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INFINITUM PARTNERS

38 PIONEER STREET, ZILLMERE

TOWN PLANNING REPORT

Prepared for : Aetherial Developments Pty Ltd

OCTOBER 2026









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Version	Date	Details	Prepared By	Checked By	Approved By
1	11/08/2026	DRAFT	LM	JG	JG
1	22/10/2026	FINAL	LM	JG	JG

1.0 DEVELOPMENT SUMMARY

This Town Planning Report has been prepared by Infinitum Partners on behalf of Aetherial Developments Pty Ltd in support of a Development Application over land at **38 Pioneer Street, Zillmere QLD 4034**, formally described as Lot 181 on RP78259 (the Site).

The application seeks approval for:

- **Development Permit for Reconfiguring a Lot** for a One (1) into Four (4) Lot Subdivision.
- **Development Permit for Material Change** of Use for Four (4) Small Lot Dwelling Houses.

The Site comprises a 701m^2 corner allotment with frontage to Pioneer Street and Birdwood Street and is located within the Low-medium density residential (2 or 3 storey mix) zone under Brisbane City Plan 2014.

The proposal involves the creation of four (4) freehold residential allotments ranging from 170m^2 to 178m^2, each accommodating a two-storey, four-bedroom dwelling house. The proposed dwellings have been designed as an integrated development, with individual street frontages, vehicle access, on-site parking and private open space.

While the proposed allotments are below the minimum lot size contemplated by the Planning Scheme, the combined subdivision and dwelling house application provides certainty regarding the intended built form and demonstrates how each allotment can accommodate a functional residential dwelling. In particular, the proposal responds to the site's corner configuration and dual road frontage, allowing the development to accommodate four dwellings with direct street access without relying on internal access driveways or common property.

The development has been assessed against the relevant provisions of Brisbane City Plan 2014, including the Low-medium density residential zone code, Subdivision code, Dwelling house (small lot) code and other applicable assessment benchmarks. As detailed in this report, the proposal is considered to achieve an appropriate performance-based outcome, having regard to the proposed lot configuration, built form, residential amenity and surrounding development context.

Accordingly, the proposed development is considered to represent an appropriate residential infill outcome that makes efficient use of an established, serviced urban site and warrants Council's favourable consideration, subject to reasonable and relevant conditions.

2.0 APPLICATION SUMMARY

Address:	38 Pioneer Street, Zillmere 4034
Real Property Description:	Lot 181 on RP78259
Easements:	No easements or encumbrances over the site
Site Area:	701m^2
Land Owner (s):	Aetherial Developments PTY LTD
Planning Legislation:	*Planning Act 2016*
Local Government:	Brisbane City Council
Regional Plan:	ShapingSEQ
Planning Scheme:	Brisbane City Council City Plan 2014 v35
Planning Scheme Zone:	Low-Medium Density Residential (2 or 3 storey mix) Zone
Local Government Infrastructure Plan (LGIP):	Located within Priority Infrastructure Area
Overlays:	▪ Airport Environs Overlay ▪ Dwelling House Character Overlay ▪ Streetscape Hierarchy Overlay
Development Assessment Mapping System (DAMS):	▪ SEQ Regional Plan – Urban Footprint ▪ Water Resources
State Planning Policy IMS:	▪ Natural Hazards Risk and Resilience ▪ Strategic Airport and Aviation Facilities
Application Type:	• Development Permit for Reconfiguring a Lot for a One (1) into Four (4) Lot Subdivision • Development Permit for Material Change of Use for Four (4) Small Lot Dwelling Houses
Level of Assessment:	Code Assessable
Applicant Details:	Aetherial Development Pty Ltd C/- Infinitum Partners

3.0 SITE & LOCALITY

3.1 SITE PARTICULARS

Existing Use of Land	Dwelling House and associated residential improvements
Topography	The site is generally flat at 21m AHD with a slight slope to the south east.
Existing Vegetation	Limited existing vegetation comprising of landscaping trees and some street trees
Road Frontages	▪ Pioneer Street – 18.6m ▪ Birdwood Street – 26m
Existing Services	Connected to all available urban infrastructure and services including: ▪ Electricity ▪ Telecommunications ▪ Water ▪ Sewer
Surrounding Land Uses	Mix of detached dwelling houses and multiple dwelling units

3.2 LOCALITY CONTEXT

The subject site is located within the Low-Medium Density Residential (2 to 3 Storey Mix) Zone under the Brisbane City Plan 2014 and is not located within a Neighbourhood Plan. The surrounding area is predominantly residential in nature, and the broader locality is a highly serviced and well-connected northern suburb, with strong access to community facilities, public transport and centre activities.

