DTS Group Qld Pty Ltd – Urban Planning

108 Old Northern Road, Everton Park

Development Permit for Material Change of Use (22 Townhouses)

On behalf of

Air on Everton Park Pty Ltd

October 2026

develop with confidence, develop with DTS

Impact Assessable Development Application

108 Old Northern Road, Everton Park 4053

Being described as Lot 209 SP173859

On behalf of

Air on Everton Park Pty Ltd

October 2026

Document History				
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Executive Summary

Site Details

Address:	108 Old Northern Road, Everton Park 4053
Lot Description:	Lot 209 SP173859
Planning Scheme Version:	v37
Zoning:	Emerging Community zone
Neighbourhood Plan:	McDowall neighbourhood plan
Site Area:	4,621m²
Registered Landowner:	Air on Everton Park Pty Ltd

Application Details

Application:	Development Permit for a Material Change of Use for Multiple Dwellings (22 Townhouses)
Preliminary Approval:	Nil
Defined Uses:	Multiple Dwelling
Applicant:	**Air on Everton Park Pty Ltd** C/- DTS Group QLD Pty Ltd, PO Box 3128, WEST END QLD 4101
DTS Reference:	BNE250378

Synopsis

This planning assessment report, prepared on behalf of Air on Everton Park Pty Ltd, seeks development approval to establish twenty-two (22) two and three storey Multiple Dwelling townhouses at 108 Old Northern Road, Everton Park. This development application requests:

- Development Permit for a Material Change of Use - Multiple Dwellings (22 Townhouses)

Under the *Brisbane City Plan 2014*, the subject site is designated within the McDowall neighbourhood plan. This report clearly outlines the development compliance with the *Brisbane City Plan 2014* and neighbourhood plan. The proposal is considered to achieve an outstanding design outcome that is appropriate to the locality and within reasonable expectations of residents in the immediate area.

1 Introduction

The development has been assessed against the desired outcomes, intents and acceptable solutions of the relevant Planning Scheme codes as well as relevant state and regional provisions. The below reporting has been prepared to logically address the town planning considerations relevant to the application for a Material Change of Use and based on assessment illustrate sufficient town planning grounds to warrant approval.

Section 3 – The Proposed Development of this report together with **Appendix A** – Architectural Plans contain detailed information with regard to the design, layout and sequencing of the proposed development.

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

- Material Change of Use

Accompanying this report in support of the development is:

1. **Code Assessment** prepared by DTS Group, attached under **Appendix A**;
2. **Architectural Plans** prepared by Wiltshire Stevens Architecture, attached under **Appendix B**;
3. **Noise Impact Assessment** prepared by CRG Acoustics, attached under **Appendix C**;
4. **Traffic Engineering Assessment** prepared by PTT Traffic & Transport Engineering, attached under **Appendix D**;
5. **Landscape Concept Plan** prepared by LAUD ink, attached under **Appendix E**;
6. **Engineering Services Report** prepared by Western Partners Pty Ltd, attached under **Appendix F**; and
7. **Stormwater Management Report** prepared by Western Partners Pty Ltd, attached under **Appendix G**.

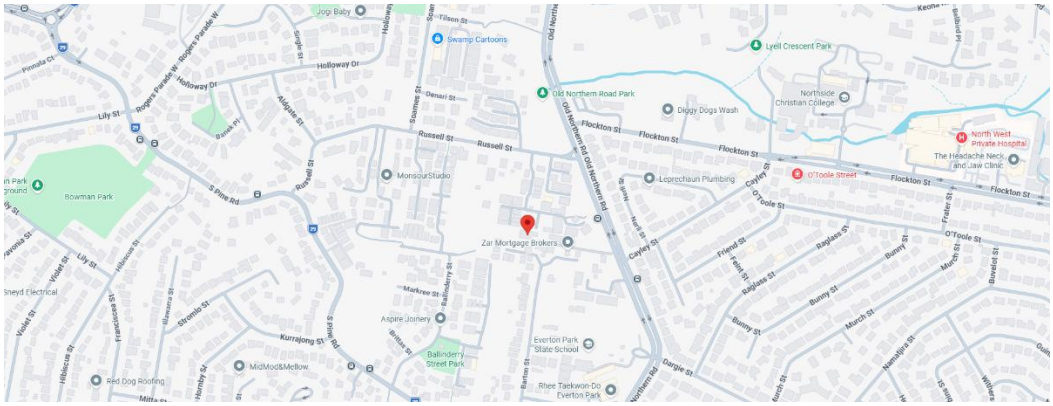


Figure 1 Site Locational Context
Source: Google Maps, 2026



Figure 2 Aerial Photograph
Source: Nearmap, June 2026

1.1 Level of Assessment

The proposed development is for a Material Change of Use on land located in the Emerging Community zone. **Table 1** provides an assessment against Part 5 of the *Brisbane City Plan 2014* and has determined that the applicable level of assessment for this application is **Impact Assessment**.

