

Development Application under the *Planning Act 2016* for a Development Permit for Reconfiguring a Lot (1 into 10 lot subdivision) on land at 50 Bleasby Street, Eight Mile Plains (Lot 101 on Registered Plan 37944, Lots 8 and 9 on Survey Plan 343501 and EMT X on Survey Plan 338544) for CK Brisbane Pty Ltd.

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APPLICATION REF
A007082533

July 2026

PROPOSED SUBDIVISION PLANNING REPORT

50 Bleasby Street, Eight Mile Plains

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Document Details

Title:	Planning Report – Proposed Subdivision
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Client:	CK Brisbane Pty Ltd

Revision / Checking History

Version No.	Date	Issued by	
Report v1	30/07/2026		 Planning Institute Australia



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SECTION – 1

1.0 Executive Summary

This Planning Report has been prepared for CK Brisbane Pty Ltd, the developers of the subject site. The purpose of this report is to provide a planning assessment of a proposal for subdivision of the subject site. The subject site is described as Lot 101 on Registered Plan 37944 and is located at 50 Bleasby Road, Eight Mile Plains. The application is impact assessable and seeks the issue of a Development Permit for Reconfiguring a Lot (1 into 10 lot subdivision and access easements).

The proposal is consistent with the City Plan 2014 intent for development within the Emerging Community Zone and applicable Overlays. The proposal provides a density which is entirely consistent with existing development in the surrounding area, demonstrates an acceptable outcome and warrants approval subject to reasonable and relevant conditions.

SECTION – 2

2.0 Basic Information

Title Details	Lot 101 on Registered Plan 37944, Lots 8 and 9 on Survey Plan 343501 and EMT X on SP338544	Overlays	Regional Infrastructure Corridors and Substations Overlay amongst other (Refer to section 7.5)
Address	50 Bleasby Road, Eight Mile Plains	Site Area	4047m ²
Applicant	CK Brisbane Pty Ltd	Approval Type	Reconfiguring a Lot – Development Permit
Owners	Maxsu Pty Ltd ATF Siran Family Trust (Lot 101); Weihua Chen (Lots 8 and 9)		
Zoning	Emerging Community Zone [EC]		



SUBJECT SITE ★

Figure 1 – Site Context looking south from Bleasby Road

14 JULY 2026



Figure 2 – The site looking north towards Bleasby Road

14 JULY 2026



3.0 Proposal

3.1 Proposed Development

The Applicant proposes to undertake a 1 into 10 lot subdivision of the subject site will all proposed Lots 10-19 to achieve a minimum lot size of >400m² excluding the area of any accessway. Access to each lot will be taken from the existing EMT X on the adjoining land to the west however this will be extended through proposed EMT F which will extend the shared accessway to the southern boundary.

There is an existing pedestrian pathway nominated as EMT Y which will also be extended as EMT G to the southern boundary and direct access to the public pathway immediately to the south of the site will be provided.

The proposal achieves a net density over the area of existing Lot 101 of 24.7 lots per hectare. The proposal exceeds the zone density of 18 dwellings per hectare surrounding development ranges between 20 and 54 dwellings per hectare with most being at the higher density (refer to *Figure 4*).

The proposed lots will allow for Dwelling House, Rooming Accommodation and Community Residence development which are not prevalent in the area. The proposal provides for additional housing choice through allowing for alternative residential uses in comparison to the extensive townhouse developments in the area. Housing diversity is severely lacking in the local area and the proposal provides diversity, accommodates the missing middle and provides gentle density in a sensitive way. The proposal will support housing affordability as smaller lots represent lower purchase costs and each lot will be freehold title removing the ongoing financial burden of body corporate levies that apply to most existing developments in the area.

Minor earthworks are required to provide the proposed communal driveway and services whilst the existing levels will generally remain elsewhere on site.



4.0 Planning Context

4.1 State Assessment Triggers

Sections 44 and 45 of the *Planning Act 2016* [the Act] provide that a categorising instrument may prescribe that development is prohibited development or assessable development and this is given effect by sections 19 and 20 of the *Planning Regulation 2017* [Planning Reg].

Section 19 identifies that development if stated in schedule 10 of the Planning Reg as prohibited development is prohibited. Section 20 identifies that development stated in Schedules 9 and 10 is assessable development. Schedule 10 also identifies assessment benchmarks and referral agency triggers for assessable development.

An assessment of the application of Schedule 10 as applicable to the proposal has identified that there is no assessable development identified nor any applicable assessment benchmarks.

4.1.1 State Development Assessment Provisions [SDAP]

The State Development Assessment Provisions [SDAP] only apply to development which triggers a referral to SARA and are not applicable in this instance.

4.2 SEQ Regional Plan

The site is included within the “Urban Footprint” under ShapingSEQ *South East Queensland Regional Plan 2023* [SEQRP] whose intent is:

“The Urban Footprint identifies land within which the region’s urban development needs to 2046 can be accommodated in a way consistent with the outcomes and strategies of ShapingSEQ 2023.”

Outcome 3 – Housing Diversity is relevant to the proposal and provides the following Strategies:

- 3.1 Plan for and achieve dwelling diversity sub-targets in Figure 3 and Figure 5.
- 3.2 Facilitate increased gentle density across SEQ in consolidation and expansion areas (such as free-standing small lots or freehold title terrace-style development).
- 3.3 Facilitate the achievement of attached medium-rise development in walkable catchments along high frequency public transport networks.
- 3.4 Facilitate the delivery of attached high-rise development in Principal Regional Activity Centres (PRACs).
- 3.5 Unlock new models and diverse forms of homes (size and built-form) for housing delivery such as build-to-rent, co-housing and micro-housing.
- 3.6 Work with the community to build knowledge and understanding of housing diversity and benefits to local communities.”