Directly surrounding the site is a mix of detached dwelling houses and low-rise multiple dwelling units. The site is located approximately 600m from Zillmere station, providing convenient access to train services to Brisbane City, Kippa-Ring and Caboolture. There are also numerous bus services on Zillmere Road and Handford Road. The district centre zone is adjacent to Zillmere Station and features a range of shops, including an IGA, post office, and several food and drink outlets.

To the south of the site, across Zillmere Road, is O'Callaghan Park which features several athletic fields, a number of smaller parks are also within walking distance of the site. Zillmere is positioned between two industrial areas, providing ample employment opportunities. The site is approximately 1km walking distance from Zillmere State School and 2km walking distance from Aspley State High School.

The locality is characterised by varied residential lot sizes and dwelling typologies, with established access to services, transport and community facilities. This context supports a range of residential lot sizes which remains functional and consistent with the surrounding residential pattern.



Figure 1 – Local Context Map (Nearmap)



Figure 2 – Zone Map (Brisbane City Plan 2014)

4.0 THE PROPOSAL

4.1 DEVELOPMENT DETAILS

The proposed development seeks:

- Development Permit for Reconfiguring a Lot for a One (1) into Four (4) Lot Subdivision.
- Development Permit for Material Change of Use for Four (4) Small Lot Dwelling Houses

The proposal involves the subdivision of the existing 701m² corner allotment into four (4) freehold residential lots, each accommodating a two-storey, four-bedroom dwelling house.

Lot	Title Area	Frontage Width	Approx Lot Width	Access Arrangements
Proposed Lot 1	176m²	7.5m (Birdwood Street)	7.5m wide	New crossover to Birdwood Street
Proposed Lot 2	176m²	7.5m (Birdwood Street)	7.5m wide	New crossover to Birdwood Street
Proposed Lot 3	178m²	6.3m (Pioneer Street)	12.3m wide	New crossover to Pioneer Street
Proposed Lot 4	170m²	11.2m (Pioneer Street)	11.2m wide	New crossover to Pioneer Street

Figure 3 – Subdivision Details

The proposed dwelling design has been developed concurrently with the subdivision layout to demonstrate that each allotment can accommodate a functional residential dwelling, including on-site parking, private open space and appropriate pedestrian and vehicle access.

The dwellings are arranged in two attached pairs, incorporating built-to-boundary walls along the proposed internal lot boundaries. This arrangement allows for efficient use of the available land while providing each dwelling with its own street address, garage, living areas and private open space. The proposed dwellings will remain on individual freehold allotments, with the final common-wall construction and any associated titling arrangements to be resolved through detailed building design and surveying.

Each dwelling accommodates four bedrooms across two storeys, with primary living areas at ground level and bedrooms located predominantly on the upper level. Private outdoor areas are provided in the form of alfresco spaces and associated yard areas.

The Site's dual road frontage allows Lots 1 and 2 to address Birdwood Street and Lots 3 and 4 to address Pioneer Street. Vehicle access is provided via three proposed crossovers, comprising a shared crossover for Lots 1 and 2 and individual crossovers for Lots 3 and 4. The proposal has been designed to establish a coordinated residential outcome, with the dwelling layouts, access arrangements and proposed lot boundaries considered together rather than independently.

4.2 TRAFFIC ENGINEERING

A Traffic Engineering Report has been prepared by Waymaker Traffic Engineering to assess the proposed vehicle access arrangements against the relevant requirements of Brisbane City Plan 2014, including the Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS) and AS 2890.1. Please refer **Attachment 3**.

