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DTS Group Qld Pty Ltd – Urban Planning

625 Trouts Road, Aspley QLD 4034

Development Permit for a Reconfiguration of a Lot (1 Lot into 35 Residential Lots, Open Space and Common Property)

On behalf of
TROUTS01 Pty Ltd (Nolah Property Developments)

September 2026

develop with **confidence**, develop with **DTS**

Impact Assessable Development Application

625 Trouts Road, Aspley QLD 4034

Being described as Lot 1 on RP75049

On behalf of
TROUTS01 Pty Ltd

September 2026

Document History				
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6th Floor, 52 Merivale Street, SOUTH BRISBANE QLD 4101

PO Box 3128, WEST END QLD 4101

Telephone: 07 3118 0600

Facsimile: 07 3118 0699

brisbane@dtsgld.com.au

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ABN 27 010 000 843

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Table of Contents

Executive Summary	i
Site Details	i
Application Details	i
Synopsis	i
1 Introduction	2
1.1 Category of Assessment	4
2 Site Characteristics	5
2.1 Planning Scheme Classifications	5
2.2 Topography	6
2.3 Frontage and Access	6
2.4 Urban Services	6
2.4.1 Water and Sewer Supply	6
2.4.2 Stormwater	7
2.5 Easements	7
3 The Proposed Development	8
3.1 Overview	8
3.1.1 Lot Configuration	8
3.1 Prelodgement	10
3.2 Community Engagement	12
3.3 Bushfire Overlay Assessment	13
3.4 Ecology and Tree Retention	13
3.5 Common Property	14
3.6 Refuse Collection	14
3.7 Engineering	14
3.7.1 Sewer	14
3.7.2 Water	15
3.7.3 Stormwater	15
4 Brisbane City Plan 2014	16
4.1 Strategic Plan	16
4.1.1 Strategic Framework Themes	16
4.2 Emerging Community Zone Code	16
4.3 Aspley District Neighbourhood Plan	20
5 Town Planning Framework	21
5.1 Planning Act 2016	21
5.2 Categories of Development and Benchmarks	21
5.3 Public Notification	22
5.4 Referral Agencies	22
6 Development Codes	24

6.1	Primary Codes	24
6.2	Secondary Codes	24
6.3	Overlay Codes	24
7	Conclusion.....	25

Tables

Table 1	Category of Assessment & Applicable Assessment Criteria.....	4
Table 2	Property Flags	5
Table 3	Proposed Lot Details	9
Table 4	Brisbane City Plan 2014 Strategic Themes	16

Figures

Figure 1	Site Location Context	3
Figure 2	Aerial Photograph.....	3
Figure 3	Infrastructure Services	7
Figure 4	Subdivision Concept Plan	8
Figure 5	Proposed Lot Servicing – Sewer, Water and Stormwater.....	14
Figure 6	Koala Habitat in SEQ Region (SARA Mapping).....	22

Appendix

Appendix A	Code Responses	26
Appendix B	Subdivision Proposal Plan.....	26
Appendix C	Engineering Assessment Report.....	26
Appendix D	Ecological Assessment Report.....	26
Appendix E	Arboricultural Impact Assessment Report.....	26
Appendix F	Stormwater Management Plan	26
Appendix G	Traffic Impact Assessment	26
Appendix H	Bushfire Hazard Report.....	26
Appendix I	Landscape Concept Plan	26

Executive Summary

Site Details

Address:	625 Trouts Road, Aspley
Lot Description:	Lot 1 on RP75049
Zoning:	Emerging Community Zone
Neighbourhood Plan:	Aspley District Neighbourhood Plan
Site Area:	17,584m ²
Registered Landowner:	Max Ralph Schulz

Application Details

Application:	Development Permit for Reconfiguring a Lot (1 into 35 Community Title Lots, Common Property and Open Space Lot)
Preliminary Approval:	Nil
Defined Uses:	Reconfiguring a Lot
Applicant:	TROUTS01 Pty Ltd C/- DTS Group QLD Pty Ltd, PO Box 3128, West End QLD 4101
DTS Reference:	BNE260180

Synopsis

This application seeks approval for a Reconfiguration of a Lot (1 into 35 Community Title Lots, Common Property and Open Space Lot). The reconfiguration creates 35 new allotments of appropriate size and shape whilst being sympathetic to the site's physical characteristics and zoning and known environmental area within the northwestern portion of the site. The development is considered to satisfy the purpose of the Subdivision code by providing lots that are consistent with the cadastral pattern of development in the surrounding area.

1 Introduction

This planning assessment report accompanies a Development Application for a Reconfiguring a Lot (1 Lot into 35 Lots Subdivision, Open Space lot and Common Property). The lot is located at 625 Trouts Road, Aspley being described as Lot 1 on RP75049 (hereafter referred to as “the subject site”). The subject site is illustrated in **Figure 1** - Aerial Photograph to this report.

The site is mapped within the EC Emerging Community zone and further within the Aspley district neighbourhood plan area of the Brisbane City Plan 2014. The development has been assessed against the desired outcomes, intents and acceptable solutions of the relevant planning scheme codes as well as relevant state and regional provisions. The below reporting has been prepared to logically address the town planning considerations relevant to the application for Reconfiguring a Lot and based on assessment illustrates sufficient urban planning grounds to warrant approval.

Section 3 – ‘The Proposed Development’ of this report together with **Appendix A** – ‘Subdivision Concept Plan’ contain detailed information with regard to the design and layout of the proposed development.

Having regard to Schedule 2 ‘Dictionary of the Planning Act 2016, the proposal is considered to constitute:

- Reconfiguring of a Lot.

Accompanying this report in support of the development are:

1. Code Responses prepared by DTS Group attached under **Appendix A**
2. Subdivision Concept Plan prepared by DTS Group attached under **Appendix B**
3. Civil Engineering Assessment Report prepared by HCE Engineers attached under **Appendix C**
4. Ecological Assessment Report prepared by Saunders Havill attached under **Appendix D**
5. Arboricultural Impact Assessment Report prepared by Independent Arboricultural Services attached under **Appendix E**
6. Stormwater Management Plan prepared by HCE Engineers attached under **Appendix F**
7. Traffic Impact Assessment prepared by Colliers attached under **Appendix G**
8. Bushfire Hazard Report prepared by Bushfire Prone Planning attached under **Appendix H** and
9. Landscape Concept Plan prepared by Saunders Havill attached under **Appendix I**

