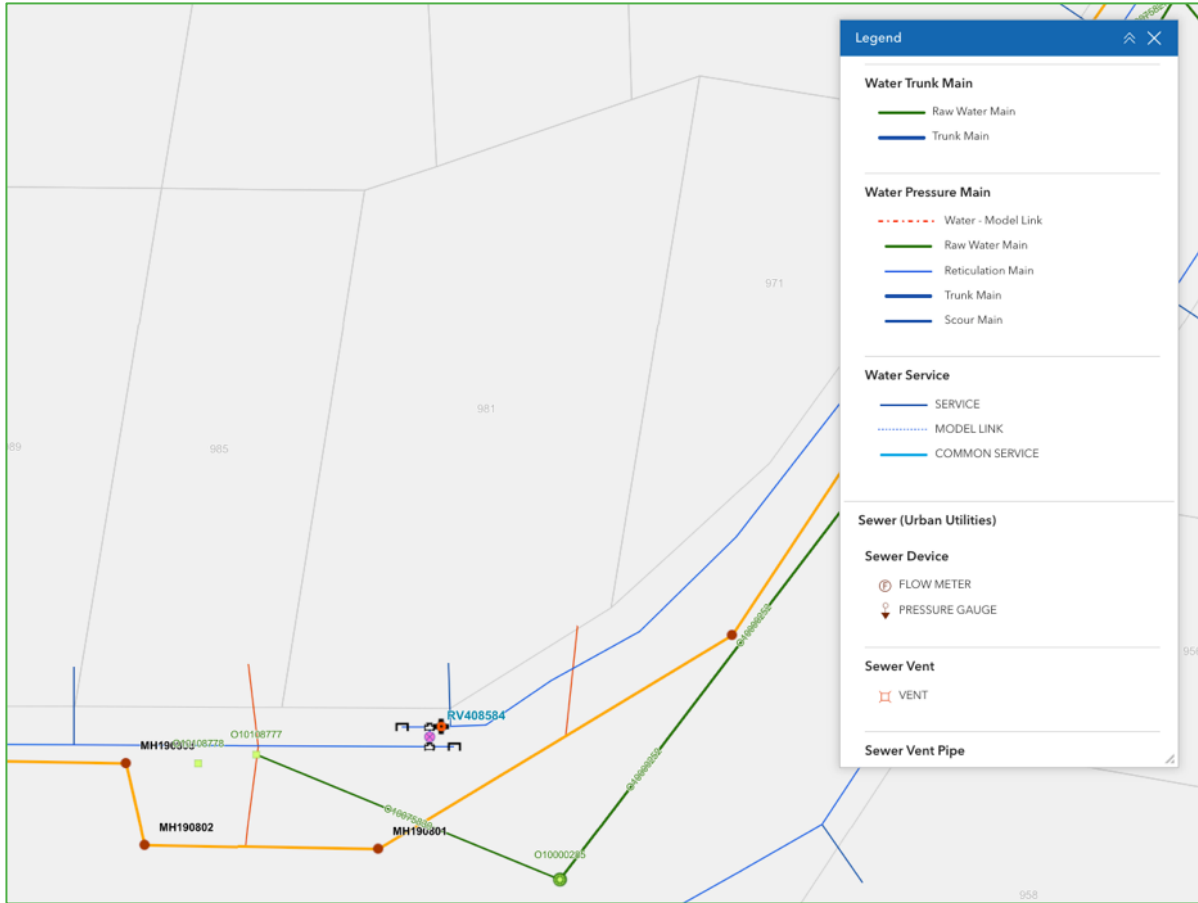


Figure 3 – Existing utilities at the subject site (Source: BCC Community Maps – Utilities)

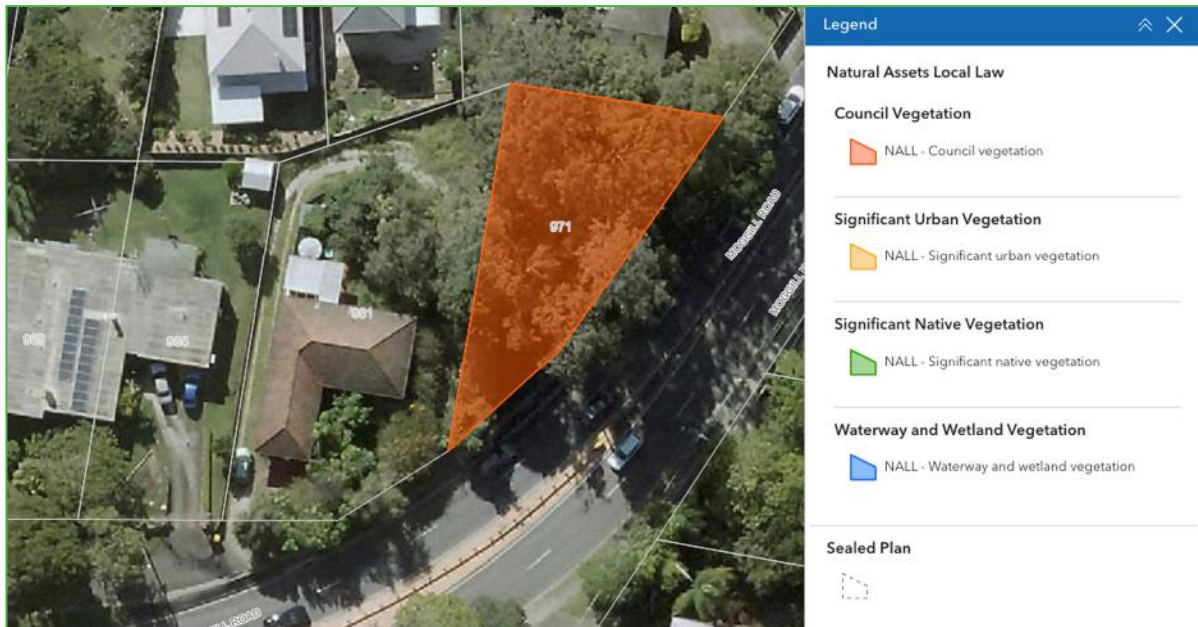


Figure 4 – Protected vegetation records – nil on site and Council vegetation at eastern adjoining lot (Source: BCC Community Maps – Land & Environment)



Figure 5 – Existing entrance to the subject site at the slip road parallel to Moggill Road (right) (Source: Gilvear Planning site visit 22 May)



Figure 6 – Existing entrance to the subject site and western adjoining neighbour at the slip road parallel to Moggill Road (right) (Source: Gilvear Planning site visit 22 May)



Figure 7 – Existing verge at the frontage of the site (Source: Gilvear Planning site visit 22 May)



Figure 8 – Existing eastern crossover to Moggill Road (Source: Gilvear Planning site visit 22 May)



Figure 9 – Moggill Road context looking west (Source: Gilvear Planning site visit 22 May)



Figure 10 – Moggill Road context looking east along the shared pathway (Source: Gilvear Planning site visit 22 May)



Figure 11 – Moggill Road context looking further east (towards the District Centre zoned sites in the distance) along the shared pathway (Source: Gilvear Planning site visit 22 May)

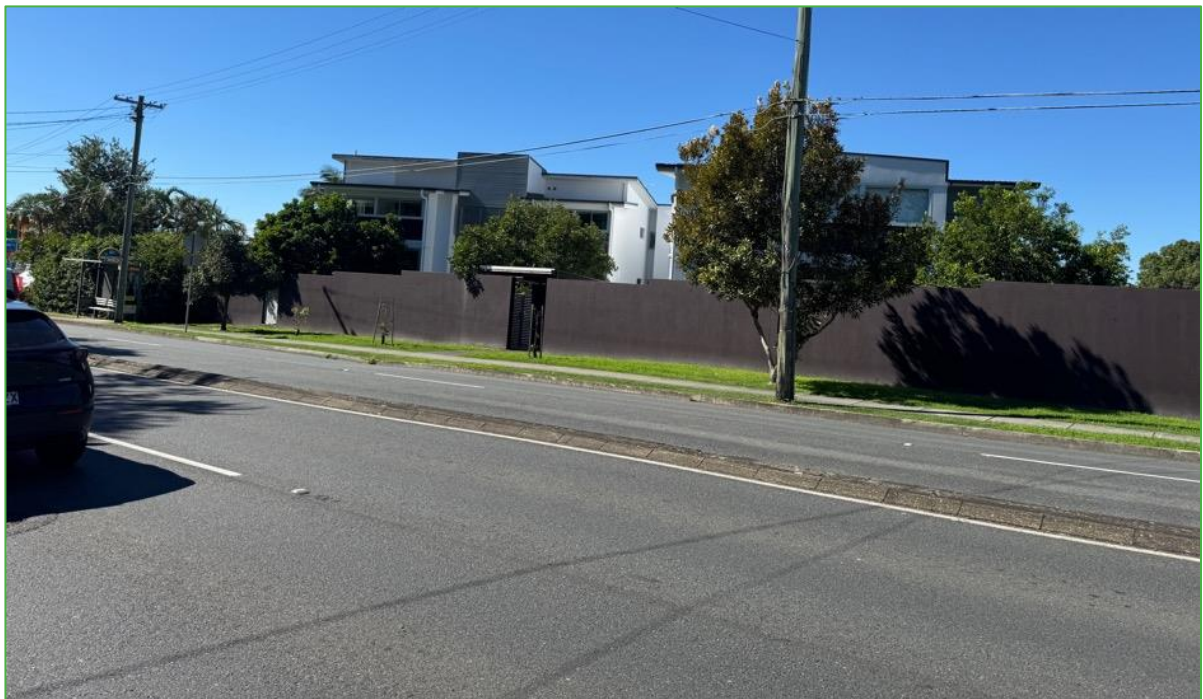


Figure 12 – Multiple Dwelling development adjoining the District Centre to the southeast of the site



Figure 13 – Development opposite the subject site (source: Google Maps)



Figure 14 – District Centre along Moggill Road and Marshall Lane (Source: Google Maps)



Figure 15 – Kenmore Plaza on Moggill Road (Source: Google Maps)

# 4.0 Proposal

## 4.1 Proposed Development

It is proposed to subdivide the existing lot into three small lots and demolish the existing dwelling and ancillary structures. Formally, the application seeks a Development Permit for Reconfiguring a Lot (1 into 3 lots and access easements). Proposal Plans showing the full extent of works prepared by M3 Surveys are included in Attachment 1 and Figure 16 below.