Table 1 Level of Assessment & Applicable Assessment Criteria

City Plan 2014	Level of Assessment	Assessment Criteria
Zoning		
Emerging Community zone	Impact Assessable	Multiple Dwelling code Emerging Community zone code Prescribed secondary codes
Neighbourhood Plan		
McDowall neighbourhood plan	No Change	McDowall neighbourhood plan code
Overlay		
Airport Environs overlay *(OLS – Horizontal limitation surface boundary, Procedures for air navigation surfaces (PANS), BBS zone – Distance from airport 8-13km)*	No Change	Airport Environs overlay code
Bicycle Network overlay	No Change	Bicycle Network overlay code
Community Purposes network overlay	No Change	Community Purposes network overlay code
Critical Infrastructure and Movement Network overlay *(Critical infrastructure and*	No Change	Not Applicable

City Plan 2014	Level of Assessment	Assessment Criteria
movement planning area sub-category)		
Road Hierarchy overlay *(Arterial road)*	Code Assessment	Road Hierarchy overlay code—all outcomes in sections A, B and C
Streetscape Hierarchy overlay *(Subtropical boulevard – out of centre verge width 3.75m/4.25m)*	Code Assessment	Streetscape Hierarchy overlay code—all outcomes in sections A and B
Transport Air Quality Corridor overlay *(Transport air quality B, Transport air quality A, Category 2 Transport route)*	Code Assessment	Transport Air Quality Corridor overlay code
Transport Noise Corridor overlay *(Designated State Noise corridor – State controlled road (MANDATORY area): Category 0: Noise Level < 58 dB(A),* *Category 1: 58 dB(A) – 63 dB(A), Category 2: 63 dB(A) – 68 dB(A), Category 3: 68 dB(A) – 73 dB(A), Category 4: Noise Level > 73 dB(A))*	Code Assessment	Transport Noise Corridor overlay code

2 Site Characteristics

The subject site is located at 108 Old Northern Road, Everton Park and is described as Lot 209 on SP173859. The subject site includes a site area of 4,619m^2 with a frontage of approximately 23.6m to Old Northern Road. The site is currently improved by two detached dwelling houses which will be removed as part of the development. The site abuts townhouse developments the north and south and abuts a detached dwelling house to the rear western boundary.

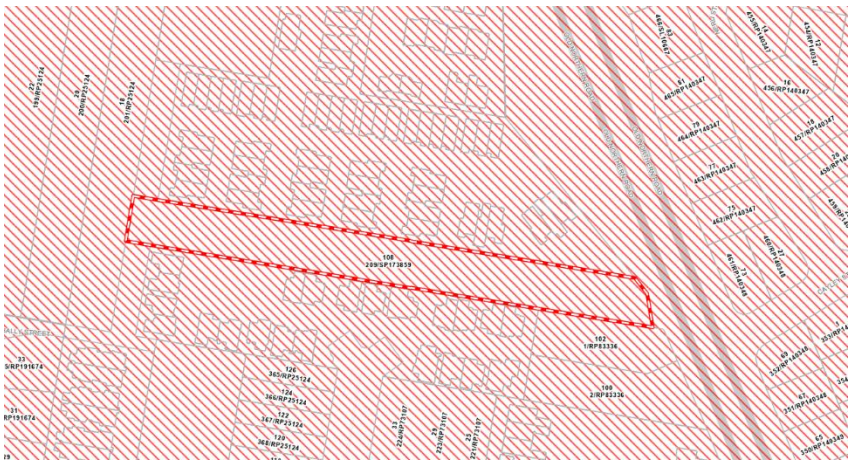
In the broader context, the site is located in the suburb of Everton Park and is situated in close proximity to Queens Road, North West Private Hospital, and various retail centres.