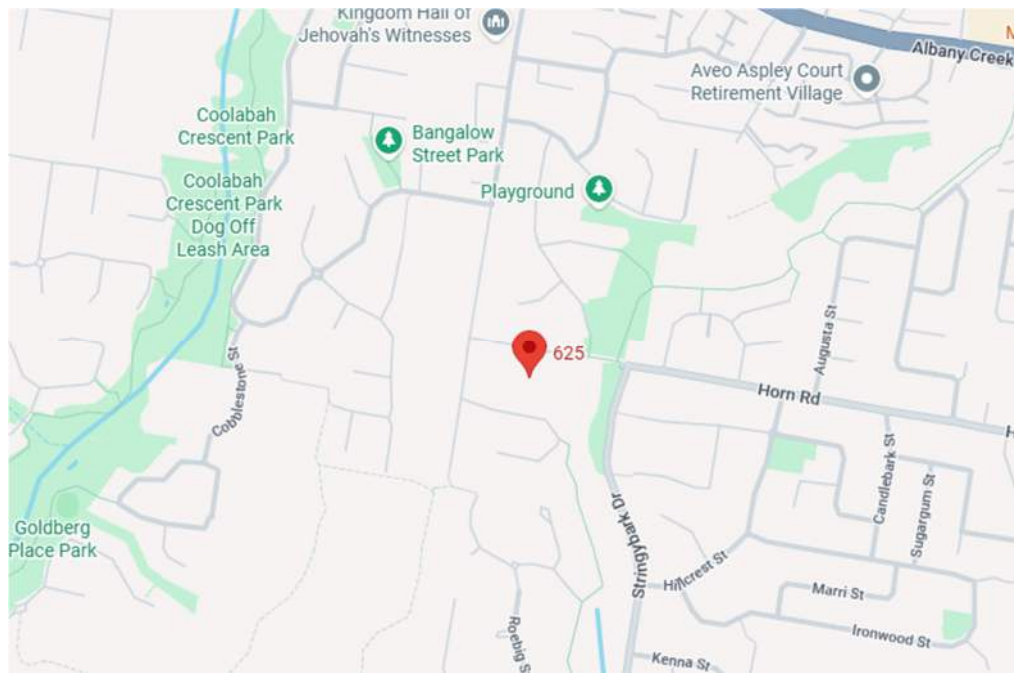


Figure 1 Site Location Context

Source: Google Maps, 2026

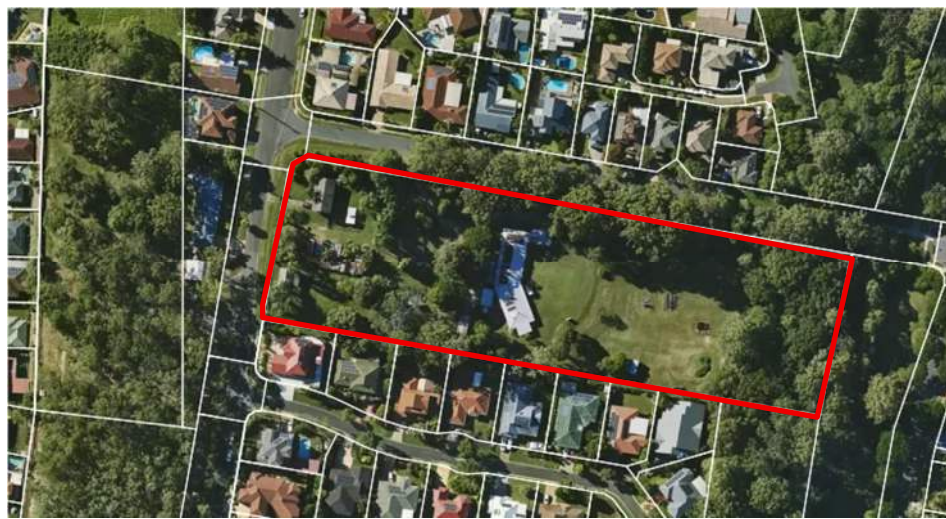


Figure 2 Aerial Photograph

Source: Metro Map, August 2026

1.1 Category of Assessment

The application is for a Reconfiguring a Lot and **Table 1** provides an assessment against Part 5 of the Brisbane City Plan 2014 and has determined that the applicable Category of Assessment for this application is **Impact Assessment**.

Table 1 Category of Assessment & Applicable Assessment Criteria

City Plan 2014	Category of Assessment	Assessment Criteria
Zoning		
Emerging Community Zone	Impact Assessable	The Planning Scheme Subdivision code Emerging community zone code Prescribed secondary code
Neighbourhood Plan		
Aspley district neighbourhood plan	No Change	Aspley district neighbourhood plan code
Overlay		
Airport environs overlay	No Change	Not Applicable
Bicycle network overlay	Code Assessable	Bicycle network overlay code
Biodiversity areas overlay	Code Assessable	Biodiversity areas overlay code
Bushfire overlay	Code Assessable	Bushfire overlay code
Community purposes network overlay	Code Assessable	Community purposes network overlay code
Critical infrastructure and movement network overlay	No Change	Not Applicable
Flood overlay	Code Assessable	Flood overlay code
Road hierarchy overlay	Code Assessable	Road hierarchy overlay code—all outcomes in sections C and D
Streetscape hierarchy overlay	Code Assessable	Streetscape hierarchy overlay code—all outcomes in sections A and B
Waterway corridor overlay	Code Assessable	Waterway corridors overlay code—purpose, overall outcomes and outcomes in sections A and C

2 Site Characteristics

The subject site is located at 625 Trouts Road, Aspley and is described as Lot 1 on RP75049. The subject site comprises a site area of 17,584m² with a primary frontage of approximately 73m to Trouts Road and a secondary frontage of approximately 241m to Horn Road. The site is currently improved by a dwelling house and ancillary structures which are to be removed prior to the development. The site abuts detached dwelling houses to the north, east and west.

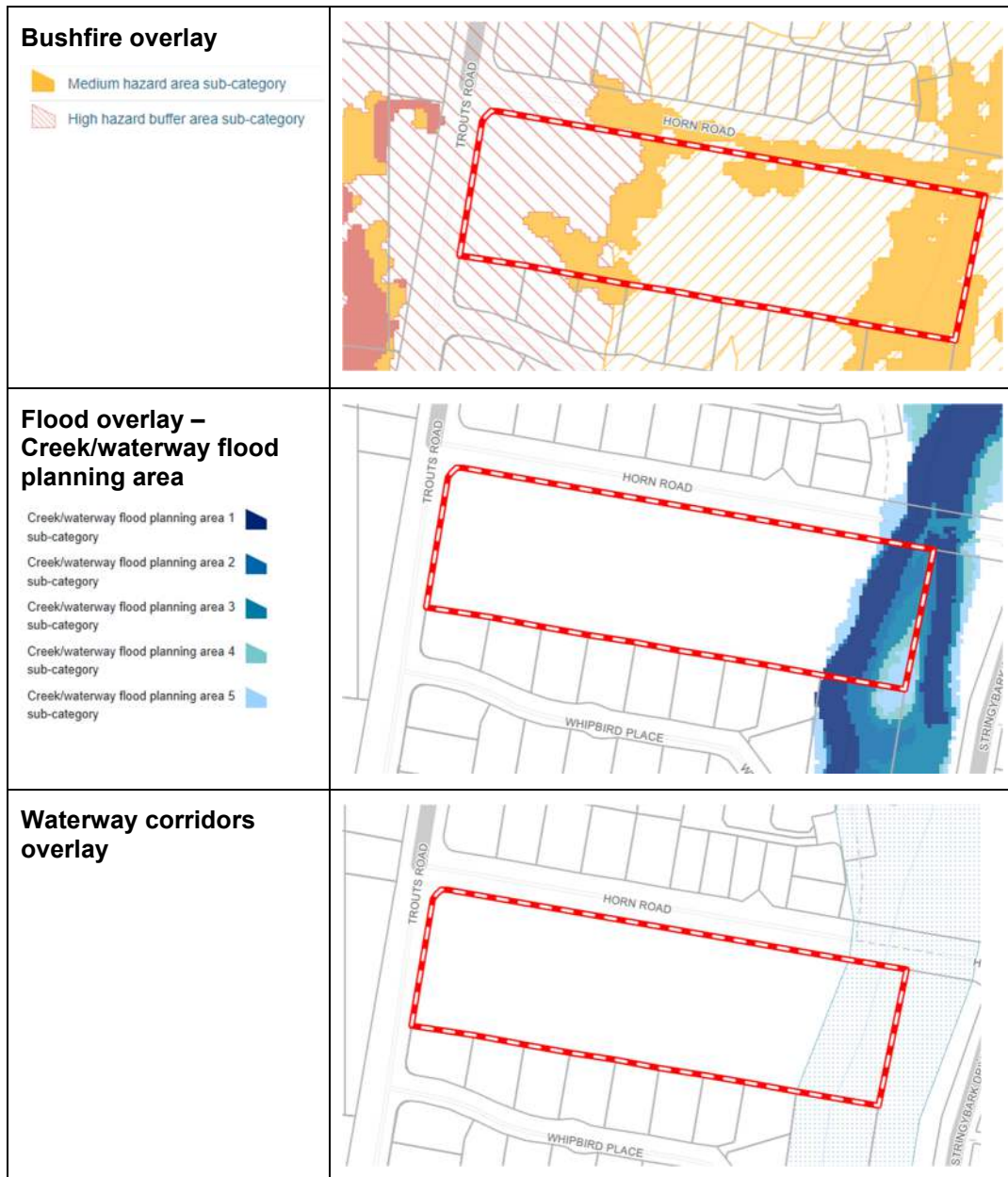
In the broader context, the site is located in the suburb of Aspley and is situated south of the existing train line, and Albany Creek Road and multiple surrounding parks. The locality is characterised by a mix of Standard Lots, Small Lots, Community Title Subdivisions and Multiple Dwelling Developments (Townhouses).