Specifically, the proposal includes the creation of three lots with the following dimensions:

- Lot 1 will have a site area of 330m<sup>2</sup> and frontage of 8.014m to Moggill Road;
- Lot 2 will have a site area of 348m<sup>2</sup> and frontage of 8.9m to Moggill Road, although will be accessed via an easement over Lot 1 (proposed Easement A);
- Lot 3 will have a site area of 335m<sup>2</sup> and frontage of 10.558m to Moggill Road, although will be accessed via an easement over Lot 1 and 2 (proposed Easements A and B).

Where proposing lots less than 400m<sup>2</sup> and further than 200m walking distance to a Centre Zone with a site area of more than 2,000m<sup>2</sup>, the proposal is subject to Impact Assessment, pursuant to Table 5.6.1 of the City Plan 2014. This is further discussed in Sections 5.0 and 6.0.

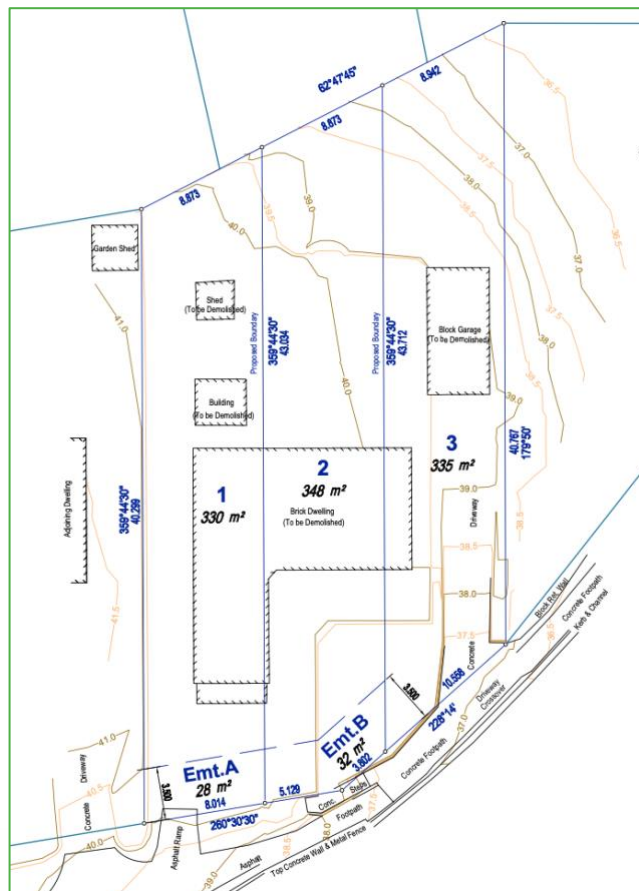


Figure 16 – Excerpt of the Proposal Plan

Key features of the proposal are summarised in [Table 2](#) below:

Table 2 – Key Features of the Proposal

FEATURE	PROPOSED LOT 1	PROPOSED LOT 2	PROPOSED LOT 3
<b>Site Area:</b>	Total – 330m <sup>2</sup>  Proposed 3.5m wide access easement – 28m <sup>2</sup>  = 302m <sup>2</sup>	Total – 348m <sup>2</sup>  Proposed 3.5m wide access easement – 32m <sup>2</sup>  = 316m <sup>2</sup>	Total – 335m <sup>2</sup>
<b>Frontage:</b>	8.014m	8.931m	10.558m
<b>Access:</b>	Moggill Road via existing asphalt ramp from slip road	Moggill Road via Proposed access easement burdening Proposed Lot 1	Moggill Road via Proposed access easements burdening Proposed Lot 1 & 2
<b>Structures:</b>	All existing building and structures to be demolished.	All existing buildings and structures to be demolished.	All existing buildings and structures to be demolished.
<b>Vegetation:</b>	Nil existing vegetation on site.	Existing 0.3m diameter tree to be removed.	Existing 0.3m diameter tree and 0.5m tree to be removed.
<b>Services:</b>	<p><b>Water</b> – New connection to existing main at frontage;</p> <p><b>Sewer</b> – New connection to existing main at frontage;</p> <p><b>Stormwater</b> – Moggill Road as lawful point of discharge;</p> <p><b>Electricity</b> – Existing overhead powerline at frontage;</p> <p><b>Telecomms</b> – NBN to be confirmed at plan sealing;</p> <p><b>Refuse</b> – Existing kerbside collection arrangement retained, being at the slip road and Moggill Road.</p>	<p><b>Water</b> – New connection to existing main at frontage;</p> <p><b>Sewer</b> – New connection to existing main at frontage;</p> <p><b>Stormwater</b> – Moggill Road as lawful point of discharge;</p> <p><b>Electricity</b> – Existing overhead powerline at frontage;</p> <p><b>Telecomms</b> – NBN to be confirmed at plan sealing;</p> <p><b>Refuse</b> – Existing kerbside collection arrangement retained, being at the slip road and Moggill Road.</p>	<p><b>Water</b> – New connection to existing main at frontage;</p> <p><b>Sewer</b> – New connection to existing main at frontage;</p> <p><b>Stormwater</b> – Moggill Road as lawful point of discharge;</p> <p><b>Electricity</b> – Existing overhead powerline at frontage;</p> <p><b>Telecomms</b> – NBN to be confirmed at plan sealing;</p> <p><b>Refuse</b> – Existing kerbside collection arrangement retained, being at the slip road and Moggill Road.</p>

# 5.0 Statutory Planning Considerations

This section provides an overview of the legislative context of the Application under the relevant provisions of the *Planning Act 2016* (the Act) and associated *Planning Regulation 2017* (the Regulation).

## 5.1 Planning Act 2016

### 5.1.1 CONFIRMATION OF DEVELOPMENT

The proposed development is not prohibited. This has been established by considering all relevant instruments which can provide prohibitions under the Act including:

- Schedule 10 of the Regulation;
- Relevant categorising instruments.

### 5.1.2 ASSESSABLE DEVELOPMENT

The development proposed by this Application includes development that is made assessable under the *Brisbane City Plan 2014* (v31) in accordance with Section 43(1) of the Act.

### 5.1.3 ASSESSMENT MANAGER

The Assessment Manager for this Development Application is the Council as determined by Schedule 8 of the Regulation.

### 5.1.4 CATEGORY OF ASSESSMENT

Table 3 below summarises the assessable development subject to this Application and the relevant category of assessment for each aspect of development.

Table 3 – Category of Assessment

ASPECT OF DEVELOPMENT	REFERENCE	CATEGORY OF ASSESSMENT
<b>Reconfiguring a Lot</b> in the Low Density Residential Zone, if the proposed lot is less than 400m <sup>2</sup> , where any part of the frontage is greater than 200m walking distance to a centre zone with a combined area of more than 2,000m <sup>2</sup> .	Table 5.6.1 – Reconfiguring a Lot	Impact assessable
<b>Reconfiguring a Lot</b> for access easements in the Low Density Residential Zone	Table 5.6.1 – Reconfiguring a Lot	Code assessable

### 5.1.5 STATUTORY CONSIDERATIONS FOR ASSESSABLE DEVELOPMENT

The relevant considerations of the Assessment Manager in making the decision pursuant to Section 60 of the Act, are outlined in:

- Section 45(5) of the Act;
- Section 29, 30, 31 of the Regulation.

### 5.1.6 REFERRAL TRIGGERS

The development triggers referral to the Chief Executive pursuant to Schedule 10 of the Regulation for the following matters and as shown in [Figure 17](#) below:

- Part 9, Division 4, Subdivision 2, Table 1 – due to part of the premises being within a State transport corridor, Moggill Road, and the total number of lots increasing.

As such, the proposal requires assessment against State Code 1 of the State Development Assessment Provisions. The proposal is fully compliant with all relevant aspects of the State Code, as the proposal will remove the existing access from Moggill Road, and provide access to all lots from the service road. Please refer to further detail provided in the State Code 1 Compliance Responses included as [Attachment 3](#).