The development proposes three (3) vehicle crossovers, comprising a shared 5m-wide crossover servicing Lots 1 and 2 from Birdwood Street and two individual 3m-wide crossovers servicing Lots 3 and 4 from Pioneer Street. The Traffic Engineering Report confirms that all proposed crossover widths comply with the applicable TAPS requirements.

The assessment also considers sight distance, intersection separation and separation between adjoining driveways. While the proposed access arrangements generally satisfy Council's requirements, the following departures have been identified:

- **Sight Distance:** The shared crossover servicing Lots 1 and 2 does not achieve the required 50m sight distance to the south. However, given its proximity to the Pioneer Street/Birdwood Street intersection, approaching vehicles are expected to travel at reduced speeds, and the available sight distance is considered acceptable.
- **Intersection Separation:** The proposed Lot 3 crossover provides approximately 6m separation from the Pioneer Street/Birdwood Street intersection, compared with the 10m required under TAPS. The traffic engineer confirms that this arrangement satisfies the minimum separation requirement under AS 2890.1 and is considered acceptable having regard to the low traffic volumes, anticipated vehicle speeds and neighbourhood road environment.
- **Driveway Separation:** The proposed crossovers servicing Lots 3 and 4 provide approximately 1.7m separation, compared with the 3m required under TAPS. Given that each crossover services a single dwelling house, the associated vehicle movements will be infrequent and undertaken at low speeds. The traffic engineer considers that the reduced separation will not materially compromise pedestrian or vehicle safety or the operation of Pioneer Street.

Overall, the Traffic Engineering Report concludes that the proposed vehicle access arrangements are suitable for the development and are not expected to adversely impact the safety or operational efficiency of the surrounding road network.

5.0 THE ASSESSMENT

The *Planning Act 2016* (the Act) and *Planning Regulation 2017* (the Regulation) provide the land use planning and development assessment framework in Queensland.

State Planning Policy (SPP)	• Natural Hazards Risk and Resilience
	  ○ Flood Hazard Area
	• Strategic Airport and Aviation Facilities
	  ○ Obstacle Limitation Surface Area
	  ○ Wildlife Hazard Buffer Zone
	  ○ Aviation Facility

Regional Plan	• ShapingSEQ
Referral Agencies	• None
Planning Scheme	• *Brisbane City Council City Plan 2014*

5.1 STATE PLANNING POLICY

The *State Planning Policy*, which commenced in July 2017, ensures the state's interests in planning are protected and delivered as part of local government planning across Queensland.

The site is mapped as being within the wildlife hazard buffer zone and flood hazard area – local government mapping area. Due to the nature of the proposed development and since flood hazard is appropriately addressed in the planning scheme the development is consistent with the relevant state interests.

5.2 PLANNING SCHEME

Brisbane City Council's City Plan 2014 commenced on 30 June 2014 and is the relevant planning scheme for the assessment of development proposals. Version 37 came into effect on the 18th September 2026.

The table of assessment for the low-medium density residential zone identifies *If a reconfigured lot is less than 600m^2 with no associated assessable MCU, where in the 3 or 4 storey mix zone precinct, and part of the lot frontage of the subject site is within a key location* as impact assessable.

The table of assessment for the dwelling house character overlay identifies *MCU for a new dwelling house if in the … Low-medium density residential zone …* as code assessable if not complying with all acceptable outcomes in the Dwelling house (small lot) code.

Therefore, the proposed development is **code assessable** due to being a combined application of reconfiguring a lot and an assessable material change of use for dwelling house.

The relevant assessment benchmarks for the proposed development include:

- Low-medium density residential zone code

- Subdivision code
- Dwelling house (small lot) code
- Prescribed secondary codes
    - Filling and excavation code
    - Infrastructure design code
    - Landscape works code
    - Outdoor lighting code
    - Stormwater code
    - Transport, access, parking and servicing code
    - Wastewater code

A summary of compliance against these assessment benchmarks is provided below. A complete assessment of the benchmarks is provided in **Attachment 4**.