The proposal seeks to progress these Strategies in the provision of gentle density (in a detached form) and housing diversity in an area which only provides a largely homogenous typology being townhouses.

The proposal is consistent with the intent for development within the Urban Footprint envisaged under the SEQRP and there are no relevant assessment benchmarks identified.



4.3 State Planning Policy

The State Planning Policy [SPP] commenced on 2 December 2013 and repeals the previous State Planning Policies. The SPP was updated in July 2017 for integration with the *Planning Act 2016*. The interactive mapping associated with the SPP has indicated that the following State Interests are applicable to the proposal:

WATER QUALITY

- Climatic regions - stormwater management design objectives

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - Local Government flood mapping area*

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Wildlife hazard buffer zone

Water Quality

The state interest intent for Water Quality is as follows:

"The environmental values and quality of Queensland waters are protected and enhanced."

The SPP provides the following triggers with respect to this State Interest:

"For receiving waters, a development application for:

- (1) a material change of use for an urban purpose that involves premises 2500 metres² or greater in size and;
 - (a) will result in six or more dwellings; or*
 - (b) will result in an impervious area greater than 25 per cent of the net developable area; or**
- (2) reconfiguring a lot for an urban purpose that involves premises 2500 metres² or greater in size and will result in six or more lots; or*
- (3) operational works for an urban purpose that involves disturbing a land area 2500 metres² or greater in size."*

The applicable assessment benchmarks are outlined as follows:

"(1) Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values arising from:

- (a) altered stormwater quality and hydrology*
- (b) waste water*
- (c) the creation or expansion of non-tidal artificial waterways*
- (d) the release and mobilization of nutrients and sediments.*
- (2) Development achieves the applicable stormwater management design objectives outlined in tables A and B (appendix 2)*
- (3) Development in a water supply buffer area avoids adverse impacts on drinking water supply environmental values."*

A Site-Based Stormwater Management Plan Report will be provided addressing this State Interest.



Natural Hazards, Risk and Resilience

The state interest intent for Natural Hazards, Risk and Resilience is as follows:

"The risks associated with natural hazards, including the projected impacts of climate change, are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards."

The SPP provides the following triggers with respect to this State Interest:

"A development application for a material change of use, reconfiguration of a lot or operational works on premises in any of the following:

- (1) bushfire prone areas*
- (2) flood hazard areas*
- (3) landslide hazard areas*
- (4) storm tide inundation areas*
- (5) erosion prone area.*

The following are assessment benchmarks for this state interest in relation to the subject site:

All of the following requirements are assessment benchmarks for the development:

Bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside the coastal management district:

- (3) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.*

All natural hazard areas:

- (4) Development supports and does not hinder disaster management response or recovery capacity and capabilities.*
- (5) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.*
- (6) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided.*
- (7) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced."*

The site is not subject to any natural hazards or relevant City Plan 2014 Overlays therefore no assessment is required against this State Interest.

Strategic Airports and Aviation Facilities

The state interest intent for Strategic Airports and Aviation Facilities is as follows:

"The operation of strategic airports and aviation facilities is protected, and the growth and development of Queensland's aviation industry is supported."

The following are the assessment benchmarks for this state interest:

"All of the following requirements are assessment benchmarks:

- (1) Development and associated activities do not create a permanent or temporary physical or transient intrusion into a strategic airport's operational airspace, unless the intrusion is approved in accordance with the relevant federal legislation.*



- (2) Development and associated activities do not include light sources or reflective surfaces that could distract or confuse pilots within a light restriction zone or lighting area buffer.*
- (3) Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in a strategic airport's operational airspace.*
- (4) Development and associated activities do not attract wildlife or increase wildlife hazards within a wildlife hazard buffer zone.*
- (5) Development and associated activities within a building restricted area do not interfere with the function of aviation facilities.*
- (6) Development does not increase the risk to public safety within a public safety area.*
- (7) Development within the 20 ANEF contour or greater is appropriately located and designed to prevent adverse impacts from aircraft noise."*

The proposal is fully compliant with the assessment benchmarks applicable to this state interest.

4.4 Previous Development Approval

The site was previously approved for a 1 into 3 lot subdivision as Stage 1 and a 1 into 5 lot subdivision for Stage 2 resulting in a total yield of 7 lots (Ref: A005327341). This approval includes an access and services easement [EMT X] over the adjoining land immediately to the west and an additional access and services easement [EMT Y] over the western portion of the site to benefit that adjoining land.

4.5 Public Notification

Section 53 of the Act prescribes that impact assessable applications must be publicly notified as follows:

"53 Publicly notifying certain development applications

- (1) An applicant must give notice of a development application if—*
 - (a) any part of the application requires impact assessment; or*
 - (b) the application includes a variation request.*
- (2) The notice must be given in the way or ways stated in the development assessment rules.*
- (3) However, the assessment manager may assess and decide a development application even if some of the requirements of the development assessment rules about the notice have not been complied with, if the assessment manager considers any noncompliance has not—*
 - (a) adversely affected the public's awareness of the existence and nature of the application; or*
 - (b) restricted the public's opportunity to make properly made submissions about the application.*
- (4) The notice must state that—*
 - (a) a person may make a submission about the application to the assessment manager; and*
 - (b) any submission must be made by a stated day that is at least—*
 - (i) for an application that includes a variation request—30 business days after the notice is given; or*
 - (ii) for an application of a type prescribed by regulation—the period, of more than 15 business days after the notice is given, prescribed for the application; or*
 - (iii) for any other application—15 business days after the notice is given."*

Based on section 53(4)(b)(iii) prescribes that the application must be publicly notified for a period of 15 business days.