2.1 Planning Scheme Classifications

Brisbane City Council City Plan 2014 interactive mapping outlines the below property flags which apply to the subject site:

Table 2 Property Flags

Flag Description	Mapped Location
Emerging Community zone	
Biodiversity areas overlay - High ecological significance sub-category - High ecological significance strategic sub-category - Matters of state environmental significance (MSES) sub-category - Matters of state environmental significance (MSES) sub-category	



2.2 Topography

According to site contours, the subject site has levels that vary from approximately 27m AHD at the north-eastern corner boundary, rising to the western street frontage at 52m AHD.

2.3 Frontage and Access

The subject site maintains a frontage of approximately 73m to Trouts Road and provides an existing crossover to the frontage which is to be removed as a part of the proposed development. The site has a secondary frontage of approximately 241m to Horn Road to the north, which includes an unconstructed frontage to the site.

2.4 Urban Services

The subject allotment is capable of connection to all urban utilities.

2.4.1 Water and Sewer Supply

The site is able to be connected to water and sewer infrastructure from the Horn Road reserve and adjacent park (refer to **Figure 3**). The project engineer, HCE Engineering, has investigated

potential water and sewerage connection strategies. Connection to reticulated water is available at both street frontages, while a gravity connection to sewerage is possible to an existing sewerage main located north of the site.

2.4.2 Stormwater

The stormwater runoff from the site currently sheet flows towards the existing creek traversing the site on the eastern end (refer to **Figure 3**).



Figure 3 Infrastructure Services

Source: BCC Community Maps - Utilities

2.5 Easements

The subject allotment is unencumbered by existing easements.

3 The Proposed Development

3.1 Overview

The proposed development seeks approval for a 1 into 35 Lot subdivision, plus an Open Space Lot and Common Property on land in the Emerging Community zone. The proposal has been designed with careful consideration of the intent and outcomes sought by both the Emerging Community Zone and the Aspley District Neighbourhood Plan. The subject site represents one of the few remaining infill development opportunities within the locality capable of delivering a residential outcome that is responsive to the existing urban character. The proposed development provides a housing product that complements the established mix of townhouses, community title developments, and conventional residential subdivisions, while also contributing to the delivery of much-needed housing supply within the area. A Subdivision Concept Plan has been provided in support of the development application and outlines the dimensions of the proposed lots, refer to **Figure 4**.

As per the general requirements of the Subdivision code, the proposed Reconfiguration of a Lot has been designed to support future residential development in the form of detached dwellings. The proposed subdivision will create lots that are of an appropriate size and configuration, reflecting the established and emerging development pattern within the surrounding area. The subdivision design also responds to the increasing demand for housing by providing a more efficient use of residential land, consistent with the intent of infill development and the strategic objective of delivering additional housing supply within the locality. Accordingly, the proposed lot layout achieves a balance between maintaining consistency with the character of the surrounding area and supporting planned residential growth.

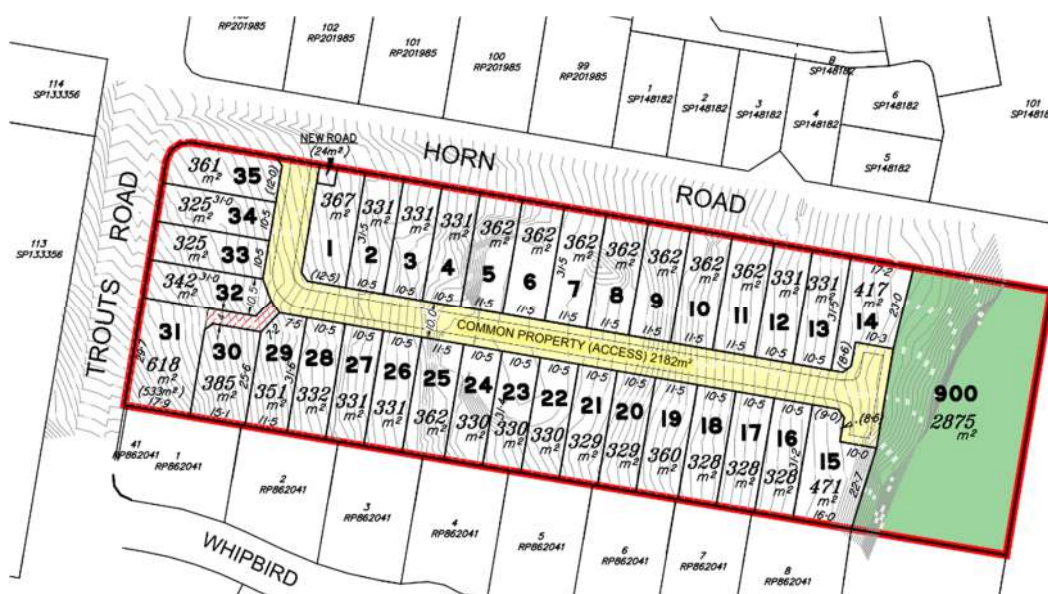


Figure 4 Subdivision Concept Plan

Source: DTS Group, Appendix B

3.1.1 Lot Configuration

The lots are consistent with the minimum allowable lot size under Table 9.4.10.3.B of the Subdivision code for Emerging Community Zoned land, providing an average lot area of 357m². The proposed lots are considered a mix of 'Small Lots' and 'Standard Lots' in size by definition but generally achieve the minimum lot width applicable to small lots. **Table 3** details the proposed dimensions and area of the subdivision.