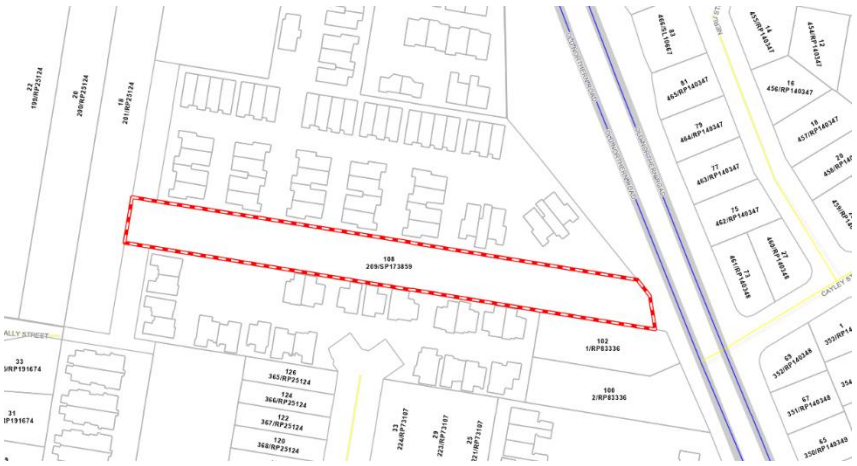
2.1 Planning Scheme Classifications

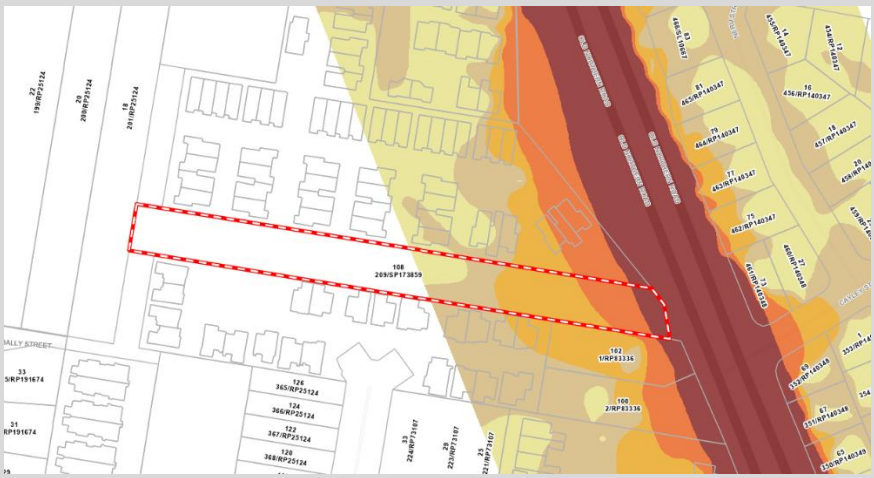
Brisbane City Council's *City Plan 2014* interactive mapping outlines the below property flags which apply to the subject site:

Table 2 Property Flags

Flag Description	Mapped Location
Emerging Community zone	
McDowall neighbourhood plan	

Bicycle Network overlay	
Community Purposes Network overlay	
Critical Infrastructure and Movement Network overlay *(Critical infrastructure and movement planning area sub-category)*	

Road Hierarchy overlay *(Arterial road)*	
Streetscape Hierarchy overlay *(Subtropical boulevard – out of centre verge width 3.75m/4.25m)*	
Transport Air Quality Corridor overlay *(Transport air quality B, Transport air quality A, Transport routes Category 2)*	

Transport Noise Corridor overlay *(State designated noise corridor – State controlled road (MANDATORY area): Category 0: Noise level < 58 dB(A),* *Category 1: 58 dB(A) – 63 dB(A), Category 2: 63 dB(A) – 68 dB(A), Category 3: 68 dB(A) – 73 dB(A), Category 4: Noise level > 73 dB(A))*	

Source: BCC Interactive Mapping

2.2 Topography

The site generally slopes from the north to the south, from 66m AHD at the northern site boundary falling to 61m AHD at the south-western boundary and 57m AHD at the south-eastern boundary.

2.3 Frontage and Access

The subject site maintains a frontage of 23.6m to Old Northern Road, which is classified as an Arterial Road. The existing dwelling will remove its existing access driveway, which is semi-constructed, to be replaced by a fully constructed concrete crossover and driveway.

2.4 Urban Services

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

2.4.1 Water Supply

Water infrastructure exists within the verge of Old Northern Road as shown in **Figure 3**.

2.4.2 Sewerage Reticulation

Sewer infrastructure has been extended and supplied to the multiple townhouse developments to the south and north of the subject site, currently extending across the site's front boundary before connecting to the infrastructure within Old Northern Road. This infrastructure is capable of supporting the proposed development.

2.4.3 Stormwater

Stormwater infrastructure is provided at the site's front boundary within the verge to Old Northern Road. Stormwater infrastructure is provided directly north and south of the subject site as part of recent development over the land. This infrastructure is capable of supporting the proposed development.



Figure 1 As Constructed Services
Source: BCC Community Maps - Utilities

2.5 Flooding

A review of BCC Flood wise property reporting and flood mapping indicates that the site is not subject to flooding.

2.6 Easements

No easements have been identified over the subject site.

2.7 Public Transport

The subject site is well serviced by public transport with multiple bus stops available along Old Northern Road, including stops north and south which are 48m and 83m walking distance from the site respectively. These bus stops are serviced by the five bus routes:

- 350 to Aspley Hypermarket and Brisbane CBD via Ashgrove generally operates every 30 minutes on weekdays and every hour at weekends.
- 351 to Aspley Hypermarket and Brisbane CBD via Kelvin Grove Road replaces the 350 route during peak hours and operates every 15 minutes.
- 357 to Eatons Hill and Brisbane CBD operates at 15-minute intervals during peak hours.
- 359 to Eatons Hill and Brisbane CBD operates every hour on weekdays and weekends.
- 599 (clockwise) and 598 (anticlockwise) Great Circle lines which operate every 30 minutes on weekdays and every hour on weekends to Brookside Shopping Centre, Toowong, Indooroopilly, Sunnybank, Garden City, Carindale, Cannon Hill, Nundah and Chermside.