4.6 Decision Rules

Section 45 of the *Planning Act 2016* [the Act] is relevant to the assessment of the proposal and states the following:

“(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.

Examples of another relevant matter—

- *a planning need*
- *the current relevance of the assessment benchmarks in the light of changed circumstances*
- *whether assessment benchmarks or other prescribed matters were based on material errors”*

Section 60 of the Act also provides the following:

“(3) To the extent the application involves development that requires impact assessment, and subject to section 62, the assessment manager, after carrying out the assessment, must decide—

(a) to approve all or part of the application; or

(b) to approve all or part of the application, but impose development conditions on the approval; or

(c) to refuse the application.”

The proposal does not conflict with the intent of City Plan being the Emerging Community Zone Code, the applicable Overlay Codes, or the Strategic Framework. The proposal and density of development is consistent with that prevailing in the area, meets the intent of the applicable assessment benchmarks and has sufficient planning merit to warrant approval.



SECTION – 5

5.0 Characteristics of the Site

The site is located at 50 Bleasby Road, Eight Mile Plains being described as Lot 101 on Registered Plan 37944 and having a combined area of 4047m². The application also includes EMT X on SP338544 which is located within Lots 1-7 on Survey Plan 312905 and Lots 8-9 on Survey Plan 343501. EMT X is located in the adjoining properties to the west and is for access and services purposes.

The site is encumbered by EMT Y on Survey Plan 338544 which runs along the western boundary and is for access and services and benefits the adjoining allotments to the west.

The site is an irregular shape having a 31.582 metre frontage to Bleasby Road and a depth of 128.191 metres with paved access provided to the western boundary of the site via EMT X.

The site does not contain any significant vegetation and topography falls from the rear to the front (south to north) approximately 8 metres (approximately 1 in 16 metres). The site has existing access and connections to all required urban services including water, electricity, sewerage and telecommunications infrastructure.

Under City Plan 2014 the site is included within the Emerging Communities Zone and is subject to Regional Infrastructure Corridors and Substations Overlay, Gas Pipeline 100m sub-category amongst other (refer to section 7.1.5).



6.0 Characteristics of Surrounding Area

Development in the surrounding area is dominated by Townhouses with some Apartments and Dwelling Houses located on large remnant rural residential allotments. There is a sizeable Neighbourhood Centre located to the south west of the site on the corner of Warrigal Road and Padstow Road with a Service Station and other convenience retail uses to the east of the site on the corner of Bleasby Road and Logan Road.

Zoning around the site is inconsistent and does not appear to have been thoughtfully considered with areas of Low Density Residential Zone land covering Multiple Dwelling developments interspersed with Low-Medium Density Residential Zone and Emerging Community Zone land. The site and surrounding zoning context are shown in *Figure 3* below.



SUBJECT SITE ★

Figure 3 – Irregular zoning surrounding the subject site

SOURCE: [HTTP://CITYPLAN2014MAPS.BRISBANE.QLD.GOV.AU/CITYPLAN/](http://cityplan2014maps.brisbane.qld.gov.au/cityplan/)



7.0 Planning Scheme Compliance

This section of the Report will detail the assessment of the proposal against the relevant provisions of *City Plan 2014*.

7.1 Part 5 – Tables of Assessment

Part 5 provides the Level of Assessment Tables for *City Plan 2014*.

7.1.1 Material Change of Use

Table 5.5.20 provides the Level of Assessment [LOA] Table for a Material Change of Use [MCU] in the Emerging Community Zone. However, this is not applicable as the proposal involves Reconfiguring a Lot only.

7.1.2 Reconfiguring a Lot

Table 5.6.1 provides the Level of Assessment [LOA] Table for Reconfiguring a Lot [ROL] and in the Emerging Community Zone the following trigger is applicable.

“If a ROL is less than 10ha with no associated assessable MCU”

The application is impact assessable against the planning scheme including the following codes:

- Subdivision Code
- Emerging Community Zone Code
- Prescribed secondary codes

7.1.3 Building Work

Table 5.7.1 provides the LOA Table for Building Work [BW] and is not applicable to the proposal.

7.1.4 Operational Work

Table 5.8.1 provides the LOA Table for Operational Work [OPW] which is not applicable to the proposal.

7.1.5 Overlays

7.1.5.1 Airport Environs Overlay

Table 5.10.2 provides the LOA Table for the Airport Environs Overlay and there are no triggers applicable to an application for Reconfiguration of a Lot [ROL].

7.1.5.2 Community Purposes Network Overlay

Table 5.10.7A provides the LOA Table for the Community Purposes Network Overlay and if an ROL is assessable development in a zone, it is also code assessable under this overlay and subject to the following code:

- Community Purposes Network Overlay Code



7.1.5.3 Critical Infrastructure Movement Overlay

Table 5.10.8 provides the LOA Table for the Critical Infrastructure Movement Overlay and there are no triggers applicable to an application for an ROL.

7.1.5.4 Regional Infrastructure Corridors and Substations Overlay

Table 5.10.17 provides the LOA Table for the Regional Infrastructure Corridors and Substations Overlay and an ROL in the Gas pipeline 100m sub-category is code assessable against the following code:

- Regional Infrastructure Corridors and Substations Overlay Code – purpose, overall outcomes and outcomes in section A

7.1.5.5 Road Hierarchy Overlay

Table 5.10.18 provides the LOA Table for the Road Hierarchy Overlay however there is no trigger for an ROL although the following Code is applicable:

- Road Hierarchy Overlay Code – purpose, overall outcomes and outcomes in sections C and D

7.1.5.6 Streetscape Hierarchy Overlay

Table 5.10.20 provides the LOA Table for the Streetscape Hierarchy Overlay and Reconfiguring a Lot is code assessable against the following code:

ROL is Code Assessable against the following Codes:

- Streetscape Hierarchy Overlay Code – purpose, overall outcomes and outcomes in sections A and B

7.1.6 Assessment Benchmarks

Whilst the application is assessable against all of City Plan the following are considered to be the assessment benchmarks for this development application.