Table 3 Proposed Lot Details

Lot	Area	Frontage
1	367m ²	12.5m to Common Property (Access)
2	331m ²	10.5m to Common Property (Access)
3	331m ²	10.5m to Common Property (Access)
4	331m ²	10.5m to Common Property (Access)
5	362m ²	11.5m to Common Property (Access)
6	362m ²	11.5m to Common Property (Access)
7	362m ²	11.5m to Common Property (Access)
8	362m ²	11.5m to Common Property (Access)
9	362m ²	11.5m to Common Property (Access)
10	362m ²	11.5m to Common Property (Access)
11	362m ²	11.5m to Common Property (Access)
12	331m ²	10.5m to Common Property (Access)
13	331m ²	10.5m to Common Property (Access)
14	417m ²	10.3m to Common Property (Access)
15	471m ²	10.0m to Common Property (Access)
16	328m ²	10.5m to Common Property (Access)
17	328m ²	10.5m to Common Property (Access)
18	328m ²	10.5m to Common Property (Access)
19	360m ²	11.5m to Common Property (Access)
20	329m ²	10.5m to Common Property (Access)
21	329m ²	10.5m to Common Property (Access)
22	330m ²	10.5m to Common Property (Access)
23	330m ²	10.5m to Common Property (Access)
24	330m ²	10.5m to Common Property (Access)
25	362m ²	11.5m to Common Property (Access)
26	331m ²	10.5m to Common Property (Access)
27	331m ²	10.5m to Common Property (Access)
28	332m ²	10.5m to Common Property (Access)
29	351m ²	7.5m to Common Property (Access)
30	385m ²	15.1m to Access Easement
31	618m ²	4.0m to Access Easement
32	342m ²	10.5m to Common Property (Access)
33	325m ²	10.5m to Common Property (Access)
34	325m ²	10.5m to Common Property (Access)
35	361m ²	12.0m to Common Property (Access)
900	2,875m ²	-
CP	1,036m ²	-

The proposed development supports a range of lot types that will appropriately accommodate future residential development within the locality. The development is proposed as a Community Titles Scheme (CTS), achieving an average lot size of 357m², which is considered to integrate effectively with the established development pattern of the surrounding area (also considering that fact that earlier developments have not offered road extensions into the subject parcel for integration). Therefore, the delivery of a CTS development is considered to be the most appropriate style of development for the land.

The locality is characterised by a diverse mix of standard residential allotments, small lots, community title subdivisions and multiple dwelling developments, including townhouse

communities. The proposed CTS provides an opportunity to deliver additional freehold housing product and contribute to the area's housing supply while maintaining development within a privately managed community title framework that does not adversely impact the existing streetscape character.

The proposed lots range in size from 325m² to 618m² and are consistent with the requirements of Table 9.4.10.3.B of the Subdivision Code. Note (2) to the table specifies that compliance is based on achieving an average lot size of 350m² across the development (rather than a minimum Lot size). With an average lot size of 357m², the proposal exceeds this requirement. Furthermore, all lots are regular in shape and capable of accommodating the minimum rectangular dimensions prescribed by the Code.

The proposed subdivision has been designed to satisfy Performance Outcome PO1 of the Subdivision Code, which states:

PO1

Development results in lots and an arrangement of lots that:

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

The proposed subdivision design responds positively to the existing development pattern along Trouts Road and within the broader Aspley locality, which comprises a mixture of freehold residential lots, community title developments and townhouse projects. All proposed lots comply with, and generally exceed, the minimum frontage requirement of 10 metres and the minimum rectangular building envelope dimensions of 9 metres by 15 metres.

The lot layout has been carefully designed to reflect the established subdivision pattern of adjoining properties to the north and presents an attractive and logical development outcome that is consistent with the surrounding streetscape and neighbourhood character, whilst also taking the opportunity to maximise housing stock. The proposed arrangement will support a cohesive residential environment while maintaining compatibility with the existing urban form.

The development will achieve a density of approximately 19.9 lots per hectare across the 1.7584-hectare site. This density calculation includes approximately 2,875m² of land dedicated to open space, which is integrated into the overall development and contributes to the provision of communal recreational and landscape opportunities for future residents.

3.1 Prelodgement

A prelodgement meeting was held with Brisbane City Council on 29 May 2026 in relation to the proposed development under Council's reference: **ASR-13651-P7V**. The following summarises the items discussed during prelodgement:

- **Structure Plan:** Although the site is located within the Emerging Community Zone, Council officers have confirmed that a Structure Plan is not required due to the infill nature of the site and the absence of any need for future connections to adjoining properties. Notwithstanding this advice, Council indicated that the development should incorporate the fundamental principles of structure planning to ensure the appropriate integration of site constraints, environmental features and future development opportunities.

The proposed development has been designed with careful consideration of the site's environmental attributes, including the waterway corridor and ecologically significant areas located along the eastern portion of the land. The subdivision layout appropriately

responds to these constraints and ensures their long-term protection through the provision of dedicated open space.

In particular, the proposed open space network has been designed to integrate with existing open space areas located to the north and south of the site, creating a coordinated and connected environmental corridor. The layout also consolidates the waterway corridor, flood-affected land and biodiversity values within the proposed open space dedication, providing an efficient and logical land use outcome while preserving important ecological and hydrological functions. This approach ensures that future residential development is directed to suitable portions of the site whilst maintaining the environmental integrity of constrained areas and contributing to a high-quality residential environment.

- **Site Density and Lot Size:** The proposed lots range in size from 325m² to 618m² and are consistent with the requirements of Table 9.4.10.3.B of the Subdivision Code. Note (2) to the table specifies that compliance is based on achieving an average lot size of 350m² across the development (rather than a minimum Lot size). With an average lot size of 357m², the proposal exceeds this requirement. Furthermore, all lots are regular in shape and capable of accommodating the minimum rectangular dimensions prescribed by the Code.

The proposed subdivision achieves an overall density of approximately 19 dwellings per hectare across the entire site, including land proposed to be dedicated as open space. Council officers have advised that the relevant planning intent is to achieve an approximate density of 18 dwellings per hectare over the net developable area, excluding open space from the density calculation.

Notwithstanding this, City Plan 2014 provides for higher density outcomes of approximately 24 dwellings per hectare within the Emerging Community Zone where land is located within 400 metres walking distance of a public transport stop or station providing a service frequency of four or more services per hour during peak periods. The subject site benefits from convenient access to public transport services, including Route 346 operating from Stringybark Drive near Horn Road (Stop 48), located approximately **90 metres** from the site (noted to run at 15 to 20 minute frequency during morning peak, as noted in the Traffic Impact Assessment by Colliers in **Appendix G**). In addition, higher-frequency bus services, including Routes 350, 351 and 358, are available from Albany Creek Road at Bangalow Street (Stop 010090), located approximately 1km from the site.

The surrounding locality is characterised by a diverse mix of residential development forms, including conventional detached housing, community title subdivisions, and multiple dwelling developments such as townhouses. Several existing developments within the surrounding area achieve residential densities comparable to, or greater than, that proposed. Many adjoining and nearby properties are also located within either the Emerging Community Zone or Low-Medium Density Residential Zone, resulting in a varied urban character comprising both low and medium density residential outcomes.

Having regard to the site's accessibility, proximity to public transport services, and the established pattern of residential development within the locality, the proposed density is considered to represent an efficient and appropriate use of urban land. The proposal will also contribute to housing diversity by delivering additional freehold residential lots within a community title framework, thereby expanding housing choice within the Aspley locality.

In relation to lot sizing, the Subdivision Code requires an average lot size of 350m². The proposed subdivision achieves an average lot size of 357m², exceeding the applicable requirement. Individual lot sizes range from 325m² to 618m² and all proposed lots are capable of accommodating the minimum frontage and rectangular building envelope dimensions prescribed under Table 9.4.10.3.B of the Subdivision Code.

The amended subdivision layout demonstrates a development outcome that complements the existing local context and character. The proposal reflects the

established pattern of surrounding development and responds appropriately to the varied residential densities present within the locality. As such, the proposed lot density, lot configuration and overall subdivision design are considered to achieve the intent of the Emerging Community Zone, the Aspley District Neighbourhood Plan and the relevant outcomes of the Subdivision Code.