3 The Proposed Development

3.1 Overview

The proposed development is for a Material Change of Use over land at 108 Old Northern Road, Everton Park, for a Multiple Dwelling proposal comprised of twenty-two (22) townhouses. The site can be considered an irregularly shaped lot, with an area of 4,619m^2 and a frontage to Old Northern Road of 23.6m. The rear of the site will have a future frontage of 19.9m to an extension of the road network provided from Shanbally Street.

The proposal provides housing diversity in the expanding Everton Park area, with the site itself located adjacent to multiple townhouse-style developments to the north and the south. The development location is considered to contribute to a mix of housing types, styles and densities in the wider Everton Park area, and is ideally located adjacent to land planned for a future park (EVP-A1-001), as well as multiple facilities which meet the needs of residents that are easily accessed from the site.

The development provides an overall bulk, scale, form and intensity that is consistent with the existing and intended neighbourhood structure plan for the area, with the subject site being included within the Potential Development Area designation of the McDowall neighbourhood plan. The increase in density over the site is considered an ideal outcome as the site is located in proximity to public transport facilities which provide high frequency options, as well as proximity to educational, recreational and retail land uses.

The site will be provided future access to a new road to the west of the site, being an extension of Russell Street further north. The site is able to be provided with vehicular and active transport access off Old Northern Road until this road is completed and will not negatively impact upon the structure planning process in the immediate area, considered to be well planned and integrated with surrounding land uses.

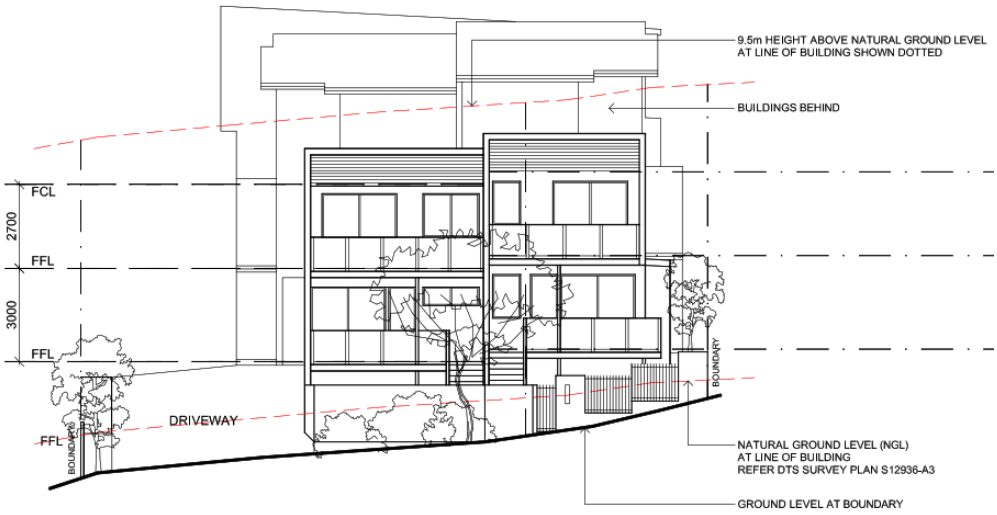


Figure 4 Old Northern Road Street Perspective

Source: Excerpt from Appendix B

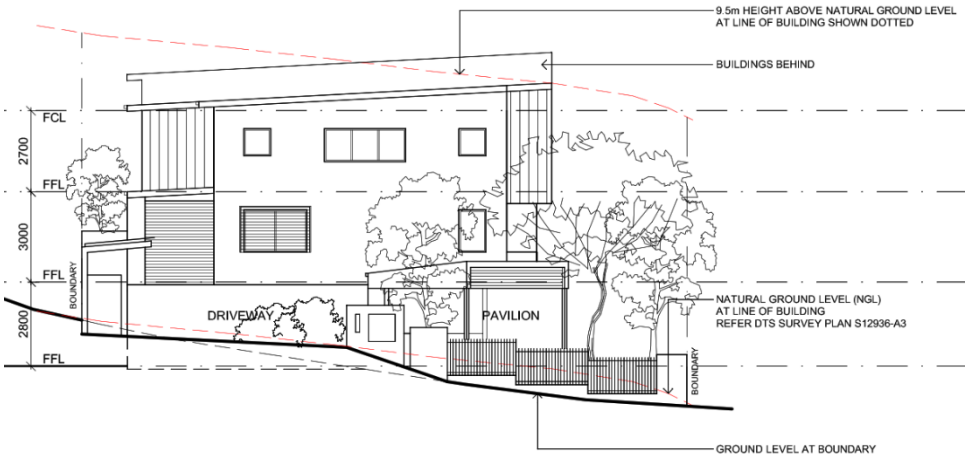


Figure 5 New Road Street Perspective
Source: Excerpt from Appendix B

The proposed development has been designed intentionally to reduce the visual bulk of the development from adjoining properties and the street frontage(s). The measures included to reduce this bulk is the reduction of long adjoining dwellings, with a break provided every 2-3 dwellings to reduce the visual bulk and keep the visual appearance of a detached dwelling.