- Strategic Framework
- Subdivision Code
- Emerging Community Zone Code
- Community Purposes Network Overlay Code
- Regional Infrastructure Corridors and Substations Overlay Code
- Road Hierarchy Overlay Code
- Streetscape Hierarchy Overlay Code
- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Outdoor Lighting Code
- Stormwater Code
- Transport, Access, Parking and Servicing Code



7.2 Part 3 – Strategic Framework

Part 3 of City Plan 2014 provides the Strategic Framework with Section 3.1 outlining the structure as follows:

- “3. For the purpose of describing the policy direction for the planning scheme, the strategic framework is structured in the following way:*
- a. the strategic intent;*
 - b. the following 5 themes that collectively represent the policy intent of the scheme:*
 - i. Brisbane's globally competitive economy;*
 - ii. Brisbane's outstanding lifestyle;*
 - iii. Brisbane's clean and green leading environmental performance;*
 - iv. Brisbane's highly effective transport and infrastructure;*
 - v. Brisbane's CityShape;*
 - c. the strategic outcomes proposed for development in the planning scheme area for each theme;*
 - d. the elements that refine and further describe the strategic outcomes;*
 - e. the specific outcomes sought for each or a number of elements;*
 - f. the land use strategies for achieving each of these outcomes.*
- 4. Although each theme has its own section, the strategic framework in its entirety represents the policy intent for the planning scheme.”*

Not all themes are relevant to each site or development proposal nor are all of the elements. The following Themes and Elements in particular have been identified by the Emerging Community Zone Code and the applicable Overlay Codes to which the proposal applies. Each of these Themes and Elements identified where considered relevant to the site and proposal are identified as follows:

Theme 2: Brisbane's outstanding lifestyle

Element 2.1 – Brisbane's identity;

Element 2.2 – Brisbane's housing and accommodation choices;

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

Element 4.1 – Brisbane's transport infrastructure networks.

Element 4.2 – Brisbane's other infrastructure networks.

Element 4.3 – Brisbane's coordinated infrastructure planning and delivery.

Theme 5: Brisbane's CityShape

Element 5.5 – Brisbane's Suburban Living Areas

Element 5.6 – Brisbane's Greenspace System

The following sections detail the assessment of the proposal against the Specific Outcomes and Land Use Strategies that are relevant to the site or proposed development.



7.2.1 Theme 2: Brisbane's outstanding lifestyle

From Theme 2 Element 2.1—Brisbane's identity, Element 2.2 – Brisbane's housing and accommodation choices and Element 2.3 – Brisbane's healthy and safe communities are identified as being relevant to the proposal.

3.4.2 Element 2.1 – Brisbane's identity

Of the Specific Outcome and Land Use Strategies in Element 2.1 not all are applicable to the subject site or the proposal and other those considered relevant have been discussed in Table 3.4.2.1 below.

Table 3.4.2.1—Specific outcomes and land use strategies

Specific Outcomes	Land Use Strategies	Compliance	Status
Subtropical urban design			
SO7 Brisbane's subtropical design of development and spaces creates a point of difference and distinguishes the city from other capital cities.	L7 The siting, orientation and design of development and public spaces promotes subtropical urban design.	The orientation of allotments promotes subtropical urban design with each allotment having an easterly aspect. All lots have easement access which provides access to prevailing breezes.	✓
SO8 Brisbane's backyards contribute strongly to local character by providing green landscapes in urban areas.	L8 Development in low density areas of Suburban Living Areas predominantly maintains a block pattern that accommodates backyards and large trees.	The proposed lot sizes fully comply with those required in the Emerging Community Zone and the density proposed is compatible with that of surrounding development.	✓
SO10 Brisbane's transport routes are highly shaded to promote active travel between local destinations and provide major roads with clearly identifiable markers for travel throughout the city.	L10.1 Neighbourhood plans and the city-wide streetscape hierarchy identify subtropical boulevards and a network hierarchy of street types, where development provides greater numbers of street trees along identified transport and activity routes.	Street tree planting will be provided in accordance with the Streetscape Hierarchy Overlay.	✓
Urban design and architecture			
SO14 Brisbane's urban environments, public domains and movement systems are well located, well connected, permeable and legible.	L14.1 The road hierarchy, streetscape hierarchy and bicycle network determines the distribution and type of public spaces and pedestrian and cycle connections between destinations and public transport stops.	The site layout provides for appropriate connections within and to the site.	✓
SO18 Brisbane's urban design ensures that public safety and perceptions of public safety are maximised.	L18.1 Crime prevention through environmental design principles are used in the siting, design and functioning of buildings, pedestrian and cycle paths, transport facilities, public domain and other pedestrian-focused spaces.	The proposal provides lots which are oriented towards the accessway to allow for visual passive surveillance.	✓



	L18.2 Specific crime prevention through environmental design requirements are tailored to different land uses and specific vulnerable elements and settings.	The proposal provides lots which are oriented towards the accessway to allow for visual passive surveillance.	✓
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Element 2.2 – Brisbane's housing and accommodation choices

Of the Specific Outcome and Land Use Strategies in Element 2.2 not all are applicable to the subject site or the proposal and other those considered relevant have been discussed in Table 3.4.3.1 below.