- **Biodiversity areas:** Council noted that the subject site is partially constrained by the High ecological significance strategic sub-category of the Biodiversity Areas overlay. Outside of the ecologically significant part of the site (i.e. eastern end which will remain undisturbed), the proposal necessitates the removal of some trees within the mapped area along Horn Road. Council advised further ecological reporting will be required to confirm what vegetation will be removed within HESS and waterways and a tree survey plan to facilitate the development. An Ecological Assessment Report by Saunders Havill has been provided under **Appendix D** and demonstrates support for the proposed development and the proposed clearing required to support the development. An Arboricultural Impact Assessment by Independent Arboricultural Services is provided under **Appendix E** and provides detailed directions regarding retained trees.
- **Bushfire hazard:** Council requested a Bushfire Hazard Assessment given the site's location within a medium hazard area within the Bushfire Overlay. A Bushfire Hazard Assessment has been prepared by Bushfire Prone Planning which identifies the site is of a low hazard (refer **Appendix H**).
- **Access, Road Widening and Refuse:** Council confirmed the proposed access to the development from the lower order Horn Road is suitable. Council also provided directions on necessary Horn Road verge upgrades (installation of new kerb and channelling) and refuse collection requirements to service the development. A Traffic Impact Assessment has been prepared by Colliers and is provided under **Appendix G**.
- **Flooding/Waterway Corridor and Stormwater:** The proposed development has been identified under the BCC Floodwise Property Reporting as within the Creek/waterway flood planning area 1-5 sub-category. Due to the proximity of the waterway, Council noted that it was unlikely that stormwater detention would be required. It was noted that Trouts Road will require verge/road works to ensure major flow is contained within the road reserve.

A Stormwater Management Plan prepared by HCE Engineers has been provided in **Appendix F** and responds to Council's requirements in respect to flooding and stormwater discharge.

3.2 Community Engagement

Nolah Property Developments undertook an initial community engagement exercise on 22 June 2026. The engagement process involved door-knocking neighbouring properties and discussing the proposed development directly with adjoining residents. Residents were also provided with an information letter outlining Nolah Property Developments' background and providing an overview of the proposed project.

The engagement focused on residents located along Horn Road, to the north of the site, and Whipbird Place, to the south. It is understood that approximately 80% of residents within the immediate surrounding area were successfully engaged during the exercise.

Nolah Property Developments provided the following summary of feedback received:

- Residents were generally comfortable with the proposed development, with many acknowledging that future development of the site was anticipated given its zoning and locational context.
- No residents expressed objection to the proposed community title subdivision. Several residents specifically indicated a preference for this outcome over townhouse-style development.
- There was no opposition to the proposed density, which provides for an average lot size of approximately 350m². While some residents noted that residential lot sizes are generally

becoming smaller, they also recognised the need to accommodate additional housing within the locality.

- Residents along Horn Road were generally supportive of the proposed single access arrangement and welcomed the fact that it would avoid directing additional traffic onto Horn Road. Consequently, the proposed internal road network was also generally supported.
- The majority of Horn Road residents consulted supported the removal of the existing trees, citing concerns regarding their condition, perceived safety risks and ongoing maintenance requirements.
- A smaller number of residents expressed a desire for vegetation retention, valuing the existing trees and vegetation for privacy, environmental benefits and, in some instances, firewood. These residents were generally accepting of the removal of hazardous trees but indicated a preference for retaining secondary vegetation where practicable.
- Some residents along Whipbird Place considered that the development presented an opportunity to improve the interface with adjoining properties, particularly through upgraded fencing and landscaping treatments along the shared boundary.

Overall, the community feedback received was generally positive and demonstrated an understanding of the site's Emerging Community zoning and its intended future urban development. The engagement process provided the applicant with valuable insight into local community expectations and confirmed a broad level of acceptance of the proposed development, including its density, subdivision format and contribution to the delivery of additional housing supply within the locality.

3.3 Bushfire Overlay Assessment

The subject site is identified partially within the Medium hazard, Medium hazard buffer area and High hazard buffer area of the Bushfire Overlay under the City Plan 2014. A Bushfire Hazard Assessment has been prepared by Bushfire Prone Planning and is provided under **Appendix H**. The report identifies the site is of a low bushfire potential and able to achieve the requirement of the Bushfire Overlay Code.

3.4 Ecology and Tree Retention

The proposed development has been designed and configured in consideration of the ecological features primarily located on the eastern portion of the site, which coincides with an existing waterway corridor. It is noted that a strand of trees extends from the eastern waterway along the Horn Road frontage of the property, with some trees located within the subject site whilst others are located within the Horn Road reserve (and therefore technically qualifying and street trees).

The subject application is supported by an Ecological Assessment Report by Saunders Havill under **Appendix D** and an Arboricultural Impact Assessment by Independent Arboricultural Services under **Appendix E**. These reports essentially support the proposal's position in regard to trees required to be removed either by virtue of the proposed Lots or due to upgrades to Horn Road as required by Council. Where trees are able to be retained, the Arboricultural Impact Assessment provides further detail around supporting the retention of trees around the proposed development.

The proposal seeks to retain significant vegetation within the eastern part of the site as well as some vegetation along the Horn Road frontage. The proposed development does not result in any clearing of vegetation mapped within the High ecological significance sub-category, however, it does require minor clearing in the High ecological significance strategic sub-category to support the proposed development and future residential form.

The EAR has identified that the development results in unavoidable removal of native vegetation; however, these are not considered to provide critical habitat value or contribute to landscape connectivity (refer to **Appendix D** for further information).

The site is not mapped within Koala Habitat Area mapping under the Planning Regulation 2017.

Outside the site boundary, native trees are present within the Horn Road Reserve. While every effort has been made to retain the maximum number of trees within this area, the requirements for verge and curb upgrades associated with Horn Road results in the unavoidable removal of some trees within Horn Road. An arborist report will be completed separate to the EAR which will detail specific retention/removal justification of trees within Horn Road. It is anticipated that trees that are unavoidably impacted within Horn Road will be offset via BCC external NALL application through the Public Space Operations (PSO) Arboriculture Planning team.

3.5 Common Property

The proposed development provides for Reconfiguring a Lot into 35 Lots and Common Property resulting in an assessment against AO35 and AO36 of the Subdivision Code. The proposed common property has been designed accordingly, providing a 10m internal access width which is capable of appropriately servicing the lots. The proposed common property has been designed in accordance with the standards in the Transport, access, parking and servicing Planning Scheme policy with future residential development to facilitate acceptable individual driveways.

3.6 Refuse Collection

The proposed development facilitates on-site access and turnaround for a Council Refuse Collection Vehicle (RCV) as required.

It is anticipated that individual wheelie bins are to be stored within each lot. On collection days, an RCV will travel through the site, collecting bins from each lot frontage. This will allow for a side load refuse vehicle to suitably access the bins. A Traffic Impact Assessment prepared by Colliers is included under **Appendix G** which addresses Council's requirements in respect to refuse collection.

3.7 Engineering

The proposed development is supported by a Civil Engineering Assessment Report prepared by HCE Engineers under **Appendix C**, which demonstrates appropriate servicing of the proposed allotments within the subdivision is capable of being delivered.