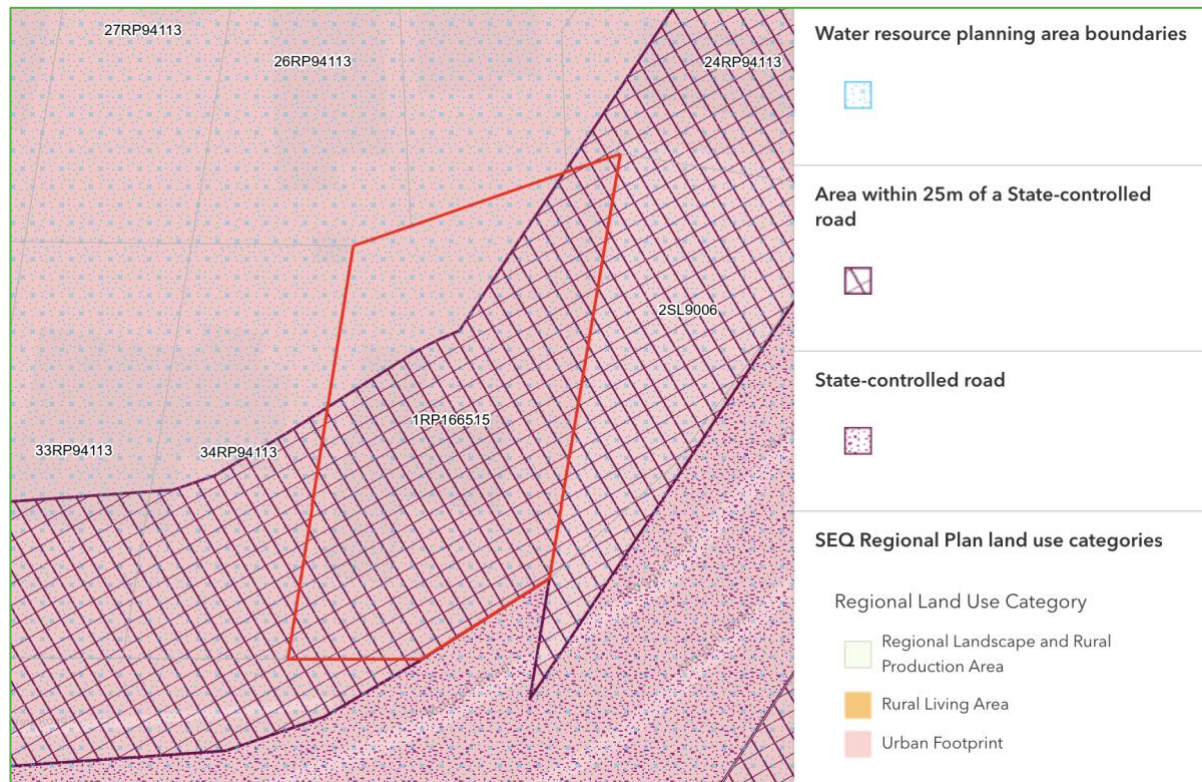


Figure 17 – SARA Mapping (Source: Development Assessment Mapping System)

### 5.1.7 STATE RESOURCE

The proposed development does not require any State Resources.

#### 5.1.1.8 STATE PLANNING POLICY

The subject site is mapped with the following State Interests of the *State Planning Policy 2017*, as shown in Figure 18 below:

- Natural Hazards, Risk and Resilience (Flood hazard area – local government flood mapping area)
- Transport Infrastructure (State-controlled road)
- Strategic Airports and Aviation Facilities (Wildlife hazard buffer zone – 13km)

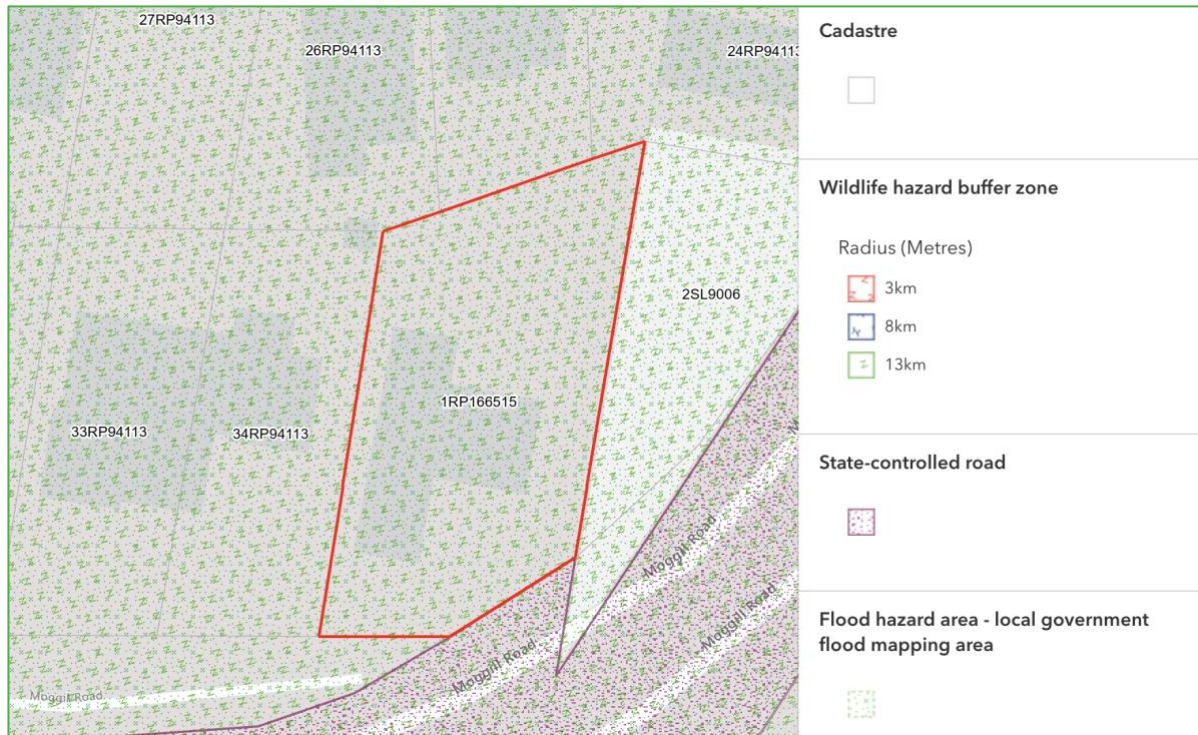


Figure 18 – SPP Mapping (Source: State Planning Policy Interactive Mapping System)

Pursuant to Section 2.1, it is noted that *Brisbane City Plan 2014* (v31) adequately integrates the applicable State Interests; as such, further assessment is not required.

#### 5.1.1.9 REGIONAL PLAN

The subject site is within the Urban Footprint of the *South East Queensland Regional Plan 2023*.

Section 2.2 of *Brisbane City Plan 2014* (v31) confirms that the Regional Plan has been appropriately reflected within the Planning Scheme; as such, further assessment is not required.

#### 5.1.1.10 TEMPORARY LOCAL PLANNING INSTRUMENTS

There are no Temporary Local Planning Instruments applying to the site or proposal.

# 6.0 Council Planning Considerations

## 6.1 Planning Scheme

Within the *Brisbane City Plan 2014* (v31), the subject site is mapped as being within the Low Density Residential Zone, is not subject to a Neighbourhood Plan, and is affected by several Overlays as follows:

- Airport Environs Overlay (PANS; BBS zone: distance from airport 8-13km)
- Bicycle Network Overlay (Secondary cycle route – Moggill Road)
- Bushfire Overlay (Medium hazard area; High hazard buffer area)
- Community Purposes Network Overlay;
- Critical Infrastructure and Movement Network Overlay (Critical infrastructure and movement planning area)
- Dwelling House Character Overlay
- Road Hierarchy Overlay (Arterial road – Moggill Road)
- Streetscape Hierarchy Overlay (Subtropical boulevard – out of centre verge width 3.75m/4.25m)
- Transport Air Quality Corridor Overlay (Transport air quality B; Transport air quality A; Transport routes Category 2 – Moggill Road)
- Transport Noise Corridor Overlay (Designated State Noise Corridor – Category 1, 2, 3, 4)

Table 4 below outlines the applicability of the relevant Codes and a summary of compliance with the assessment benchmarks.

Table 4 – Code Compliance Summary

APPLICABLE CODES	COMPLIANCE SUMMARY
<b>Low Density Residential Zone Code</b>	<b>Complies with the Purpose and Overall Outcomes.</b>
<b>Airport Environs Overlay Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Bicycle Network Overlay Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Bushfire Overlay Code</b>	<ul style="list-style-type: none"> <li>• <b>PO1 &amp; PO20</b> – Bushfire hazard assessment pending;</li> <li>• <b>PO15</b> – Increase in number of people in mapped area;</li> <li>• <b>PO17</b> – Adjoining potentially hazardous Council vegetation.</li> </ul>

<b>Community Purposes Network Overlay Code</b>	<b>Not Applicable</b> – The subject site is not mapped within or adjoining any sub-category of this Overlay.
<b>Critical Infrastructure and Movement Network Overlay Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Dwelling House Character Overlay</b>	<b>Not Applicable</b> – No new Dwelling Houses are proposed at this stage.
<b>Road Hierarchy Overlay Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Streetscape Hierarchy Overlay Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Transport Air Quality Corridor Overlay Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Transport Noise Corridor Overlay Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Filling and Excavation Code</b>	<b>Not Applicable</b> – Earthworks and retaining structures are not proposed at this stage.
<b>Infrastructure Design Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Landscape Work Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Stormwater Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>
<b>Subdivision Code</b>	<ul style="list-style-type: none"> <li>• <b>PO1, PO8 &amp; PO25</b> – Proposed lot sizes and dimensions;</li> <li>• <b>PO27</b> – Development footprint plan not provided.</li> </ul>
<b>Transport, Access, Parking, Servicing Code</b>	<b>Complies with the Purpose, Overall Outcomes and Acceptable Outcomes.</b>

**Wastewater Code**

**Not Applicable** – The subject site has access to reticulated sewer.

A detailed assessment of the proposal against the applicable Codes is provided in the City Plan Code Compliance Responses included as Attachment 4, demonstrating further how the proposed development complies or is able to comply with the relevant assessment criteria.

6.1.1 STATEMENT OF COMPLIANCE AGAINST RELEVANT ASSESSMENT BENCHMARKS

6.1.1.1 STRATEGIC FRAMEWORK

An assessment of the proposed development against the applicable Strategic Framework provisions is required, as the Application is Impact assessable. The subject site's location has been annotated on all Strategic Framework Maps, as shown in Figure 19 – 23 below, and a summary of the development in relation to the Strategic Framework is provided in Table 5 below.