Table 3.4.3.1–Specific outcomes and land use strategies

Specific Outcomes	Land Use Strategies	Compliance	Status
SO2 Brisbane's housing is diverse in type and form, offering choice to different household types and income levels and individuals with specific housing needs.	L2 Residential development contributes to housing diversity, particularly supporting ageing in place and assisted living and housing suited to households on different incomes, within each neighbourhood and across the city, as outlined in the applicable zone or neighbourhood plan. Small-scale complementary uses (care co-located uses defined activity group) that are suited to integration and co-location with retirement facilities and residential care facilities are facilitated to support the provision of specialised services and retail for residents and visitors.	The proposal directly encourages the provision of housing diversity by provided greater flexibility of product able to be provided and supplying the “missing middle” and “gentle density”. Lot sizes are consistent with those in the area (see <i>Figure 4</i> below).	✓
	L3.1 A range of accessible accommodation opportunities catering to a growing number of visiting professionals, temporary business visitors, tourists and students are conveniently located at or in proximity to major business and tourism destinations.	The proposal assists in achievement of this aim as the site is located near Brisbane Technology Park.	✓
	L3.2 There are opportunities for accommodation of employees in residential precincts in proximity to centres.	The proposal contributes to the ability of the site to accommodate local employees.	✓
SO6 Brisbane provides a variety of accommodation and housing near the city's major institutions and other Special Centres.	L6.1 Land is identified for a range of housing types including rooming accommodation, suitable to tertiary and international students, staff and visitors to major special-purpose centres or community institutions, such as hospitals, at appropriate locations proximate to education campuses or health institutions or along high-frequency public transport routes and with good access to urban services.	The proposal assists in achievement of this aim as the site is located near Brisbane Technology Park.	✓



7.2.2 Theme 4: Brisbane's highly effective transport and infrastructure networks

From Theme 4 only Elements 4.1 – Brisbane's transport infrastructure networks and 4.3 – Brisbane's coordinated infrastructure planning and delivery are identified as being relevant to the proposal.

Element 4.1 – Brisbane's transport infrastructure networks

An assessment against Table 3.6.1.1 – Specific outcomes and land use strategies has confirmed that the proposal is consistent with and does not conflict with those outcomes.

Element 4.2 – Brisbane's other infrastructure networks.

Of the Specific Outcome and Land Use Strategies in Element 4.2 not all are applicable to the subject site or the proposal and other those considered relevant have been discussed in Table 3.6.3.1 below.

Table 3.6.3.1–Specific outcomes and land use strategies

Specific Outcomes	Land Use Strategies	Compliance	Status
Energy infrastructure			
SO8 Brisbane's existing and planned electricity and gas transmissions and distribution infrastructure corridors and facilities are protected.	L8 Electricity and gas transmission and distribution infrastructure corridors and facilities are protected from incompatible development.	The proposal is compatible development.	✓

Element 4.3 – Brisbane's coordinated infrastructure planning and delivery

Of the Specific Outcome and Land Use Strategies in Element 4.3 not all are applicable to the subject site or the proposal and other those considered relevant have been discussed in Table 3.6.4.1 below.

Table 3.6.4.1–Specific outcomes and land use strategies

Specific Outcomes	Land Use Strategies	Compliance	Status
Infrastructure planning			
SO1 Brisbane's development provides for the development infrastructure and other essential infrastructure required to service the development in accordance with the infrastructure planning provided for in the following: a. for long term infrastructure for development which is not assumed future urban development, the Long term infrastructure plans; b. for existing and planned infrastructure for development which is assumed future urban development, the Local government infrastructure plan.	L1.3 Development protects existing and planned infrastructure in the Local government infrastructure plan and long term infrastructure in accordance with the Long term infrastructure plans. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	The proposal fully complies with these requirements.	✓



7.2.3 Theme 5: Brisbane's CityShape

From Theme 5 only Element 5.5 – Brisbane' Suburban Living Areas is identified as being relevant to the proposal.

Element 5.5 – Brisbane's Suburban Living Areas

Of the Specific Outcome and Land Use Strategies in Element 5.5 not all are applicable to the subject site or the proposal and other those considered relevant have been discussed in Table 3.7.6.1 below.

Table 3.7.6.1–Specific outcomes and land use strategies

Specific Outcomes	Land Use Strategies	Compliance	Status
SO1 Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.	L1 The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.	The proposal does not compromise achievement of this Specific Outcome or Land Use Strategy.	✓
SO2 Suburban Living Areas experience limited growth, providing predominantly detached housing for residents.	L2.1 Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.	The proposal provides for detached housing on standard format plan lots.	✓
	L2.2 Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development.	The proposal complies and provides for a density consistent with other development in the surrounding area and on lot sizes compliant in the Emerging Community Zone.	✓
SO4 The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached housing, the presence of mature vegetation and gardens and by local typography is maintained.	L4.1 Infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood.	The site is in a well located position and within an areas which contains a diversity of lot sizes and densities and the proposal is consistent with the intended minimum lot sizes in the Emerging Community Zone.	✓
SO8 Development of Emerging community zoned land reinforces intended local character and amenity , positively contributes to the creation of sustainable and functional communities that are fully integrated within the Suburban Living Area and is serviced by appropriate supporting infrastructure and services.	L8 Development: a. considers and responds to known development constraints and those identified through the assessment process; b. preserves valued character and environmental attributes and mitigates unavoidable impacts; c. provides corridors and linkages required to physically integrate development within the locality; d. concentrates the most intense land uses on well-located sites serviced by appropriate supporting infrastructure; e. is consistent with the scale and pattern of development intended in	The proposal deals with site constraints, is consistent with local character, provides linkages and provides an appropriate density on a well-located site.	✓



	the zone, zone precinct, or neighbourhood plan.		
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Element 5.6 – Brisbane’s Greenspace System

An assessment against Table 3.7.7.1 – Specific outcomes and land use strategies has confirmed that the proposal is consistent with and does not conflict with those outcomes.