The development incorporates deep planting along all the road frontage to ensure a balance between the building and natural features is enhanced and a human scale street environment is achieved. Communal and private open space has been incorporated into the design to promote outdoor subtropical living. Overall, the development achieves a high level of compliance with the *City Plan 2014* and contributes to the character of the growing Everton Park locality.

3.2 Structure Plan

A site-specific structure plan has not been provided, given the site is located between two developed properties (to the north and south).

The proposal is consistent with the structure planning in the area, which includes the extension of Shanbally Street along the site western boundary. the proposal includes the delivery of road reserve associated with the future road extension.

The access to Old Northern Road is a temporary road access, with the access to be closed once the extension of Shanbally Street has been achieved.

3.3 Local Government Infrastructure Plan (LGIP)

Development of the site is adjacent to a Local Government Infrastructure Plan (LGIP). The site is not mapped as being affected by trunk infrastructure under the LGIP however, a trunk item (EVP-A1-001) for a future park is located to the west of the site. The current LGIP which came into effect on 10 December 2021 specifies that this item is to be located over land in the Emerging Community area west of Old Northern Road, south of Russell Street and north-east of Ballinderry Street and is to be 0.5ha in area. The provision of this infrastructure over nearby premises to the west has been considered.

Updates to the proposed Local Government Infrastructure Plan Amendment 1b released on 12 November 2024 indicate that the item has been moved to encompass the following properties:

- 24 Russell Street, Everton Park (Lot 1 RP107848);
- part of 22 Russell Street, Everton Park (Lot 199 RP25124 & Lot 2 RP107848);
- part of 20 Russell Street, Everton Park (Lot 200 RP251254); and
- part of 18 Russell Street, Everton Park (Lot 201 RP25124) *(all from northern ends, with frontage to Russell Street).

The addition of the amendment increases the item to 0.8ha. The proposed future park does not affect the development, which is the focus of this report, nor will it affect the delivery of the development. An additional park in close proximity to the proposal will improve the general amenity of the area and provide an optional open communal space area for the future residents of the proposed development.

The delivery of the trunk park, in part is identified in Council approval A006770216.

3.4 Key Development Statistics

3.4.1 Built Form

The key development statistics have been provided as follows.

Table 3 Built Form Statistics

Criteria	Acceptable Solution	Proposed
Site Coverage	45%	42%
Number of Storeys	2 Storeys	2 / 3 Storeys
Communal Open Space	5%	5%
Deep Planting	10%	10%

3.4.2 Building Height

AO3 of the Multiple Dwelling code identifies the specified height, setbacks, car parking, building separation, height transitions and landscaping requirements for a Multiple Dwelling development. The proposal does not comply with every aspect of AO3, requiring a performance outcome assessment.

AO3

Development is contained within the building envelope for the site created by applying:

a. the maximum building height in Table 9.3.14.3.B;
b. front, rear and side boundary setback requirements in Table 9.3.14.3.C;
c. car parking boundary setback requirements in Table 9.3.14.3.E;
d. building separation requirements in Table 9.3.14.3.F;
e. building height transitions specified in Table 9.3.14.3.I where applicable;
f. the acceptable outcomes for deep planting and landscaping areas.

PO3 of the Multiple Dwelling code identifies that '*development height, bulk and scale, siting and layout ensures that*':

a) building height is consistent with the intended form and character of the local area including the predominant height of existing or approved buildings in the street;

The proposed building height remains under 9.5m despite a three-storey built form being proposed, compliant with existing development surrounding the site. given the slope of the site, the third storey is triggered due to the semi-basement car parking.

b) where building height is greater than the acceptable outcome for building height on sites adjoining or opposite the subject site, the development sensitively reduces height towards site boundaries to a compatible scale;

The proposed building heights do not exceed 9.5m. The majority of the proposed built form provides for three-storey dwellings due to the semi-basement for car parking. The proposed development responds to the slope of the site. the proposal includes the internal access driveway adjacent the southern boundary on grade. The proposal includes cut into the slope to deliver the semi-basement carparking spaces. To the northern side boundary, the proposal presents as a two-storey built form, with significant separation provided to the southern boundary with a 5m side setback provided.

c) *impacts on residential amenity and privacy from overlooking, visual dominance and overshadowing are minimised, and adequate levels of natural light and breezes are maintained to habitable rooms, private and communal open space for both the development and residences on adjoining and nearby sites;*

The streetscape includes predominantly single storey and two storey dwellings, with three storey development occurring to the east of the site adjoining Russell Street and Old Northern Road. The proposed development does not include any dwellings exceeding the height limit of 9.5m.

Recent townhouse developments in the area have included 3 storey development, whereby an outcome where the building appears to the side boundaries as if a two-storey building is achieved. Due to the existing slope of the site and proposed earthworks, the proposal includes 20 three (3) storey townhouses with Townhouse 1 and 2 being two (2) storeys. All of these townhouses are located along the northern side boundary. These townhouses appear as a two-storey when viewed from the site directly north, with deep planting provided adjacent to all townhouses to reduce the bulk of the building from the boundary. These townhouses include the garage on the lower level, living areas at the second storey and bedrooms at the third storey.