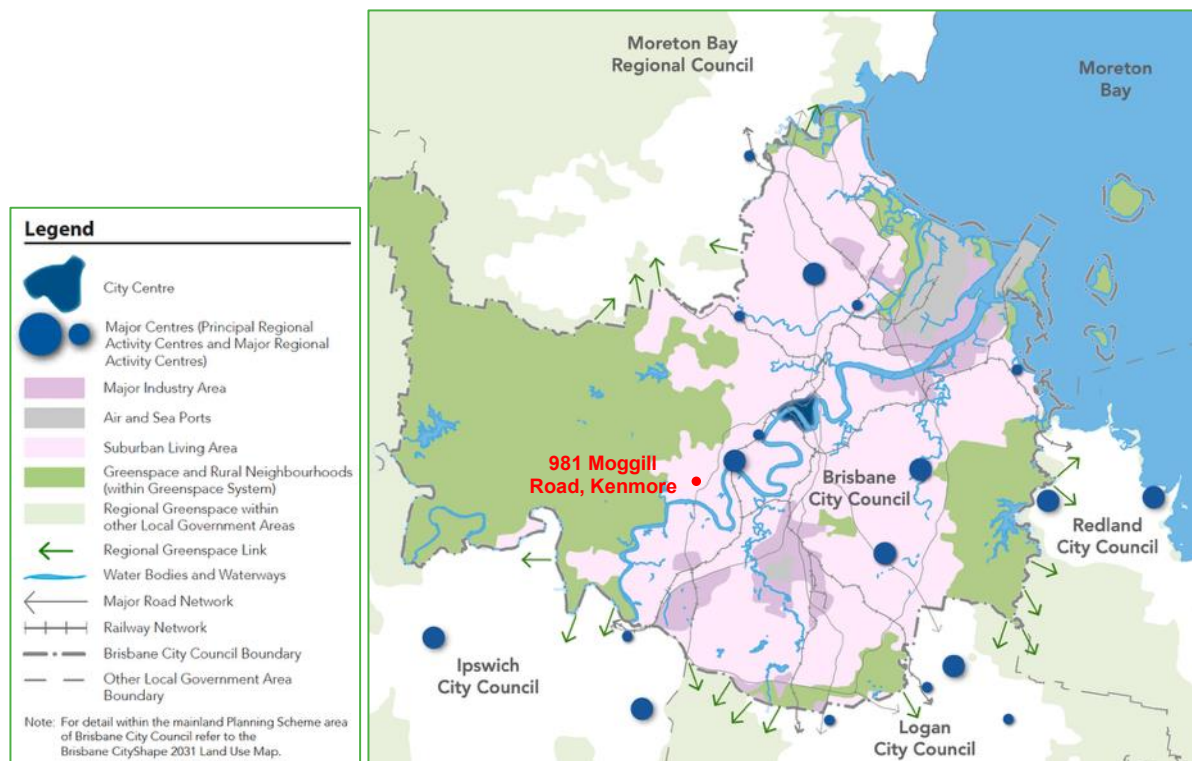


Figure 19 – SFM-001 Sub-regional context strategic framework map (Source: City Plan)

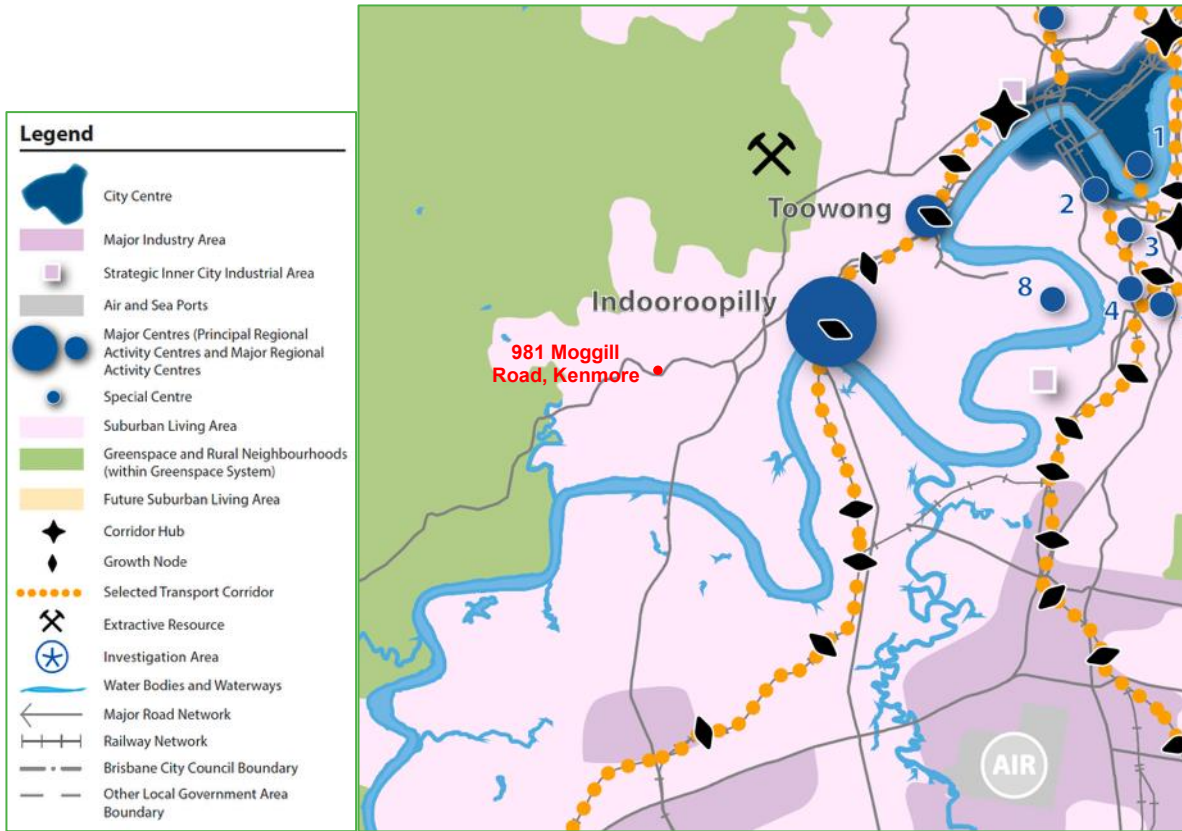


Figure 20 – SFM-002 Brisbane CityShape 2031 land use strategic framework map (Source: City Plan)

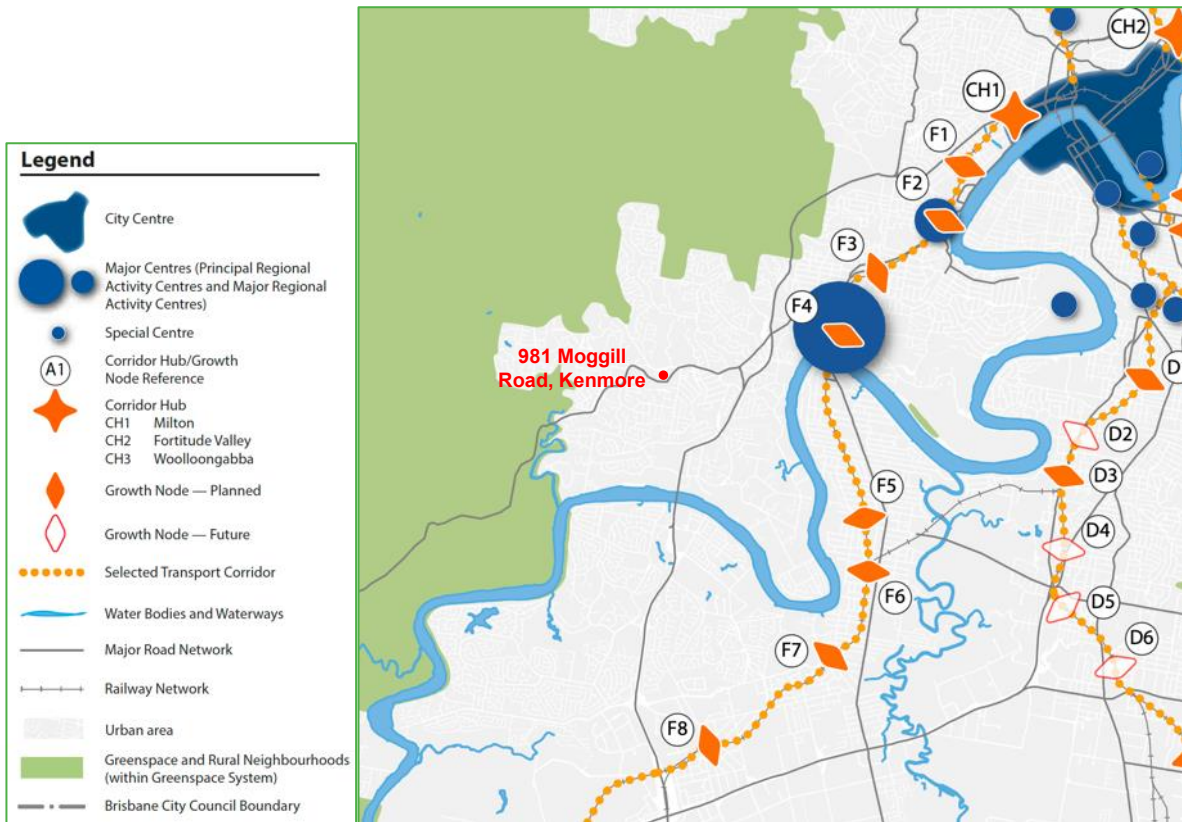


Figure 21 – SFM-003 Brisbane selected transport corridors and growth nodes strategic framework map (Source: City Plan)