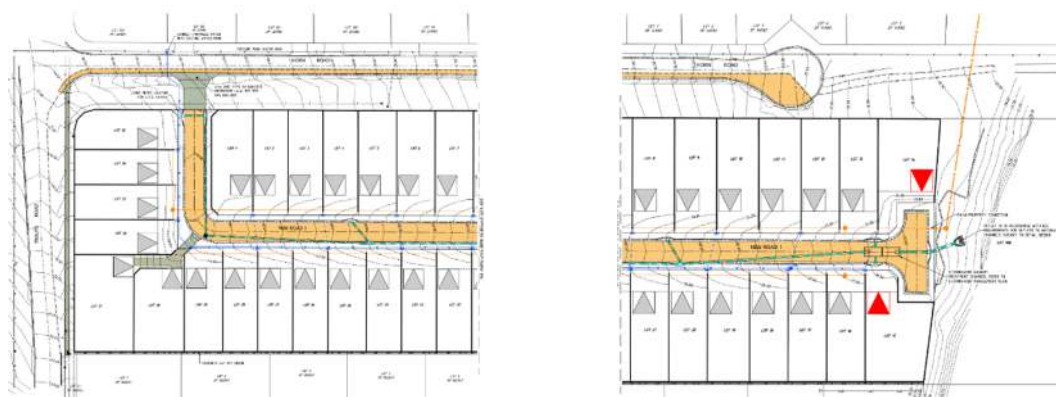


Figure 5 Proposed Lot Servicing – Sewer, Water and Stormwater

Source: HCE Engineers

3.7.1 Sewer

The development site can connect to the existing sewer manhole located on the northern side of Horn Road through a proposed gravity sewer connection. The intended design supports an internal private sewer system which will connect to all proposed lots, which will be privately

pumped to a new sewer manhole to be constructed within Lot 6 and then to the existing sewer main along the Trouts Road frontage. Please refer to the Civil Engineering Assessment Report in **Appendix C** for further information.

3.7.2 Water

There is existing water infrastructure within the Horn Road verge which can provide sufficient connections to service the proposed development. It is intended to extend the water main through the proposed development to provide connections for each lot via the common property access road. Please refer to the Civil Engineering Assessment Report in **Appendix C** for further information.

3.7.3 Stormwater

The development is located on the fringe of a waterway corridor and is therefore capable of achieving a lawful point of discharge for stormwater. achieves the requisite standards for a resolution of stormwater and servicing. As per the stormwater reporting, the modelling demonstrates no stormwater detention is required. A stormwater quality treatment device will be located within the common property area, allowing for stormwater to be treated and discharged to the waterway corridor in accordance with the necessary standards.

The proposed discharge arrangement is considered to comply with the requirements of a lawful point of discharge and will be maintained following the development of the site. It is not anticipated that any stormwater will be directed towards any additional adjacent properties. The implementation of the proposed stormwater management system and providing adequate maintenance shall maintain effective runoff to the proposed stormwater drainage system. Please refer to the Civil Engineering Assessment Report in **Appendix C** and Stormwater Management Plan in **Appendix F** for further information.

4 Brisbane City Plan 2014

4.1 Strategic Plan

4.1.1 Strategic Framework Themes

Table 4 Brisbane City Plan 2014 Strategic Themes

Strategic DEO	Proposal Compliance
Brisbane's globally competitive economy Brisbane's economy has experienced some of the strongest growth of mature world cities. Brisbane offers a diverse range of accessible employment opportunities in the City Centre and other well-located growth areas that provide access to jobs and support the economic growth of Brisbane, the South East Queensland region and Queensland.	Complies This application is for a subdivision which is within the well-located area of Aspley. The additional residential density will support the economic growth of Brisbane and the SEQ region.
Brisbane's outstanding lifestyle By 2031, all of the characteristics that made Brisbane an outstanding lifestyle city in 2006 are still strongly evident. While Brisbane is firmly on the stage as a world city, suburbs of Brisbane still have an identifiable sense of place, and the city is accessible and inclusive to all, and is a tolerant and culturally vibrant place.	Complies The proposed subdivision will incorporate well-articulated and composite layout to support subtropical design, high aesthetic standard and visual appeal contributing to a vibrant, high quality public domain and streetscape.
Brisbane's clean and green leading environmental performance Brisbane remains a clean and green, subtropical city with a Greenspace System that reinforces the ecological, lifestyle and scenic amenity values of the city. Brisbane is still characterised by forested hilltops and hillsides, the Brisbane River, waterways and Moreton Bay.	Complies This application is for a development in an established urban area and does not undermine the ecological, lifestyle and scenic amenity values of the city.
Brisbane's highly effective transport and infrastructure Brisbane hosts a series of soft infrastructure networks such as social and volunteering networks and hard infrastructure networks such as public and active transport networks and community facilities.	Complies This application is for a residential subdivision in an established urban area, which has access to established public transport facilities, including a bus stop located 90m to the east of the site.
Brisbane's City Shape This strategic framework has a planning horizon of 2031. By this time Brisbane has taken advantage of a unique window of opportunity to double its economic value, leveraging off world-class infrastructure and facilities while maintaining and enhancing the enviable Brisbane lifestyle.	Complies This application is for a subdivision in an established and intensifying urban area.

4.2 Emerging Community Zone Code

Section 6.2.6.2 of the Brisbane City Plan 2014 details that the purpose of the Emerging Community zone code is:

(1) The purpose of the emerging community zone is to:

- (a) identify land that is intended for an urban purpose in the future; and*
- (b) protect land that is identified for an urban purpose in the future from incompatible uses; and*
- (c) provide for the timely conversion of non-urban land to land for urban purposes.*

Response: The development seeks a residential subdivision that is in keeping with the Emerging Community Zone and surrounding Low Density and Low Medium Design zonings and land uses.

(2) The purpose of the zone will be achieved through the following overall outcomes:

(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:

(i) Theme 2: Brisbane's outstanding lifestyle and Element 2.2 – Brisbane's housing and accommodation choices;

(ii) Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values;

(iii) Theme 5: Brisbane's CityShape, Element 5.5 – Brisbane's Suburban Living Areas, Element 5.6 – Brisbane's Greenspace System and Element 5.7 – Brisbane's Future Suburban Living Areas.

Response: The proposed subdivision supports the implementation of the policy direction set out in 2(a)(i)(ii)(iii). The development identifies and retains the most valuable part of the site, to augment the surrounding greenspace system.

(b) Development is carried out in an orderly sequence, within the context of the site and the city, and is informed by a coordinated and integrated structure planning process that demonstrates the development is:

(i) appropriate for the site's location within the city and its local context;

(ii) accessible to necessary supporting infrastructure, services and facilities;

(iii) responsive to development constraints, character and environmental values and site characteristics.

Response: The proposed development is an addition to the logical expansion of the immediate urban area. The development reflects the site's known constraints and residential development opportunities. The subject is essentially an infill development site. Council acknowledged via the prelodgement process that a formal Structure Planning process is not required, given the property is not required to connect to any adjoining developments.

(c) Development including dwelling house, dual occupancy, rooming accommodation, multiple dwelling, a residential care facility and a retirement facility contributes to contained, sustainable and functional communities that provide housing:

(i) for suburban living generally as anticipated in the Low density residential zone; or

(ii) at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages; or

(iii) at a larger scale and greater dwelling density appropriate for the site's location and commensurate with ease of access to services, facilities and high frequency public transport.

Response: The proposed development involves a 1 into 35 lot subdivision on land which is well serviced by urban infrastructure. The development is considered to be an ideal infill development opportunity which creates an opportunity to increase Brisbane's housing supply in a structured manner.

(d) Development for a dwelling house, dual occupancy or multiple dwelling or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the net developable area:

(i) at approximately 18 dwellings per hectare, predominantly comprised of dwelling houses up to 2 storeys in height; or

(ii) at approximately 24 dwellings per hectare, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 3 storeys in height, if any part of the lot frontage 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 peak periods of 7am to 9am and 4pm to 6pm, and:

A. the edge of a centre zone other than the Neighbourhood centre zone; or

B. the edge 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.

(iii) if identified in a neighbourhood plan, at approximately;

A. 5 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height and designed and sited to respond to the site constraints and ensure minimal disturbance to valued attributes, if identified as a Very-low density residential potential development area;

B. 12 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height, if identified as a Low density residential - dwelling houses potential development area;

C. 16 dwellings per hectare or as indicated, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 2 storeys in height, if identified as a Low density residential - dwelling houses and multiple dwellings potential development area;

D. 25 dwellings per hectare or as indicated, predominantly comprised of dual occupancies or multiple dwellings up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area.