The proposal does not in any way conflict with the relevant Strategic Framework Themes or Elements and will assist in progressing achievement of the strategic intent of City Plan and the South East Queensland Regional Plan.

7.3 Part 6 – Zone Codes

7.3.1 Emerging Community Zone Code

The site is located in the Emerging Community Zone and is subject to the Emerging Community Zone Code which provides the following overall outcomes with comments in relation to each item interspersed:

“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.”*

The proposal does not conflict with the Strategic Framework as assessed in detail in section 7.2 of this Report.

- “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.”*

The site is the last remaining developable allotment interspersed between existing developments. The road network has been established through the Structure Planning process in the past.

- “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.*



Note—In interpreting 6.2.6.2(c)(iii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm."

The proposed lots will allow for Dwelling House, Rooming Accommodation and Community Residence development which are limited in supply in the immediate area. The site is well located and has easy access to services and facilities and high frequency public transport.

- "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.*

Note—A range of factors influence development potential and yield. As such, suitability for urban purposes cannot be assumed for all land in the Emerging community zone and yield may be impacted depending on development constraints impacting a site. The Structure planning planning scheme policy provides guidance on the identification of development constraints and the determination of the net developable area of a site.

Note—The density of dwellings per hectare is expressed as a net residential density and is applicable to development involving either dwellings or lots. The Structure planning planning scheme policy provides guidance on the calculation of net residential density and equivalent site density.

Note—If a neighbourhood plan does not specify or provide sufficient information on the density, mix and scale of dwellings intended for a potential development area, 6.2.6.2(d)(i) and (ii) apply. However, 6.2.6.2(d)(iii) applies where a potential development area is refined through the identification of sub-types."

The proposal achieves a density over the net developable area (easement included) of 24.7 lots per hectare which exceeds the 18 dwellings per hectare density prescribed for the zone. The density consistently approved for development in the surrounding area is higher than 18 dwellings per hectare (refer to Figure 4 below) and the proposal is compatible with surrounding development. The immediately adjoining development to the east achieves a density of 18 dwellings and the development three blocks along to the east achieves a density of 17 dwellings on the same sized sites.



The proposal provides for additional housing choice through allowing for alternative residential uses in comparison to the extensive townhouse developments in the area. Housing variety is severely lacking and the proposal provides diversity, accommodates the missing middle and provides gentle density in a sensitive way. The proposal will support housing affordability as smaller lots represent lower purchase costs and each lot will be freehold title. This removes the ongoing financial burden of body corporate levies that apply to most existing developments in the area.

The current draft City Plan amendment also prescribes for the Low-Medium Density Residential Zone a minimum lot size of 350m² for rear lots and supports Dual Occupancy development on lots of 400m² in area. For the Low Density Residential Zone, lots of 300m² in area are supported where within 300 metres walking distance of a Centre Zones category of 2000m² in area. All proposed lots are within 300 metres walking distance of the Neighbourhood Centre Zone. These proposed City Plan amendments provide for a residential density entirely consistent with that of the proposed development.

The proposal does not adversely affect the character or environmental values of the site, is of a compatible density to and integrated with the adjoining residential developments and will be provided with the required infrastructure.

“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.*
- h. Development is well planned and integrated with surrounding land uses and infrastructure.*
- i. Development provides a connected and permeable transport network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.*
- j. Development does not impinge on an existing or intended use of an adjacent area.*
- k. Development provides appropriate mitigation measures including adequate buffer areas between incompatible land 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.*
- m. Development provides the infrastructure required to support the development.*

Note—A structure plan is to be prepared in accordance with the Structure planning planning scheme policy for development of emerging community zoned land for urban purposes as outlined in the relevant development code.”

The zoning pattern in the area is ill-conceived and lacks foresight, and the piecemeal application of different zones appears to be largely reactionary based on development approvals rather than being strategically focussed. The site is well located, and less conveniently located land is included within the Low-Medium Density Residential Zone, whilst the similarly located land immediately to the east is in the Low Density Residential Zone.

Strategically, the majority of land shown within the limits in *Figure 3* above where in the Emerging Community Zone should be included within the Low-Medium Density Residential Zone (including the adjoining Low Density Residential Zone land immediately to the east of the subject site). The majority of this land has been developed at densities consistent with that zone and well above 18 dwellings per hectare as shown in *Figure 4* below:



Figure 4 – Densities surrounding the subject site

SOURCE: [HTTP://CITYPLAN2014MAPS.BRISBANE.QLD.GOV.AU/CITYPLAN/](http://cityplan2014maps.brisbane.qld.gov.au/cityplan/)

Figure 4 above confirms that Council have approved a residential density of up to 54 dwellings per hectare in the area, on sites unconstrained by environmental factors. The development in the immediate area has been consistent with that within the Low-Medium Density Residential Zone where no density restrictions apply.

The proposal is entirely consistent with community expectations given the density and diversity of development approved and delivered in the local area. The proposal also assists in diversifying the housing stock in the area providing for standard format plan lots without the financial burden of a body corporate.

The proposal does not in any way compromise the achievement of the intent of the Emerging Community Zone Code.

7.4 Overlays

7.4.1 Community Purposes Network Overlay Code

The proposal involves Reconfiguring a Lot and is subject to the Community Purposes Network Overlay Code. However, a detailed review of the Table 8.2.8.A.3 has confirmed after reference to the Overlay Maps that none of the Performance Outcomes and Acceptable Outcomes are applicable to the proposed development.