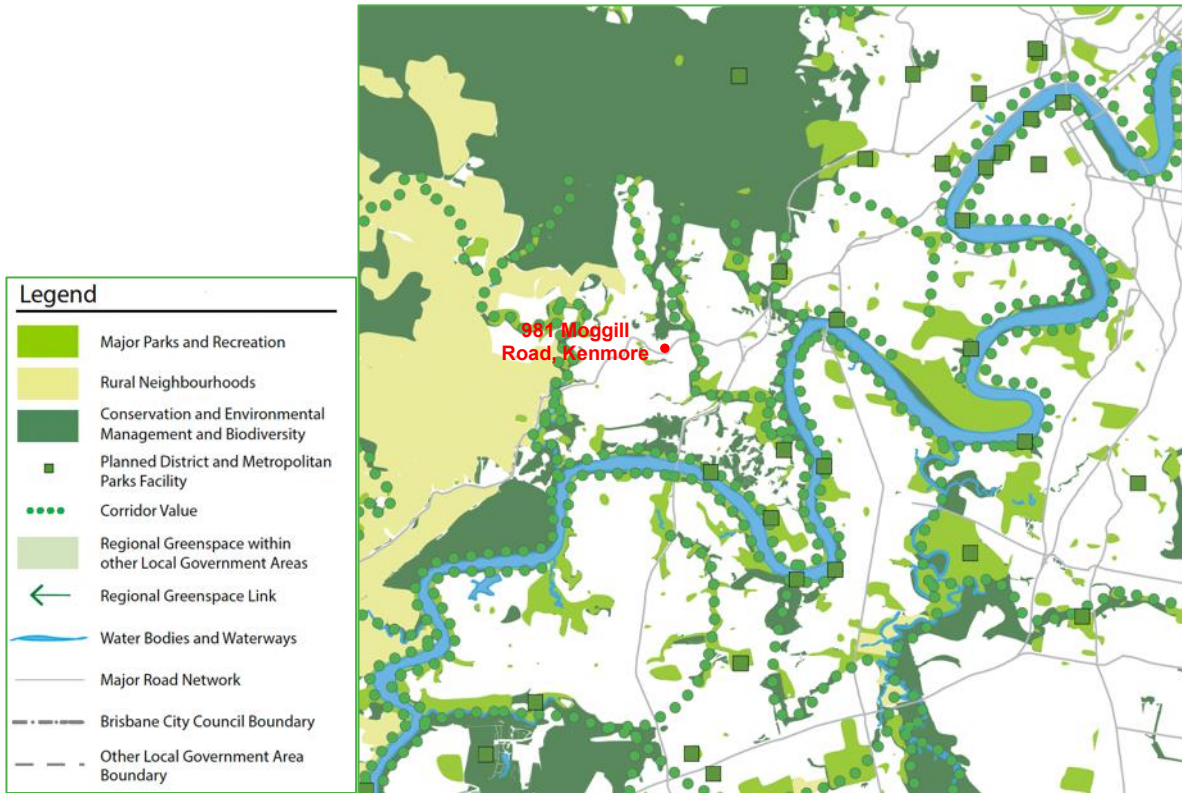


Figure 22 – SFM-004 Brisbane greenspace system strategic framework map (Source: City Plan)

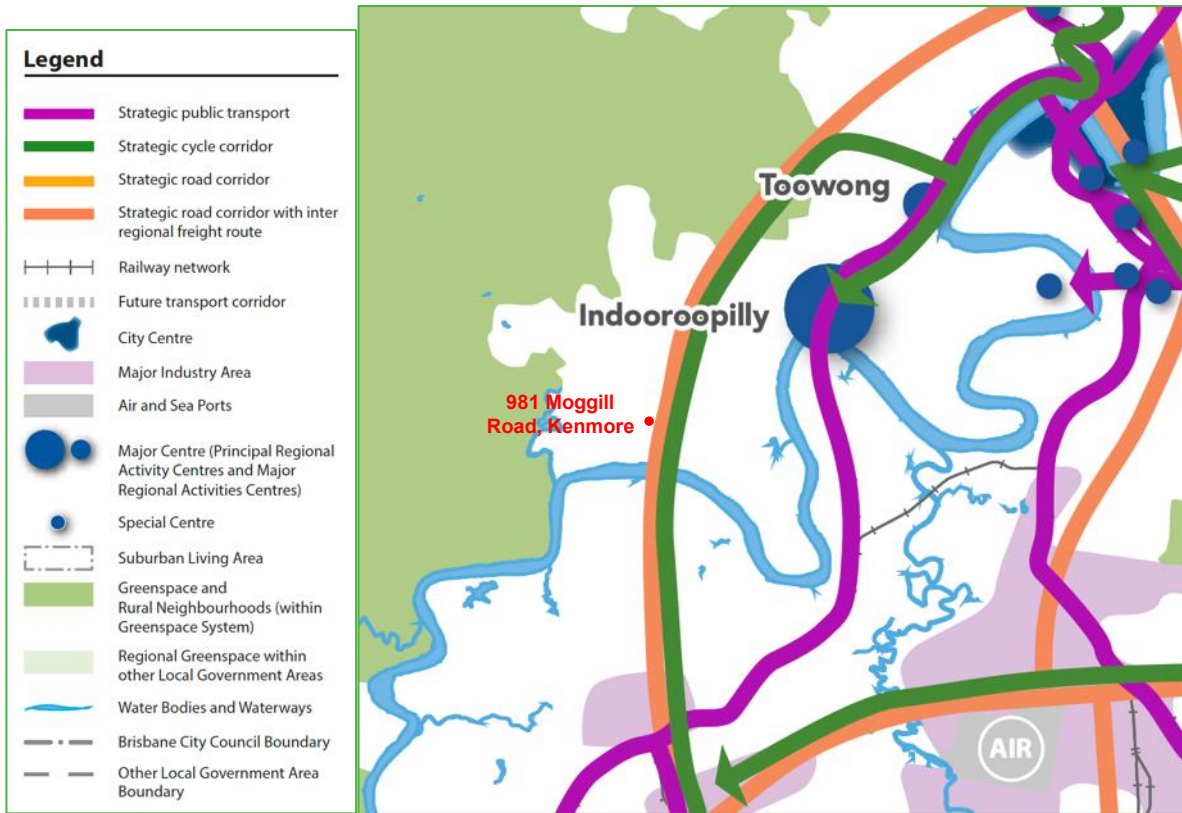


Figure 23 – SFM-005 Brisbane transport strategic framework map (Source: City Plan)

Table 5 – Strategic Framework Summary

STRATEGIC FRAMEWORK	COMPLIANCE SUMMARY
<p><b>Theme 1: Brisbane’s globally competitive economy</b></p>	<p><b>Complies.</b></p> <p>While the proposal is for residential development and does not directly contribute to industrial, retail or commercial employment, the location of the site within walking distance to the District Centre zoned sites north-east along Moggill Road confirms the site’s suitability in providing workforce and patronage to support these areas. Further, the proposal provides an increase in low density infill housing directly supporting Brisbane’s housing supply.</p>
<p><b>Theme 2: Brisbane’s outstanding lifestyle</b></p>	<p><b>Complies.</b></p> <p>The proposal provides lot configurations specifically designed to encourage Brisbane’s outstanding lifestyle by:</p> <ul style="list-style-type: none"> <li>• Providing infill development within a high accessible location, with the existing pedestrian and cyclist pathway, and walkable distances to multiple bus stops and District Centre zoned sites and established services;</li> <li>• Providing a layout that is capable of accommodating a built form that reflects low density residential nature of the area and can be serviced by existing infrastructure;</li> <li>• Providing for a layout that supports contemporary builds suited to urbanised environments, with ample north-facing private open space at the rear and adequately serviced by existing infrastructure.</li> <li>• Providing additional infill development upon a site generally free from natural hazards and other constraints.</li> <li>• Contributing to affordability of residential housing by providing the opportunity for small lot housing in an area that is strategically located along a major transport route and within proximity of two District Centres, public transport and other community services and facilities.</li> </ul>
<p><b>Theme 3: Brisbane’s clean and green leading environmental performance</b></p>	<p><b>Complies.</b></p> <p>While the site does not contain any identified environmental values, or form part of the wider strategic environmental corridor, the lot configuration itself aligns with Brisbane’s clean, green environmental attributes with the sufficient north-orientated private open space, allowing owners to maximise this area for leisure and personal urban</p>

---

horticultural purposes, such as landscaping, deep planting, and vegetable gardens.

---

**Theme 4: Brisbane's highly effective transport and infrastructure**

**Complies.**

The site is located on Moggill Road, which is identified as a Strategic Road Corridor with Inter Regional Freight Route and Strategic Cycle Corridor, as shown in [Figure 23](#) above.

In terms of any anticipated impacts on these corridors, the proposal provides each lot with access to the existing 2.4m wide crossover from the service road (i.e. Minor Road) which connects into the surrounding Neighbourhood Road networks in a safe and efficient manner.

In addition, the site has direct access to an existing shared pedestrian and bicycle path at the frontage – a route that connects to the District Centre zoned lots located just over 200m walking distance north-east along Moggill Road, and to bus stops either side of Moggill Road located approximately 230m walking distance. These bus stops accommodate multiple bus routes servicing the greater west Brisbane area, through to the University of Queensland and its surrounding suburbs, and in to Brisbane City. This access to multi-modal transport therefore reduces car dependence.

Evidently, the subject site is situated in a highly accessible and convenient location that is specifically designed to utilise the existing arrangements and ensure a no worsening impact on the effectiveness of the identified strategic transport corridors.

The site is also serviced by existing infrastructure (water, sewer, electricity and telecommunications) and incorporates appropriate road access and does not require the removal of street trees; is in close proximity to established sport and recreational facilities and parkland.