5.2.1 LOW-MEDIUM DENSITY RESIDENTIAL ZONE CODE

The purpose of the low-medium density residential zone code is to provide for a variety of low to medium density dwelling types. The proposed development is consistent with the overall outcomes of the Low-medium density residential zone code by providing a low-medium density residential outcome that is compatible with the surrounding residential context. The proposal makes efficient use of a well-serviced corner site while maintaining appropriate built form, access, parking, private open space and residential amenity outcomes.

5.2.2 SUBDIVSION CODE

The proposed development creates four (4) freehold residential allotments ranging from 170m^2 to 178m^2. While the proposed lots are below the 260m^2 minimum contemplated within the Low-medium density residential (2 or 3 storey mix) zone, the subdivision has been designed in conjunction with the proposed dwelling houses to demonstrate a functional residential outcome.

An assessment of the relevant performance outcomes of the Subdivision code is provided in **Attachment 4**, with further justification against PO1 outlined below.

LOT DIMENSIONS – PO1

The proposed subdivision is considered to satisfy PO1, notwithstanding the departure from the minimum lot size, for the following reasons:

- **Lot Functionality:** Each allotment is regular in shape and accommodates a two-storey dwelling house with on-site parking, private open space, pedestrian access and servicing. The accompanying architectural plans demonstrate that the proposed lots can function appropriately for their intended residential use.
- **Integrated Development:** The combined RAL and MCU application provides certainty regarding the ultimate built form, including building footprints, setbacks and access arrangements, allowing Council to assess the suitability of the smaller allotments against a defined development outcome.

- **Corner Configuration:** The Site's dual frontage to Pioneer Street and Birdwood Street allows each lot to achieve direct street frontage without requiring internal access roads or access handles. The proposed dwellings also provide a consistent residential presentation to both streets.
- **Streetscape and Character:** The surrounding locality accommodates a mix of detached dwellings and low-rise multiple dwelling developments. The proposed two-storey dwellings maintain a residential scale consistent with the locality, notwithstanding the smaller allotment sizes.
- **Infrastructure and Constraints:** The Site is located within an established urban area serviced by existing infrastructure. The proposed subdivision provides regular allotments capable of accommodating the intended development, with access and servicing arrangements addressed through the accompanying technical documentation.

Accordingly, while the proposed allotments do not achieve the nominated minimum lot size, the integrated subdivision and dwelling design demonstrates a functional residential outcome that responds appropriately to the Site's configuration and surrounding residential context. On this basis, the proposal is considered to satisfy PO1.

5.2.3 DWELLING HOUSE (SMALL LOT) CODE

The proposed dwellings have been designed in conjunction with the subdivision layout to provide a coordinated residential outcome across the four allotments. While variations to the nominated front, side and rear boundary setbacks are proposed, these are considered appropriate having regard to the compact lot configuration, surrounding built form and resulting residential amenity.

An assessment against the relevant performance outcomes of the Dwelling house (small lot) code is provided in Attachment 4, with further justification outlined below.

FRONT BOUNDARY SETBACK – PO22

The proposed dwellings achieve front boundary setbacks of at least 3m, providing a consistent residential presentation to Pioneer Street and Birdwood Street. While the garages do not achieve the 5.5m setback nominated under AO22.2, the reduced setbacks are considered appropriate for the following reasons:

- The proposed setbacks respond to the established residential streetscape, which accommodates a mix of detached dwellings and low-rise multiple dwelling developments.
- The dwellings provide articulated building facades and pedestrian entries addressing the respective street frontages, maintaining an appropriate residential presentation.
- Each dwelling incorporates on-site garage parking, with no reliance on tandem parking within the front setback areas.

Accordingly, the proposed front setbacks are considered to maintain an appropriate streetscape relationship and satisfy PO22.

SIDE BOUNDARY SETBACK – PO23

The proposed dwellings on Lots 1 and 3 incorporate roof eaves extending approximately 450mm into the nominated side setback areas. While these projections result in setbacks of less than 1m, the external dwelling walls maintain a minimum 1m separation from the relevant side boundaries.

The departures are limited to roof projections rather than the principal building walls and are not considered to materially affect building separation, privacy or residential amenity. The two-storey building height and provision of adjoining open space areas also assist in maintaining access to natural light and ventilation.