Where addressing the Old Northern Road street frontage, Townhouses 1 & 2 do not exceed two storeys. Townhouses 3 & 4 are visible from the Old Northern road frontage, located behind Townhouses 1 & 2, and despite their exceedance of 9.5m height above natural ground level, the height of these dwellings mimics the adjacent site to the north due to the slope of Old Northern Road naturally placing the subject site at a lower level than the adjacent land to the north, maintaining the established built form of the immediate area.

The proposed development reduces the visual bulk of the dwelling, with the third storey part of the development setback more than 14m from the street frontage. More so, the development appears as two storey development when viewed from adjoining properties.

d) *sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening;*

An appropriate minimum separation of 3.0m is provided between townhouses across the site, providing each dwelling with an appropriate amenity expected for a residential dwelling. Screening is intended to be provided to each dwelling where necessary to mitigate any impacts to privacy and amenity, including landscaping and deep planting.

e) *the development is consistent with the setback pattern and contributes to the character of the streetscape;*

The development includes appropriate setbacks with screening provided to the adjoining townhouses development to the north, which includes an OMP-to-OMP separation distance of approximately 3.9m, exceeding the minimum side boundary setback, with the development also providing landscaping at the northern side boundary to further mitigate any impacts to privacy and residential amenity. The proposed dwellings are not located in proximity to any other existing dwellings.

f) *adequate landscape buffering is achieved, including the retention and provision of large subtropical shade trees in deep planting areas.*

The proposal has been designed to respond to the slope of the site, including bulk earthworks to allow for flat private open space areas. The slope across the site has been utilised to facilitate three storey buildings, with heights less than 9.5m and addressing the side boundaries as two storey buildings.

At a proposed maximum height of 3 storeys, the development is advanced in response to changed circumstances since the initial adoption of the McDowall neighbourhood plan (first adopted in 2014, without significant amendments since), including the scale of the contemporary housing shortfall and the strategic direction to locate additional housing in well-serviced areas. Established suburbs such as Everton Park, with proximity to major

employment areas, services and education/health facilities, are integral to meeting the planning need for additional housing supply in well-located parts of the city.

The proposed development provides two and three storey semi-attached townhouses across the subject site. Given the slope of the site to the northern boundary, the built form provides three storeys but appears as a two-storey built form from certain areas around the site. The proposed built form does not exceed 9.5m AHD, remaining compliant with the maximum building height requirement for the majority of zones included in Table 9.3.14.3.B.

Elevations of the built form are included within **Appendix B** to this application, which demonstrate the development will contribute to the amenity of the immediate streetscape and pedestrian environment with highly articulated building facades, high-quality landscaping throughout the entire site, and direct pedestrian access from the development to Old Northern Road and to the future extension to Russell Street. The internal layout also promotes active transport consistent with the surrounding transport hierarchies.

The development seeks a building height of 3-storeys in lieu of the 2-storey building height outcome envisaged by the McDowall neighbourhood plan, Multiple dwelling code and Emerging community zone code. The development, as conditioned, has a building height which achieves the broader intent of the McDowall neighbourhood plan for the following reasons:

- The 3-storey building height remains visually sub-dominant within the streetscape by providing a varied built form, materiality and deep planting and landscaping outcomes within the front and side setbacks, ensuring the development continues to read as a low-rise residential development consistent with the intended character of the neighbourhood.
- Although exceeding the 2-storey outcome anticipated for Emerging community zoned land within the McDowall neighbourhood plan area, the development is located in a predominately cleared and developable portion of the site, maintains significant vegetation within the trunk park, which will be protected in perpetuity and provides a further mix of housing types and densities within the local area. The development achieves an integrated, functional, and environmentally responsive community outcome.
- The 3-storey development features suitable setbacks and building articulation, helping to minimise impacts on neighbouring landowners' amenity and privacy while preserving natural light and airflow to nearby residential properties.
- While not located within 400m walking distance of high frequency public transport, the development delivers a well-designed, low-impact residential outcome that respects neighbourhood character and amenity, contributes to a contained, functional and sustainable community and is commensurate with accessibility to existing services and facilities while the higher built form supports housing diversity.
- The development achieves compliance with the Strategic Framework's Theme 5, Element 5.5, in it supports a diverse mix of housing types within Suburban Living Areas, delivering limited and site-responsive intensification that addressing local needs while maintaining suburban character and amenity. In addition, the 3-storey built form represents an appropriate transitional outcome, integrating higher density housing in a manner that remains sensitive to the predominantly low-density character thus achieving the broader strategic outcomes for sustainable and well-located growth.

The amended design includes all units provided with breaks, groups of two townhouses provided.

Casual street surveillance of Russell Street will be provided by Units 21 and 22, the new road by units 9-12, 13 and 20 and Ballinderry/Shanbally Streets by units 1-4. This is achieved by orientating private open spaces and windows to these frontages. Units 1-20 will take vehicular access via Shanbally Street with an additional pedestrian access provided to Russell Street. Units 21 and 22 will have direct vehicular access to Russell Street, consistent with the adjoining development.