7.4.2 Regional Infrastructure Corridors and Substations Overlay Code

The site is located within the Regional Infrastructure Corridors and Substations Overlay and the code is applicable to assessment of the proposal and provides the following purpose:

"1. The purpose of the Regional infrastructure corridors and substations overlay code is to:

- Implement the policy direction in the Strategic framework, in particular Theme 4: Brisbane's highly effective transport and infrastructure, Element 4.1 – Brisbane's transport infrastructure networks and Element 4.2 – Brisbane's other infrastructure networks.
- Provide for the assessment of the suitability of development in the Regional infrastructure corridors and substations overlay.



2. *The purpose of the code will be achieved through the following overall outcomes:*
 - a. *Development of 'at risk' activities are located a safe distance from a gas pipeline and development in the vicinity of a gas pipeline is not at unnecessary risk.*
 - b. *Development does not adversely impact on the safe operation and maintenance of a gas pipeline, an oil pipeline, or major transport infrastructure.*
 - c. *Development does not compromise the potential future re-use of a decommissioned oil pipeline.*
 - d. *Development is sited and designed to not impede the functioning and maintenance of high voltage electrical infrastructure.*
 - e. *Development does not compromise the integrity, operation or maintenance of sub-surface transport infrastructure."*

The proposal does not in any way jeopardise the achievement of the purpose of the Regional Infrastructure Corridors and Substations Overlay Code. The application is also assessable against the Performance Outcomes and Acceptable Outcomes in Table 8.2.17.3 as provided in [Appendix C](#).

7.4.3 Road Hierarchy Overlay Code

The proposal involves Reconfiguring a Lot and is subject to the Road Hierarchy Overlay with Sections C and D of this code being applicable to the proposal.

- "1. The purpose of the Road hierarchy overlay code is to:*
 - a. *Implement the policy direction in the Strategic framework, in particular:*
 - i. *Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 – Brisbane's transport infrastructure networks;*
 - ii. *Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity.*
 - b. *Provide for the assessment of the suitability of development in the Road hierarchy overlay.*
2. *The purpose of the code will be achieved through the following overall outcomes:*
 - a. *Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.*
 - b. *Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.*
 - c. *Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.*
 - d. *Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.*
 - e. *Development does not compromise the completion of the road hierarchy.*
 - f. *Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods."*

The proposal does not in any way jeopardise the achievement of the purpose of the Road Hierarchy Overlay Code. The application is also assessable against the Performance Outcomes and Acceptable Outcomes in Table 8.2.18.3 as provided in [Appendix C](#).

7.4.4 Streetscape Hierarchy Overlay Code

The proposal involves Reconfiguring a Lot and is subject to the Streetscape Hierarchy Overlay with Sections A and B of this code being applicable to the proposal.



- "1. The purpose of the Streetscape hierarchy overlay code is to:*
- a. Implement the policy direction in the Strategic framework, in particular:*
 - i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity;*
 - ii. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 – Brisbane's transport infrastructure networks.*
 - b. Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.*
- 2. The purpose of the code will be achieved through the following overall outcomes:*
- a. Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.*
 - b. Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration.*
 - c. Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.*
 - d. Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone.*
 - e. Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.*
 - f. Development maintains options for the safe movement of wildlife along a corridor."*

The proposal is entirely consistent with and does not compromise the achievement of the purpose of the code. The application is also assessable against the Performance Outcomes and Acceptable Outcomes in Table 8.2.20.3.A as provided in [Appendix C](#).

7.5 Development Codes

7.5.1 Subdivision Code

The proposal involves Reconfiguring a Lot and is subject to the Subdivision Code which has the following purpose:

- "2. The purpose of the code will be achieved through the following overall outcomes:*
- a. Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the:*
 - i. landscape and built form character, environmental and other values of the site or locality;*
 - ii. safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises;*
 - iii. amenity of intended uses and existing surrounding residential uses;*
 - iv. comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site.*
 - b. Development for reconfiguring a lot results in lots and an arrangement of lots that:*
 - i. achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site;*
 - ii. accommodate lawful uses;*
 - iii. are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development;*
 - iv. are arranged and configured to complement the pattern of development in the locality;*



- v. *address development constraints that impact land use and development and mitigate adverse impacts to character and environmental values.*
- c. *Development for reconfiguring a lot under the Land Title Act 1994 and the Body Corporate and Community Management Act 1997 occurs in a manner that achieves good urban design outcomes.*
- d. *Development for reconfiguring a lot associated with or resulting from a material change of use provides lots and arrangement of lots for the purposes of titling and any easement relevant to the development.*
- e. *Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms.*
- f. *Development for reconfiguring a lot relating to existing or approved buildings does not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category and a dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the residential zones category is always to remain as a sole lot by any title or tenure.*
- g. *Development for reconfiguring a lot provides infrastructure and services that:*
 - i. *comply with the relevant standards in the planning scheme;*
 - ii. *effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose;*
 - iii. *maximise the quality and utility of the public realm."*

The proposal is consistent with and does not compromise achievement of the Overall Outcomes of the Subdivision Code. The proposed allotments provide for an efficient use of land, are of an appropriate size and dimensions and provide a residential density consistent with that prevailing within the surrounding area.

The proposal is also subject to the Performance Outcomes and Acceptable Outcomes in Table 9.4.10.3.A as provided in Appendix C.

An Alternative Solution proposed under the Performance Outcomes of the Subdivision Code is identified and discussed as follows.