---

**Theme 5: Brisbane's CityShape**

**Complies.**

The proposal is located within the Suburban Living Area, as shown in [Figure 19](#) and [20](#) above.

Specific Outcome SO2 and Land Use Strategy L2.2 (s3.7.6) confirms Suburban Living Areas are to 'experience limited growth' with restrictions on development with regards to lot sizes, configurations and circumstances for small scale, detached housing infill development. Infill development is intended to be limited to circumstances where the lot

---

size reflects that which predominates in the neighbourhood.<sup>1</sup> There is no lot size that 'predominates' in the neighbourhood, as this area contains both standard and small lots.

While no specific provisions are included for 'infill development', specific outcome SO3 and Land Use Strategies L3.1 and L3.22 provide guidance with respect to small scale multiple dwellings and multiple dwellings in Suburban Living Areas in 'well located sites' which confirms that increased residential densities are to be established within 400m of a dedicated public pedestrian access point of a high frequency public transport stop or station and a Centre zone other than Neighbourhood Centre.

Within the Low density residential zone, in terms of infill development and creating new land by subdivision, the 400m walking distance provision is reflected in Performance Outcome PO18 of the Subdivision Code, which supports lots less than 350m<sup>2</sup> where within 400m of a high frequency public transport and a Centre Zone other than a Neighbourhood Centre.<sup>3</sup>

The site, being within 400m of both a District Centre and high frequency bus stops, is consistent with the intent of the Suburban Living Area with respect to providing increased densities on a well located site.

The proposed development represents infill development which will add to the range of dwelling styles and types in close proximity to employment, services and transport and in a form that reinforces the established pattern of development by providing small lots capable of containing single detached dwellings with front and backyards.

In this way, the proposal advances the following Land Use Strategies of Element 5.5:

- Land Use Strategy 2.1, which requires that Suburban Living Areas experience limited growth, providing for predominantly detached housing for residents.
- Land Use Strategy L3.1 provides for development of small-scale multiple dwellings to be restricted to well-located sites to support intergenerational housing options catering for all stages of life.

---

<sup>1</sup> Table 3.7.6.1 - Land Use Outcome L4.1

<sup>2</sup> Table 3.7.6.1

<sup>3</sup> Subdivision Code Performance Outcome PO18

- 
- Land Use Strategy L4.1 requires that infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood, typically defined by features such as consistent lot size/spacing, established road pattern, predominance of detached housing, presence of mature vegetation and topography is maintained.
  - Land Use Strategy 4.2 requires the siting, scale and lot coverage of new housing is consistent with existing neighbourhood character of well-spaced houses and vegetated backyards.
  - Land Use Strategy 4.3, requiring the retention of private open space capable of supporting trees and gardens in supporting high levels of local amenity and air quality;
  - Land Use Strategy 8, requiring intensified land uses be situated on well-located sites serviced by appropriate supporting infrastructure.

Specific outcome SO5 of Element 5.5 confirms that District centres serve local and district catchments and accommodate slightly higher densities that surrounding neighbourhoods.

As demonstrated above, the site is located within a comfortable 400m walking distance to District Centre to the North of the site, where small lot subdivisions of 300m<sup>2</sup> and frontages of 10m or less are encouraged and are beginning to emerge, therefore is in a suitable location that supports increased densities.

The site itself can easily accommodate three lots, with frontages of 8-10m and depths of 40m, providing infill development that is well located in relation to employment, services and facilities and remains of a form that retains the low density residential nature of the area.

Accordingly, it is our view that the proposal advances the outcomes sought for Suburban Living Areas through providing infill development that supports the intended growth areas and ultimate settlement pattern of Brisbane.

---

#### 6.1.1.2 LOW DENSITY RESIDENTIAL ZONE CODE

The site is located in the Low Density Residential Zone, outside of a designated precinct. The overall intent of the Zone is to provide for low density suburban living through the development of single detached 1 and 2 storey dwellings, on appropriately sized and configured lots as well as to provide for small-scale services and facilities to support residents.

The proposal will result in development that is consistent with the built form and expectations of the local community, where 300m<sup>2</sup>, 7.5m wide lots to the north-east of the site are permitted. The surrounding area is a mix of lot sizes and frontages with a mix of uses. Given the topography of the area and presence of Moggill Road, there is no predominant streetscape pattern, with Multiple Dwellings, Places of Worship, Child Care Centres and single detached dwellings on standard lots dominating both sides of Moggill Road at this location.

The proposed development seeks to subdivide the existing lot to create three infill lots between 330m<sup>2</sup> and 348m<sup>2</sup> in area. The proposal represents an efficient use of land in a location close to a range of services and facilities that meet residents needs at a density of development that is supported by the location. The proposed lots are of a size and configuration to enable them to contain dwellings that will function efficiently for all daily user requirements.

Accordingly, it is considered that the proposed lots are sufficient area and appropriate dimensions and configuration to accommodate the intended future Dwellings to ensure compliance with the purpose and overall outcomes of the Code

### 6.1.1.3 OVERLAY CODES

#### Airport Environs Overlay Code

While the site is mapped with the PANS and BBS Zone sub-categories as shown in [Figure 24](#) below, the proposal does not involve any works that would penetrate or create physical obstruction into aircraft operations, or attract aviary wildlife.

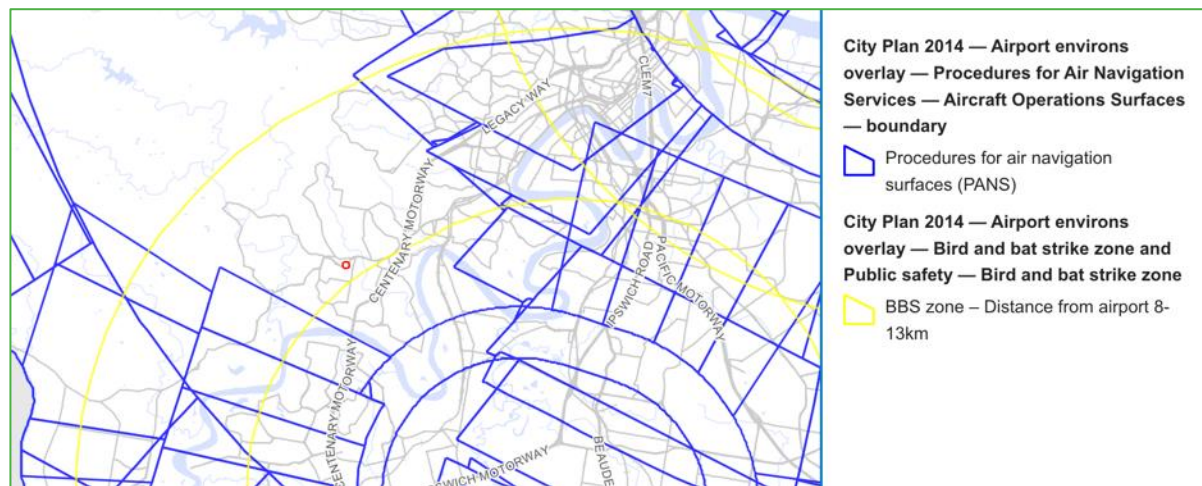


Figure 24 – Airport Environs Overlay mapping (Source: City Plan)

#### Bicycle Network Overlay Code

Moggill Road is mapped as a Secondary Cycle Route within the Bicycle Network Overlay, as shown in [Figure 25](#) below. The road itself does not have a dedicated bicycle lane, instead the existing footpath would be shared between cyclists and pedestrians, due to potential safety issues resulting from the high traffic generation along this Arterial Road. Under the intention that the proposed lots will be for future residential

development, it is anticipated the existing cycle route will be utilised and maintained within the current position.

The proposed development does not involve trunk infrastructure that is to be provided earlier than planned in the LGIP, long term infrastructure for the bicycle network, or other infrastructure for the bicycle network, and there are no known bicycle network upgrades known for the immediate area, as evidenced by the Bikeway (Future) sub-category in the LGIP's Transport Network (pathway network and ferry terminals network) mapping. As such, the proposal complies with the requirements of the Bicycle Network Overlay Code.

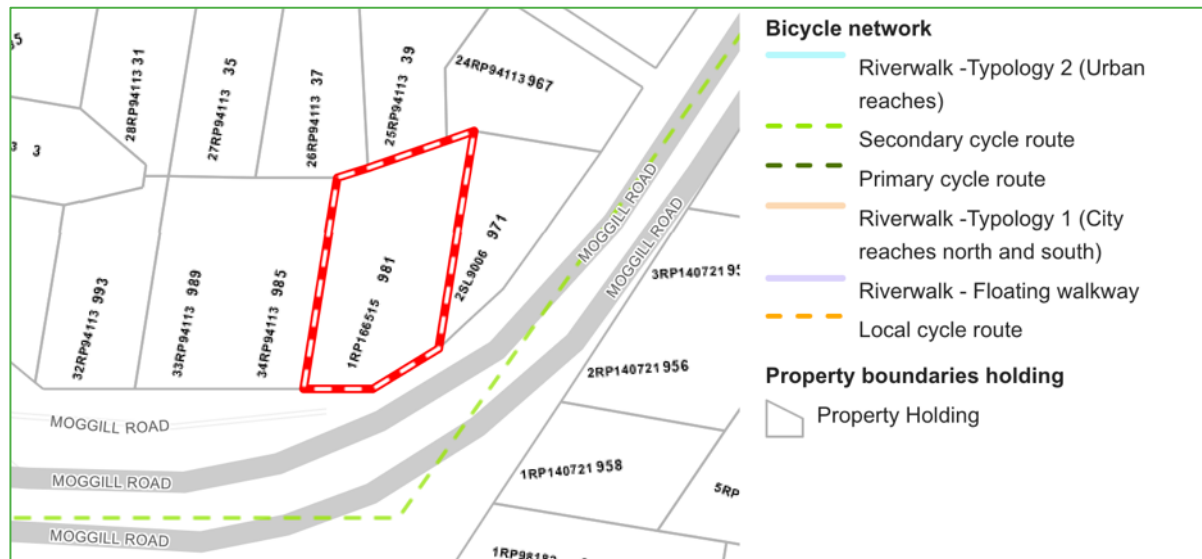


Figure 25 – Bicycle Network Overlay mapping (Source: City Plan)

### Bushfire Overlay Code

The site is mapped as being within the Medium Hazard and High Hazard buffer area of the Bushfire Overlay, as shown in Figure 26 below. While the proposal intends to materially increase the number of people living in the mapped High Hazard Buffer and Medium Hazard areas, the area is an established urban area, with sufficient and appropriate egress points. While the proposal adjoins potentially hazardous Council vegetation on Lot 2 on SL9006, safe site access and avoidance of the creation of entrapment is ensured. In terms of potential bushfire response, all proposed lots have connection access to the existing reticulated water infrastructure at the site.