The below sections and elevations detail how the proposed development addresses the northern and southern side boundaries, including how the built form addresses the northern boundary as a two-storey built form.



Figure 6 South Elevation (Side Boundary)
Source: Excerpt from Appendix B



Figure 7 North Elevation (Side Boundary)
Source: Excerpt from Appendix B

3.4.3 Building Setbacks

The proposed development has increased the side and rear boundaries significantly than what was originally proposed at the Prelodgement meeting to be generally consistent with setbacks for a Multiple Dwelling in the Emerging Community zone.

Within Table 9.3.14.3.B of the Multiple Dwelling code, minimum site area requirements vary from 600-800m^2, with minimum frontage widths varying between 15-20m. Based on these requirements the subject site is able to exceed the minimum area and width anticipated to provide a Multiple Dwelling development, which is also illustrated in **Appendix B** – Architectural Plans. Despite the irregularity of the lot dimensions, the site provides an area which is sufficient for the scale and form of a Multiple Dwelling development, capable of delivering a comfortable living environment with minimal impacts to neighbouring lots.

Within Table 9.3.14.3.C and AO6 of the Multiple Dwelling code, minimum site setback requirements are established. AO6 is extracted below:

> *AO6*
>
> *Development provides setbacks to the primary and secondary frontages that complies with:*
>
> *a. A neighbourhood plan; or*
> *b. If no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C.*

The proposal includes a front setback and a (northern) side boundary setback which do not meet the minimum setback requirements. Therefore, an assessment against PO6 is required.

> *PO6*
>
> *Development provides a front boundary setback that:*
>
> *a. Defines the street edge;*
> *b. Creates a clear threshold and transition from public to private space;*
> *c. Assists in achieving visual privacy to ground-floor dwellings from the street;*
> *d. Supports the location of balconies for causal surveillance of the street and modulation of the façade;*
> *e. Allows for built form and façade articulation that contributes to the streetscape character and landscape;*
> *f. Is consistent with the intended streetscape and setback pattern;*
> *g. Facilitates landscaping appropriate to soften and screen the built form of the development from the street.*

The proposed setbacks as determined in **Table 4** represents the areas of non-compliance relative to the setbacks for the proposed development. These have been assessed against the setback requirements of the Multiple Dwelling code, whereby the setbacks are taken to be for a site located in the Emerging Community zone.

Table 4 Setback Statistics

Criteria	Acceptable Solution	Proposed
Front Setback (Eastern Boundary, to Old Northern Road)	4.0m to Balcony 6.0m to Wall	The proposed development includes a 5.5m setback to the building line, with a slight intrusion to 3.7m approximately due to the orientation and angle of the site for Townhouse 11 and 12. The predominant building line of 5.5m is considered suitable, given the substantial deep planting proposed along the road frontage. The subject site includes an irregular front boundary. When measured from the corner point (highlighted in **Figure _**) the distance from the boundary to the front balcony is 3.9m, 0.1m short of the minimum setback. While a reduced setback is proposed from the boundary line, the physical distance from the proposed front balcony to the kerb of Old Northern Road.
Rear Boundary (Western Boundary, to Ballinderry Street)	6m	Due to the location of the communal open space area, the development has a setback of 31.9m to the rear boundary. We note that the current rear boundary includes land dedicated for a future road extension of Ballinderry Road, a future north-south road, which will become the site's primary frontage once completed. The provided setback still exceeds the minimum front setback of 4.0m to balcony and 6.0m to wall.
Side Boundary (Southern Boundary)	1.5m up to 4.5m building height 2.0m up to 7.5m building height	An appropriate setback of 4.1m and up to 5.5m is provided to the southern side boundary to the site.
Side Boundary (Northern Boundary)	1.5m up to 4.5m building height 2.0m up to 7.5m building height	A reduced side setback of 1.5m is provided across portions of the development due to the proposed design of the built form. Excluding some portions of the built form which extend outwards, the development provides 3m setbacks to the remaining built form. The proposed use for these portions of each dwelling at the ground floor are non-habitable rooms, specifically laundry and powder rooms, and will therefore act as less of an encroachment to the neighbouring development to the north. Given the slope of Old Northern Road, the development is located at a level below the existing townhouse development to the north, reducing any overlooking impacts to the adjacent site. The development includes landscaping, including deep planting, as well as 1.8m high fencing at the northern boundary to further mitigate any impacts to privacy within the site or adjacent to the site.

As demonstrated above, the areas of non-compliance in relation to setback acceptable solutions are minor. It must be noted however that specific design consideration was undertaken to ensure a close to compliant outcome, albeit treating the site as if it were located within the relevant zone and minimisation of amenity and privacy impacts through building design and landscaping. The setbacks do not result in a bulk and scale that is inconsistent with the intended form and character in the local area.