Performance Outcome	Acceptable Outcome	Compliance	Status
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;	AO3.3 Development provides each lot with access to a public road other than a major road, that is: a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density	Alternative Solution. All proposed lots will take access from the existing accessway which provides consolidated access to Bleasby Road which is a major road. Refer to the Traffic Report. The proposal does not compromise achievement of Performance Outcome PO3.	AVS



	residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
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7.5.2 Filling and Excavation Code

The proposal is assessable against the Filling and Infrastructure Code which provides the following purpose and overall outcomes:

- "1. The purpose of the Filling and excavation code is to assess the suitability of development for filling or excavation.*
- 2. The purpose of the code will be achieved through the following overall outcomes:*
 - a. filling or excavation does not adversely affect the visual character and amenity of the site or the surrounding area and provides access for maintenance to any structure as a result of filling or excavation.*
 - b. filling or excavation does not adversely impact significant vegetation, water quality or drainage of upstream, downstream and adjoining land.*
 - c. filling or excavation effectively manages the impacts associated with the activity.*
 - d. filling or excavation and any retaining structure is designed and constructed to be fit for purpose and to protect services and utilities."*

The proposal is entirely consistent with the overall outcomes for the Filling and Excavation Code and will meet appropriate standards as anticipated for this type of development.

The proposal is also assessable against the Performance Outcomes and Acceptable Outcomes in Table 9.4.3.3 which is addressed in Appendix C.

7.5.3 Infrastructure Design Code

The proposal is assessable against the Infrastructure Design Code which provides the following purpose and overall outcomes:

- "1. The purpose of the Infrastructure design code is to assess the suitability of infrastructure for development.*
- 2. The purpose of the code will be achieved through the following overall outcomes:*
 - a. Development is provided with a safe, connected and efficient transport network for all modes that has a minimal whole-of-life cost.*
 - b. Development provides for public utilities and services to the standards acceptable to the Council and the reasonable expectations of service providers.*
 - c. Development involving infrastructure which is intended to become a Council asset is safe, aesthetically pleasing, functional, fit for purpose, durable, minimises environmental impacts and has minimal whole-of-life cost.*
 - d. Development provides for a public space to be safe and inviting, allowing high levels of pedestrian activity.*
 - e. Development ensures that the community and environment are not unreasonably disrupted or impacted by construction or demolition for the development.*



- f. Development involving infrastructure is designed with consideration of, and to integrate with, other related and interfacing infrastructure components.*
- g. Development accessed by common private title is provided with appropriate fire hydrant infrastructure and has unimpeded access for refuse vehicles and for emergency service vehicles to protect people, property and the environment.*
- h. Development ensures major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System is not compromised.*
- i. Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System avoids or otherwise minimises adverse impacts on surrounding land uses."*

The proposal is entirely consistent with the overall outcomes for the Infrastructure Code and will meet appropriate standards as anticipated for this type of development.

The proposal is also assessable against the Performance Outcomes and Acceptable Outcomes in Table 9.4.4.3.A which is addressed in Appendix C.

7.5.4 Landscape Work Code

The Landscape Work Code is nominated as a Secondary Code for the assessment of the proposal. However, the proposal relates to subdivision only so a detailed assessment against this code is not warranted as a detailed assessment will be undertaken in a subsequent Operational Works application or these requirements can be conditioned.

7.5.5 Outdoor Lighting Code

The Outdoor Lighting Code is nominated as a Secondary Code for the assessment of the proposal. However, the proposal relates to subdivision only so a detailed assessment against this code is not warranted as the only outdoor lighting proposed will be street lighting.

7.5.6 Stormwater Code

The proposal is assessable against the Stormwater Code which provides the following purpose and overall outcomes:

- "1. The purpose of the Stormwater code is to assess the suitability of the stormwater aspects of development.*
- 2. The purpose of the code will be achieved through the following overall outcomes:*
 - a. Development achieves acceptable levels of stormwater run-off quality and quantity by applying water sensitive urban design principles as part of an integrated stormwater management framework.*
 - b. Development protects public health and safety and protects against damage or nuisance caused by stormwater flows.*
 - c. Development has a stormwater management system which maintains, recreates or minimises impact to natural catchment hydrological processes.*
 - d. Development ensures that the environmental values of the city's waterways are protected or enhanced.*
 - e. Development minimises run-off, including peak flows.*
 - f. Development maintains or enhances the efficiency and integrity of the stormwater infrastructure network.*
 - g. Development minimises the whole of life cycle cost of stormwater infrastructure."*



The proposal is entirely consistent with the overall outcomes for the Stormwater Code and will meet appropriate standards as anticipated for this type of development.

The proposal is also assessable against the Performance Outcomes and Acceptable Outcomes in Table 9.4.9.3.A which is addressed in Appendix C.

7.5.7 Transport, Access, Parking and Servicing Code

The proposal is assessable against the Transport, Access, Parking and Servicing Code which provides the following purpose and overall outcomes:

- "1. The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.*
- 2. The purpose of the code will be achieved through the following overall outcomes:*
 - a. Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.*
 - b. Development enhances the potential for trip making other than by private vehicle.*
 - c. Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.*
 - d. Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.*
 - e. Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system.*
 - f. Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles.*
 - g. Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.*
 - h. Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.*
 - i. Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.*
 - j. Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:*
 - i. are safe and convenient to use;*
 - ii. if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.*
 - k. Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.*
 - l. Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network."*



The proposal is entirely consistent with the overall outcomes for the Transport, Access, Parking and Servicing Code and will meet appropriate standards as anticipated for this type of development.

The proposal is also assessable against the Performance Outcomes and Acceptable Outcomes in Table 9.4.11.3 which is addressed in Appendix C.

SECTION – 8

8.0 Conclusion

The proposal does not conflict with the intent of City Plan being consistent with the Emerging Community Zone Code, the Overlay Codes and the Strategic Framework. The proposal does not conflict with the Strategic Framework or any of the Assessment Benchmarks and will result in appropriate forms of development on the site and is entirely consistent with the character and density in the surrounding area. The site will directly provide housing choice through providing an alternative product to that which is prevalent in the wider surrounding area whilst achieving comparable densities.

The proposal meets the intent of the applicable assessment benchmarks and has sufficient planning merit to warrant approval.

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