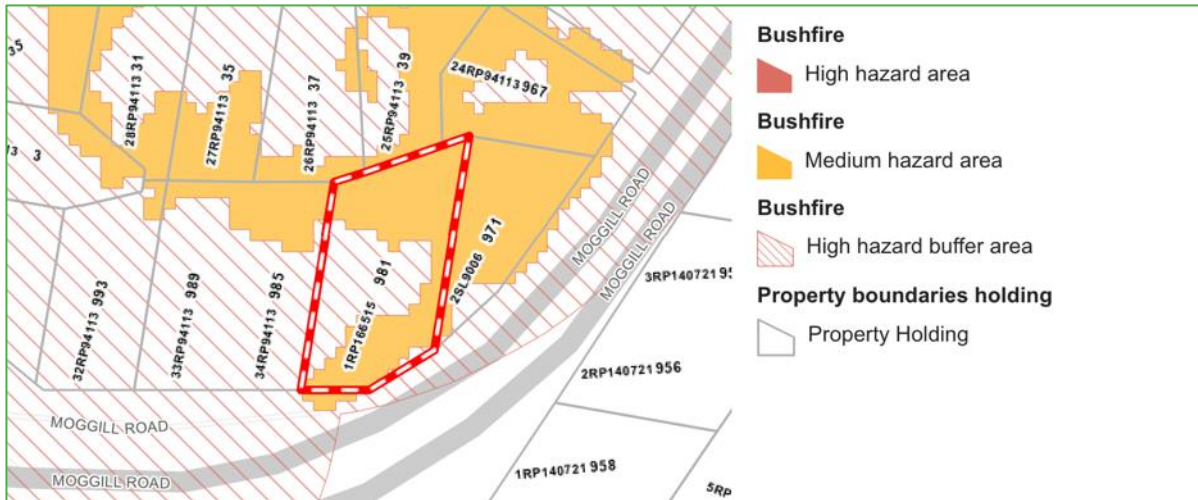


Figure 26 – Bushfire Overlay mapping (Source: City Plan)

Community Purposes Network Overlay Code

The subject site is not mapped with or adjoining any sub-category of the Community Purposes Network Overlay, as evident in Figure 27 below.



Figure 27 – Community Purposes Network Overlay mapping (Source: City Plan)

Critical Infrastructure and Movement Network Overlay Code

The proposal is not for the relevant uses listed within the Code. Even still, given the site is mapped as a Critical Infrastructure and Movement Planning Area as shown in Figure 28 below, the proposal will allow all critical infrastructure and movement systems to be maintained as per current operations.

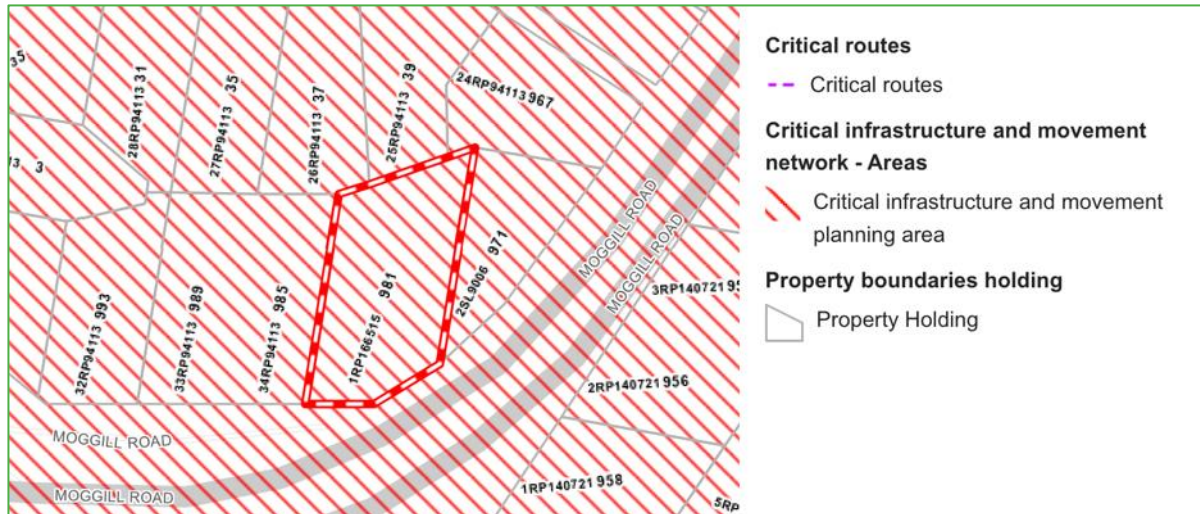


Figure 28 – Critical Infrastructure and Movement Network Overlay mapping (Source: City Plan)

### Dwelling House (small lot) Code

Any future Dwelling House would be subject to assessment against the Dwelling House (small lot) Code, given the proposed lot sizes. The proposed lot layout is capable of allowing for compliant domestic scale narrow-style modern buildings and ancillary structures, including the minimum number of private car parking spaces and ample north-facing rear open space.



Figure 29 – Dwelling House Character Overlay mapping (Source: City Plan)

### Road Hierarchy Overlay Code

Moggill Road is classified an Arterial Road for the purposes of the Road Hierarchy Overlay, as demonstrated in Figure 30 below. Arterial Roads are considered ‘major roads’ which require a minimum reserve width of 33m–40m and minimum verge width of 3.75m (for existing roads), as per Chapter 3 Road Corridor Design of the IDPSP. It is proposed to remove the existing crossover from Moggill Road and instead, to utilise an upgraded access from the service road as shown in the Proposal Plans within Attachment 1.

The proposal does not involve an extension or change to the road hierarchy, or trunk infrastructure that is to be provided earlier than planned in the LGIP or LTIP. There are no known upgrades to Moggill Road affecting the site. The existing road infrastructure is considered sufficient to service the proposed residential nature of the development and therefore compliance with the applicable benchmarks of the Road Hierarchy Overlay Code is achieved.



Figure 30 – Road Hierarchy Overlay mapping (Source: City Plan)

### Streetscape Hierarchy Overlay Code

For the purposes of the Streetscape Hierarchy Overlay, Moggill Road is classified as Subtropical Boulevard – out of centre verge width 3.75m/4.25m, as shown in Figure 31 below. Table 8.2.20.3.B of the Code requires an existing verge width minimum of 3.75m. The existing verge ranges from 4m to 8m, therefore complying. The proposal does not impact any street trees.



Figure 31 – Streetscape Hierarchy Overlay mapping (Source: City Plan)

Transport Air Quality Corridor Overlay Code

As shown in Figure 32 below, the site is mapped with the Transport Air Quality A and B sub-categories, due to its proximity to Moggill Road, an arterial road. However, the Code is relevant to building outcomes and as such, is largely not applicable. Even still, the proposal provides lot sizes capable accommodating compliant Dwelling Houses.

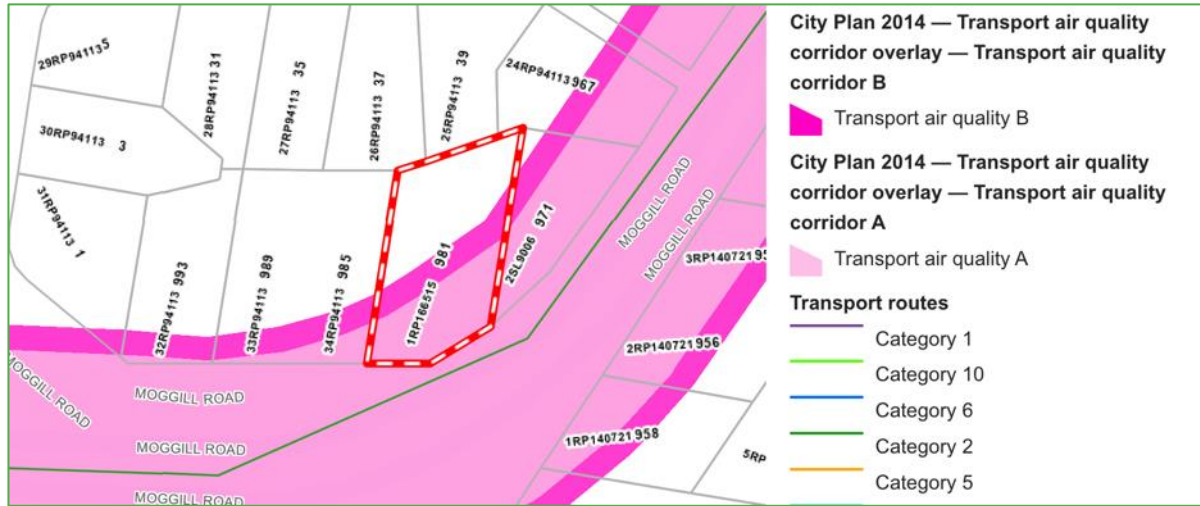


Figure 32 – Transport Air Quality Corridor Overlay mapping (Source: City Plan)

Transport Noise Corridor Overlay Code

As shown in Figure 33 below, the site is mapped with the Noise Corridors sub-categories due to its proximity to Moggill Road, a state-controlled road. However, the Code is relevant to building outcomes and as such, is largely not applicable. Even still, the proposal provides lot sizes capable accommodating compliant Dwelling Houses.