Response: The proposed subdivision achieves an overall density of approximately 19 dwellings per hectare across the entire site, including land proposed to be dedicated as open space. Council officers have advised that the relevant planning intent is to achieve an approximate density of 18 dwellings per hectare over the net developable area, excluding open space from the density calculation.

Notwithstanding this, City Plan 2014 provides for higher density outcomes of approximately 24 dwellings per hectare within the Emerging Community Zone where land is located within 400 metres walking distance of a public transport stop or station providing a service frequency of four or more services per hour during peak periods. The subject site benefits from convenient access to public transport services, including Route 346 operating from Stringybark Drive near Horn Road (Stop 48), located approximately **90 metres** from the site (noted to run at 15 to 20 minute frequency during morning peak, as noted in the Traffic Impact Assessment by Colliers in **Appendix G**). In addition, higher-frequency bus services, including Routes 350, 351 and 358, are available from Albany Creek Road at Bangalow Street (Stop 010090), located approximately 1km from the site.

The surrounding locality is characterised by a diverse mix of residential development forms, including conventional detached housing, community title subdivisions, and multiple dwelling developments such as townhouses. Several existing developments within the surrounding area achieve residential densities comparable to, or greater than, that proposed. Many adjoining and nearby properties are also located within either the Emerging Community Zone or Low-Medium Density Residential Zone, resulting in a varied urban character comprising both low and medium density residential outcomes.

Having regard to the site's accessibility, proximity to public transport services, and the established pattern of residential development within the locality, the proposed density is

considered to represent an efficient and appropriate use of urban land. The proposal will also contribute to housing diversity by delivering additional freehold residential lots within a community title framework, thereby expanding housing choice within the Aspley locality.

(e) Development for a non-residential use supports the future community and is of a consistent scale with existing and future surrounding development. Development for a relocatable home park or tourist park may be established or expanded in the Emerging community zone.

Response: Not Applicable – The proposed development is for a subdivision.

(f) Development for a non-residential use contributes to contained and vital communities and:

(i) is of a bulk and scale compatible with the built form of future development intended in the immediate locality;

(ii) mitigates interface impacts on existing development;

(iii) where not indicated in a neighbourhood plan, accommodates only those uses that address local need where within an existing or future residential area, including:

A. community services and recreational facilities (childcare centre, club, community care centre, community use, educational establishment, emergency services, indoor sport and recreation, outdoor sport and recreation, park, place of worship, substation and utility installation);

B. centres serving the immediate neighbourhood (including shopping centre, shop, office, food and drink outlet, health care service, hotel, bar, small-scale service industry of less than 100m² gross floor area, service station and veterinary service);

C. small-scale non-residential uses.

Response: Not Applicable – The proposed development is residential.

(g) Development:

(i) does not adversely affect the character or environmental values of the site identified in a neighbourhood plan, an overlay or through the structure planning process; or

(ii) if unable to avoid impacting character or environmental values, mitigates impacts and ensures a compatible density, scale and form consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.

Response: The development takes account of the site constraints, particularly in relation to vegetation, bushfire, flood and overall topography. The development has been designed to provide the most appropriate layout with consideration to the site's constraints, whilst maximising the opportunity to deliver housing stock to the region.

(h) Development is well planned and integrated with surrounding land uses and infrastructure.

Response: The proposed development is in infill development site which has not been provisioned with any access from previously developed sites. Therefore, the proposed subdivision essentially seeks to establish a residential subdivision that is independent of surrounding networks, while also integrating will with the development pattern.

(i) Development provides a connected and permeable network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.

Response: The proposal constitutes an infill development with no adjoining road extensions, however creates a development pattern that integrates into the existing network.

(j) Development does not impinge on an existing or intended use of an adjacent area.

Response: The development is consistent with the surrounding land uses and will not result in any impacts.

(k) Development provides appropriate mitigation measures including adequate buffer areas between incompatible land uses.

Response: The development is not located near any incompatible uses.

(l) Development for an interim use such as a dwelling house on an existing lot, animal husbandry, animal keeping, aquaculture, cropping or roadside stall does not prejudice future urban development.

Response: Not Applicable – The proposed development is for a subdivision.

(m) Development provides the infrastructure required to support the development.

Response: The development is able to be connected to the surrounding infrastructure network to service the proposal.

4.3 Aspley District Neighbourhood Plan

- **Aspley District Neighbourhood Plan code** - addressed by DTS Group

Please refer to Appendix A – Code Responses

The subject site falls within the Aspley district neighbourhood plan and is generally consistent with the purpose and overall outcomes of the code. The Aspley district neighbourhood plan 'Overall Outcomes' are provided under section 7.2.23.3.2(3) which states:

3) The overall outcomes for the neighbourhood plan area are:

- a) The Aspley centre is reinforced as a northern gateway to Brisbane. The centre continues to be the main focus for the district's retail, commercial and community services. The centre layout and design promotes a legible and safe pedestrian environment.*

Response: The proposed development provides for an appropriate residential community title subdivision and will allow a future residential product which supports the local community through a safe pedestrian environment.

- b) The existing caravan parks are maintained as providers of a significant amount of affordable housing and short-term accommodation for tourists.*

Response: The proposal is not located within, and will not affect, any nearby caravan parks.

- c) Development along Cabbage Tree Creek and Little Cabbage Tree Creek provides park linkages adjoining waterways which allow for public access. Good public road frontage to these parks enables public access to the park and safety for park users.*

Response: The proposed development does not impact Cabbage Tree Creek and Little Cabbage Tree Creek. Existing waterway corridor has been preserved.

- d) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and economic need for the development.*

Response: Based on the above, the proposal development is considered to be compliant with the intent of the Aspley district neighbourhood plan area and no further assessment is required.

5 Town Planning Framework

5.1 Planning Act 2016

This section provides an overview of the legislative context of the application under the provisions of the *Planning Act 2016* and under related legislation including the *Planning Regulation 2017* and the *Development Assessment Rules*.

5.2 Categories of Development and Benchmarks

The development proposed by this application includes a Reconfiguration of a Lot that is made Impact Assessable under the *Brisbane City Plan 2014*, in accordance with section 45(2) of the *Planning Act 2016*. In this regard, section 45(5)(a) of the Act has been considered as part of this report.

“(5) An impact assessment is an assessment that—

(a) must be carried out—

(i) against the assessment benchmarks in a categorising instrument for the development; and

(ii) having regard to any matters prescribed by regulation for this subparagraph; and

(b) may be carried out against, or having regard to, any other relevant matter, other than a person’s personal circumstances, financial or otherwise.”

The relevant assessment benchmarks are described in section 30 of the *Planning Regulation 2017*, and state:

“(1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.

(2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—

(a) the assessment benchmarks stated in—

(i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and

(ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and

(iii) a temporary State planning policy applying to the premises;

(b) if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;

(c) if the local government is an infrastructure provider—the local government’s LGIP.

(3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.”

The category of development and the relevant assessment benchmarks are identified in **section 1.1** of this report. Furthermore, the application is made Impact Assessable, and the relevant benchmarks are addressed in **section 3 and 6** of this report.

The proposal is not made assessable under section 10 of the *Planning Regulation 2017*.