On this basis, the proposed side setbacks are considered to satisfy PO23.

REAR BOUNDARY SETBACK – PO24

The proposal incorporates reduced rear boundary setbacks, including a 1m setback to the dwelling on Lot 4 and approximately 1.5m setbacks to the alfresco areas on Lots 1 and 2, compared with the nominated 4m requirement.

Notwithstanding these departures, the proposed setbacks are considered appropriate having regard to the following:

- The dwellings have been designed as an integrated development, with the reduced setbacks allowing for functional internal layouts and private outdoor living areas within the compact allotments.
- Lots 1 and 2 provide approximately 3.5m setbacks to the principal dwelling walls, with the reduced setbacks primarily associated with the alfresco areas.
- Lots 3 and 4 incorporate private open space within their side setback areas, providing alternative outdoor living opportunities suited to the corner allotment configuration.
- The proposed two-storey built form, building articulation and distribution of open space areas assist in managing the relationship between adjoining dwellings and maintaining residential amenity.

Overall, the proposed rear setbacks are considered to provide a reasonable balance between efficient site utilisation, functional private open space and residential amenity, satisfying PO24.

VEHICLE PARKING AND CROSSOVER – PO30 & PO31

The proposed development provides a single garage for each dwelling, with additional parking opportunities available along Pioneer Street and Birdwood Street. While the proposal does not achieve the tandem parking arrangement contemplated by AO30, the parking provision is considered appropriate having regard to the compact allotment configuration and surrounding residential context.

The development incorporates three (3) vehicle crossovers, comprising a shared 5m-wide crossover servicing Lots 1 and 2 and two individual 3m-wide crossovers servicing Lots 3 and 4. While the arrangements depart from the nominated acceptable outcomes, the Traffic

Engineering Report prepared by Waymaker Traffic Engineering confirms that the crossover widths comply with Council's TAPS requirements and that the proposed access arrangements are suitable from a traffic engineering perspective.

The consolidation of access for Lots 1 and 2 also assists in limiting the extent of crossovers along Birdwood Street. While two existing street trees are proposed to be removed, opportunities remain for street landscaping and on-street parking along both frontages.

Accordingly, the proposed parking and access arrangements are considered to provide a functional residential outcome while maintaining the safety and efficiency of the surrounding road network, satisfying PO30 and PO31.

5.2.4 OVERLAYS

The site is not constrained by any overlays relevant to the proposed development.

5.2.5 PRESCRIBED SECONDARY CODES

Tables 5.3.5.1 of the City Plan 2014 identifies the following prescribed secondary codes for the Subdivision Code:

- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Outdoor Lighting Code
- Stormwater Code
- Transport, Access, Parking and Servicing Code

Assessment against all codes can be found in **Attachment 4**.

6.0 CONCLUSION

This Town Planning Report has been prepared in support of a combined Development Application seeking a Development Permit for Reconfiguring a Lot (One into Four Lots) and Material Change of Use (Four Dwelling Houses) at **38 Pioneer Street, Zillmere QLD 4034.**

The proposal seeks to create four (4) freehold residential allotments ranging from 170m^2 to 178m^2, each accommodating a two-storey dwelling house. The development has been designed to respond to the Site's corner configuration, established residential character and proximity to existing infrastructure, public transport and community facilities.

While the proposal involves departures from the nominated minimum lot size and certain dwelling house design provisions, the accompanying architectural plans and technical assessments demonstrate that the development can achieve a functional residential outcome with appropriate consideration of access, parking, private open space and residential amenity.

The proposal is considered to achieve the relevant performance outcomes and broader intent of Brisbane City Plan 2014, providing an appropriate opportunity for residential infill development within an established urban area.

Accordingly, the proposed development is considered to represent a suitable and supportable planning outcome and is respectfully recommended for approval, subject to reasonable and relevant conditions.

7.0 ATTACHMENTS

ATTACHMENT 1 – SUBDIVISION PROPOSAL PLAN

ATTACHMENT 2 – DWELLING HOUSE PLANS

ATTACHMENT 3 – TRAFFIC ENGINEERING REPORT

ATTACHMENT 4 – CODE COMPLIANCE