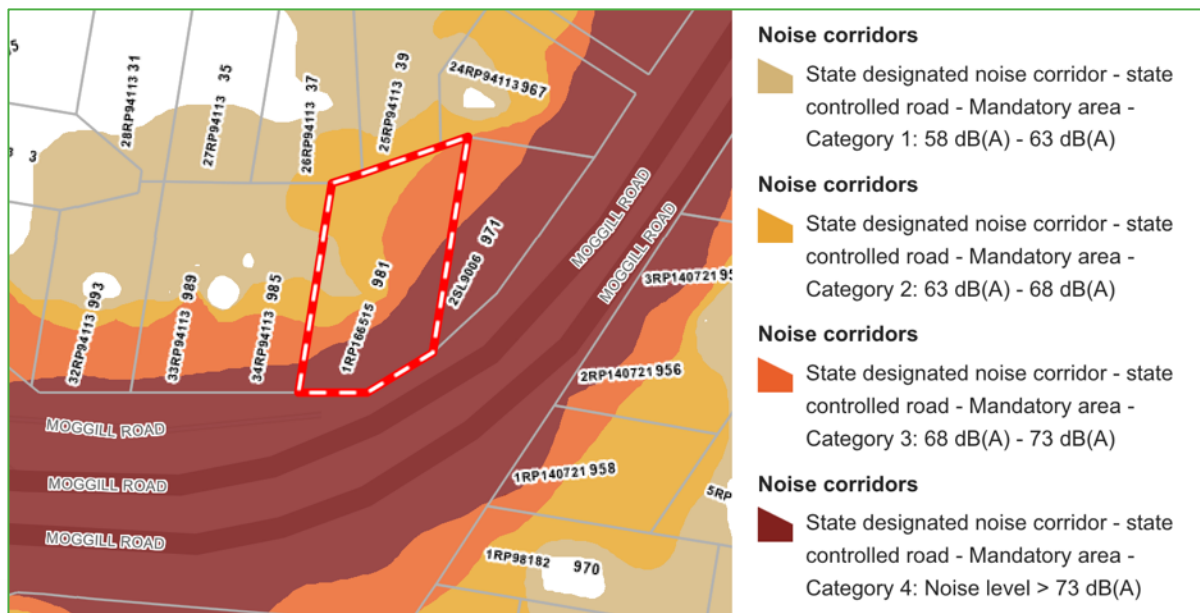


Figure 33 – Transport Noise Corridor Overlay mapping (Source: City Plan)

#### 6.1.1.5 DEVELOPMENT CODES

Due to the established nature of the site and locality, all services are available for connection. Specifically, the lots are proposed to be serviced as follows, subject to further detailed engineering designs and approvals:

- Water connections are available from the existing water main at the Moggill Road frontage.
- Sewer connections area available from the sewer main at the Moggill Road frontage.
- Electricity and telecommunications at the Moggill Road frontage.
- Roofwater from all lots will be discharged to the service road via kerb adaptors through the shared easements. All stormwater will be designed and constructed to meet the relevant standards for residential development as per the Infrastructure Design Planning Scheme Policy.
- Access will be via the service road and upgraded crossover.
- Refuse collection will be via standard on-street collection in accordance with the Refuse Planning Scheme Policy.
- There is a hydrant within 30m of the subject site frontage. Capacity investigations will be undertaken to determine any upgrade requirement necessary to service the proposed lots, which will be confirmed during the detailed design stage of the development.
- No new roads or major upgrades are likely to be required, with appropriate pavement and fully formed kerb and channel, verge and footpath within the frontage of the site. Removal of encroachments (such as retaining wall) within the verge will also be undertaken as part of the subdivision works.

#### Subdivision Code

As outlined in [Table 6](#) below, the proposed lots do not comply with minimum lot sizes, frontages, minimum rectangle widths, and average lot widths of the Subdivision Code for small lots outside of 200m walking distance of Centre Zone. Despite this, the lots comply with the requirements of small lots where within 200m walking distance of a Centre Zone with a combined site area of more than 2,000m<sup>2</sup>.

As such, assessment of the proposal against performance outcome PO1 of the Subdivision Code is required. PO1 states:

*Development results in lots and an arrangement of lots that:*

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

The proposed development creates three lots which:

- a. contain sufficient dimensions (8m x 40m) to accommodate single detached dwellings (i.e. the intended use) that meet the requirements for Dwelling Houses on small lots.
- b. Are consistent with the low density residential nature of the area;
- c. Are rectangular in shape, which meet the rectangle dimensions of 6m x 15m in Table 9.4.10.3.B for Dwellings on small lots;
- d. Include 8m-10m frontages which is consistent with the mix of frontages in the area, which include frontages between 10m and 20m. Smaller lots, such as those proposed are consistent with the intended character, with all lots to the northeast of the site capable of being subdivided into 300m<sup>2</sup> with 7.5m frontages due to the proximity to Centre zone and public transport; and
- e. is unconstrained in terms of natural hazards, none of which are present on site. Topographically, the site is flat with minimal earthworks being required for the provision of services only to facilitate the reconfiguration. Services are also readily available given that the development is infill development in an established urban area.

While the proposed lot sizes comply with the dimensions and rectangle requirements for small lots in the outlined in Table 9.4.10.3.B, all lots are less than 350m<sup>2</sup> and therefore, performance outcome PO22 is relevant, which requires that:

*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.*

The site is located within 400m walking distance of a District Centre and 250m of high frequency bus stops, therefore the expected development to the north of the site is for 7.5m wide frontages and lots of 300m<sup>2</sup> or more.

Proposal plans show the dimensions of each site are sufficient to accommodate low density housing in the form expected and established in the area. Given the ability to contain a 6m x 15m rectangle (i.e. requirement for a small lot), no building footprint is considered necessary.

The proposal meets all other Acceptable Outcomes and therefore complies with the Subdivision Code.

Table 6 – Small Lots in the Low Density Residential Zone Requirements

	Table 9.4.10.3.B Part 2 Small Lots in the Low Density Residential Zone	PROPOSED LOT 1	PROPOSED LOT 2	PROPOSED LOT 3
Minimum lot size	400m <sup>2</sup>	302m <sup>2</sup> (excluding 28m <sup>2</sup> proposed Easement A for Lot 2 & 3's access)	316m <sup>2</sup> (excluding 32m <sup>2</sup> proposed Easement B for Lot 3's access)	335m <sup>2</sup>

Minimum rectangle dimension	9m x 15m	Does not achieve 9m minimum width but exceeds 15m minimum width.	Does not achieve 9m minimum width but exceeds 20m minimum length.	Achieves 9m minimum width and 15m minimum length.
Average lot width and minimum frontage	10m	8.4435m average lot width and 8.014m frontage.	8.902m average lot width and 8.931m frontage.	9.75m average lot width and 10.558m frontage.

## 6.3 Infrastructure Charges

According to the *Brisbane Infrastructure Charges Resolution (No. 13) 2024*, Infrastructure Charges may be payable as follows: Reconfiguring a Lot is charged at an adopted rate of \$17,034.48 per additional lot. Given the site was previously improved with one dwelling house, a credit may be applied for the existing infrastructure and services.

## 7.0 Summary and Conclusions

This Planning Report has been prepared by Gilvear Planning on behalf of 981 Moggill Two Pty Ltd & 981 Moggill One Pty Ltd in support of a Development Application submitted to the Brisbane City Council seeking a Development Permit for Reconfiguring a Lot (subdivision 1 into 3 and access easements) at 981 Moggill Road, Kenmore, described as Lot 1 on RP166515.

The subject site is comprised of a single lot 1,010m<sup>2</sup> in area, located at the northern side of Moggill Road, a state-controlled road, in the suburb of Kenmore. The site contains three (3) trees, with none listed as significant vegetation within the Significant Landscape Tree Overlay or Council's Community Mapping. The site is subject to the Bushfire Overlay, due to its proximity to potentially at-risk private bushland nearby; no other natural hazards affect the site. All necessary services are available for connection at the site.

It is proposed to subdivide the land into three (3) lots, being 330m<sup>2</sup>, 348m<sup>2</sup> and 335m<sup>2</sup> with shared access and combined frontage of 27m to Moggill Road.

Strategically, the site is located along a Major Transport Route and within proximity to two District Centre and high frequency public transport. The site is also well located within walking distance to both District Centre, public transport along Moggill Road. Primary schools and a number of child care centres, community facilities and parkland are within 600m of the site. As such, the site is suited to increased density in the form of small lot subdivision. While the lots are less than the minimum 400m<sup>2</sup> preferred in the Low Density Residential Zone, the layout is capable of containing minimum rectangle requirements for small lots (i.e. 6m x 15m), demonstrating that the sites are capable of containing intended low density residential development expected in the area.

Importantly, the development will result in a built form that is expected of the area and consistent with the local and strategic outcomes sought for the Zone.

As demonstrated by the preceding assessment, the proposal complies with the applicable assessment benchmarks. Accordingly, Gilvear Planning submits that the proposed development complies with the applicable planning outcomes desired within the Planning Scheme and therefore recommends the proposed development for Approval.