5.3 Public Notification

As identified in **section 1.1** of this report, the application is Impact Assessable and does require formal public notification in accordance with section 53 of the *Planning Act 2016*.

5.4 Referral Agencies

The Referral Agencies triggered by this proposal and their jurisdictions have been established with reference to section 55(2) of the Planning Act 2016 and Schedules 9 and 10 of the Planning Regulation (PR) 2017.

The site is mapped as having some areas of Core Koala Habitat Area (CKHA) on land that is outside of a Koala Priority Area (KPA). Refer to **Figure 6** below.

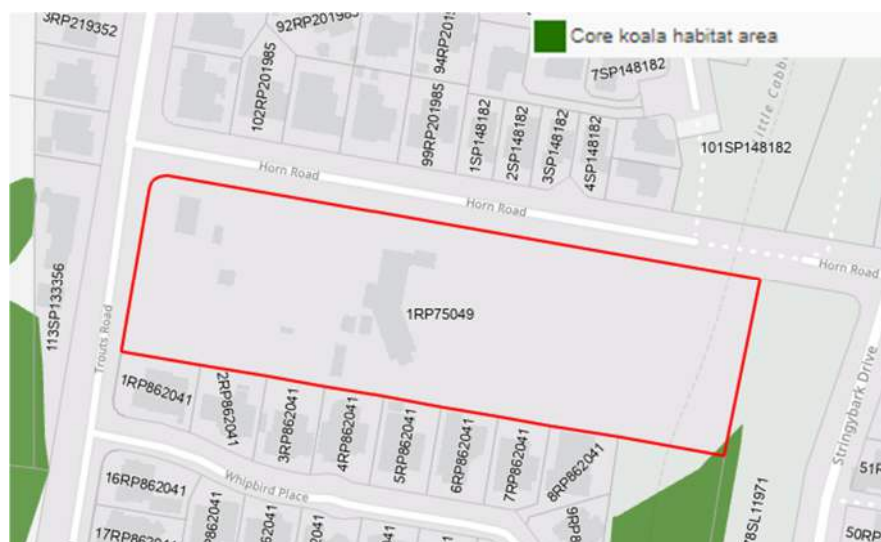


Figure 6 Koala Habitat in SEQ Region (SARA Mapping)

Source: State Planning Policy Interactive Mapping System

Under Schedule 10, Part 10, Division 3(1), development that interferes with koala habitat outside of a KPA is considered assessable development in the case that it is not exempted development.

Schedule 24 of the *Planning Regulation 2017* defines exempted development as development 'that results in a total area on the premises of 500m² of less of 1 or more koala habitat areas being cleared of native vegetation.

The mapped Core Koala Habitat Area is to be solely within proposed Lot 900 which is dedicated to open space area in accordance with the LGIP.

As assessed in section 2.2.3 of the EAR at **Appendix E**, the proposed development has been subject to an iterative design process and results in less than 500m² of encroachment into the CKHA.

As such, the proposed development does require any further assessment or referral to the SARA as triggered by Schedule 10.

5.4.1 State Development Assessment Provisions

The proposed development does not trigger referral to the Department of Infrastructure, Local Government and Planning and consequently does not require assessment against the State Development Assessment Provisions.

5.5 Shaping South East Queensland Regional Plan

The SEQ Regional Plan defines a spatial framework for the region and allocates land into one of five regional land use categories. Under the SEQ Regional Plan the site is contained within the 'Urban Footprint'. As the proposal is for reconfiguring a lot for future residential development

within an emerging residential area, it is clearly appropriate for the development of “urban activities”.

5.6 State Planning Policy

The State Planning Policy has been reviewed relative to the subject site, in particular the development assessment requirements within Part E. The applicant considers that the SPP is not applicable due to the location of the site and the nature of the works being proposed. Furthermore, the subject site is situated within the Brisbane City Council administrative area, and the application is made assessable under the Brisbane City Plan. Part 2, section 2.1 of the planning scheme identifies that the SPP 2014 was integrated into the planning scheme and no further conflict has been identified.

5.7 Local Government Infrastructure Plan

The proposal is subject to a Local Government Infrastructure Plan or park, which is described in **section 3.3** above.

5.8 Temporary State Planning Policy

The proposal is not subject to a Temporary State Planning Policy.

6 Development Codes

The proposal triggers assessment against the following development codes contained within the Brisbane *City Plan 2014*:

6.1 Primary Codes

- **Subdivision code** – addressed by DTS
Please refer to Appendix A – Code Responses

6.2 Secondary Codes

- **Landscape Work code** – addressed by DTS
- **Outdoor Lighting code** – addressed by DTS
- **Park Planning and Design code** – addressed by DTS
- **Transport, Access, Parking and Servicing code** – addressed by DTS
- **Wastewater code** – addressed by DTS
- **Stormwater code** – addressed in the Engineering Plans prepared by HCE Engineering attached under Appendix C
- **Infrastructure Design code** – addressed in the Engineering Plans prepared by HCE Engineering attached under Appendix C
- **Filling and Excavation code** – addressed in the Engineering Plans prepared by HCE Engineering attached under Appendix C

6.3 Overlay Codes

- **Bicycle Network overlay code** – addressed by DTS
- **Biodiversity Areas overlay code** – addressed by the Ecological Assessment Report prepared by Saunders Havill attached under Appendix E
- **Bushfire overlay code** – addressed by the Bushfire Hazard Assessment prepared by Bushfire Prone Planning attached under Appendix D
- **Community Purposes Network overlay code** – addressed by DTS
- **Flood overlay code** – addressed by DTS
- **Road Hierarchy overlay code** – addressed by DTS
- **Streetscape Hierarchy overlay code** – addressed by DTS
- **Waterway Corridor overlay code** – addressed by the Ecological Assessment Report prepared by Saunders Havill attached under Appendix E

7 Conclusion

This Urban Planning Report has identified and analysed the relevant planning issues of the proposed development, which requires a Development Permit for Reconfiguring a Lot for 1 Lot into 35 Lots, Open Space and Common Property requiring Impact Assessment. The conclusions, which can be drawn from this assessment report, are as follows:

- This Development Application has been made in accordance with the requirements for development under the *Planning Act 2016*;
- The proposal demonstrates that the development will contribute to the relevant Strategic Framework themes and elements of the Brisbane *City Plan 2014* as well as the purpose of the Emerging Community zone;
- The proposal generally complies with the acceptable solutions of the Subdivision code and all applicable secondary and overlay codes;
- The proposed development is considered to be an example of a desirable development outcome within the Emerging Community Zone, which seeks to preserve the most sensitive part of the site for environmental/waterway purposes, whilst still achieving a feasible development outcome within the site;
- The proposal has been designed with careful consideration of the intent and outcomes sought by both the Emerging Community Zone and the Aspley District Neighbourhood Plan. The subject site represents one of the few remaining infill development opportunities within the locality capable of delivering a residential outcome that is responsive to the existing urban character. The proposed development provides a housing product that complements the established mix of townhouses, community title developments, and conventional residential subdivisions, while also contributing to the delivery of much-needed housing supply within the area.

This Urban Planning Report supports the development application and is recommended to Council as the Assessment Manager for approval subject to reasonable and relevant conditions.

Appendix A

Code Responses

Appendix B

Subdivision Proposal Plan

Appendix C

Engineering Assessment Report

Appendix D

Ecological Assessment Report

Appendix E

Arboricultural Impact Assessment Report

Appendix F

Stormwater Management Plan

Appendix G

Traffic Impact Assessment

Appendix H

Bushfire Hazard Report

Appendix I

Landscape Concept Plan