3.4.4 Private Open Space

The proposal complies with the relevant built form criteria for the type of development and the relevant zone but technically does not comply with the private open space minimum requirements across multiple townhouses. The Multiple Dwelling code specifies:

> *AO31.1*
> *Development provides private open space which comprises:*
> *a. for ground storey dwellings, a minimum area of 35m^2 with a minimum dimension of 3m;*
> *b. for dwellings above ground storey, a balcony with a minimum area of 12m^2 and a minimum dimension of 3m.*

Therefore, an assessment against PO31 of the code is required:

> *PO31*
> *Development must provide attractive and functional private open space for residents that:*
> *a. is appropriately sized and located to enhance amenity and liveability for residents;*
> *b. is designed to be functional for the use of the possible number of residents in each dwelling;*
> *c. is designed to contribute to the form and detail of the building.*

The rate of private open space provided to each dwelling is generally similar, at a minimum of 20.1m^2 for the ground level courtyard and a minimum of 10.3m^2 for the balcony. The site has an average combined private open space area of 43.3m^2, which is roughly 5m^2 short of the expected combined area of 47m^2.

The subject site provides an appropriately sized communal open space area at the rear of the site, which exceeds the minimum area requirements. The site is also located in close proximity to land dedicated as LGIP for a future park at Russell Street, providing the site with ample outdoor recreational space easily accessed by all future residents.

The development provides varied private open space areas due to the constraints of the subject site. Each courtyard and balcony to each dwelling has been appropriately sized and located to enhance amenity and liveability for each resident while remaining functional for the typical intended uses. The design ultimately provides each dwelling with appropriate levels of privacy without sacrificing amenity, light, and breezes for each resident, despite the reduced area size. Each dwelling is considered to provide appropriately designed private open space areas when balancing the irregular site dimensions with the necessary elements of the Multiple Dwelling development.

3.4.5 Landscaping and Communal Open Space

A Landscape Concept Plan has been provided by LAUD ink under **Appendix E**, shown below in **Figure 8**. The proposal provides high-quality landscaping outcomes, including the provision of deep planting across the entire site.

Functional communal open space is provided to the development at the rear of the site. A total area of 278.4m^2 is dedicated as communal open space, including a pavilion structure and deep planting. The area will eventually become adjacent to the proposed new road at the rear of the site, locating it in a central location to the site in a highly visible location promoting CPTED principles within the site. This total exceeds the 5% minimum area requirement, complying with AO30 of the Multiple Dwelling code.

The site is located in close proximity to land dedicated as LGIP for a future park, located over 24-20 Russell Street, located approximately 169m walking distance from the site when taken from the future road reserve at the rear.

The total possible deep planting available to be provided to the site has a combined area of 447.8m2, approximately 10% of the development area, complying with AO29 of the Multiple Dwelling code.

The development provides a centrally located communal open space comprising turfed areas, feature trees, shrubs and groundcovers, delivering high-quality landscaped recreation space with shade, amenity and passive surveillance for residents. This will provide the site's future frontage to the extensions to Ballinderry Street with a high-quality design outcome which will contribute positively to the streetscape character, pedestrian amenity and neighbourhood interface.

The site layout provides substantial open-to-sky planting areas within the communal open space and boundary zones, capable of accommodating large subtropical shade trees in natural ground to support long-term canopy establishment and urban heat reduction.



Figure 8 Landscape Concept Plan
Source: Excerpt from Appendix E

3.4.6 Urban Infrastructure

The proposed development is able to connect to all urban infrastructure services in the locality. Refer to the Engineering Services Report in **Appendix F**, and the Stormwater Management Report in **Appendix G**, both prepared by Westera Partners Pty Ltd.

3.4.6.1 Sewer

The subject site has an existing property connection from the existing sewer main at the frontage of the development site located within the verge of Old Northern Road.

It is proposed that the existing sewer property connection is to be demolished and a new sewer property connection to be provided on the existing sewer main. All sewer reticulation works shall be in accordance with Urban Utilities standards and specifications.

Refer to **Appendix F** for further information.

3.4.6.2 Water

The subject site has an existing water meter on the existing water main located in the verge of Old Northern Road.

It is proposed that the existing water service and meter are to be removed and a new water service and meter to be provided from the existing water main in the verge of Old Northern Road. All water reticulation works shall be in accordance with Urban Utilities standards and specifications.

Refer to **Appendix F** for further information.

3.4.6.3 Stormwater

On-site stormwater infrastructure shall direct stormwater runoff to the identified lawful points of discharge to ensure there are no adverse impacts on adjacent properties.

The proposed lawful points of discharge for the development are four separate locations; three LPODs are located on the existing stormwater easements EMT E and F on SP266325, and one LPOD will be via a proposed stormwater manhole on the existing stormwater main on Old Northern Road.

The majority of stormwater runoff from the subject site shall be captured on-site and directed to the legal points of discharge via new internal stormwater infrastructure. An upstream stormwater drainage connection is not considered to be required as the upstream neighbouring property has an internal stormwater network which discharges directly to Old Northern Road.

It is proposed that underground combined detention and treatment tanks are to be provided for Catchments A, B, and D. Stormwater mitigation is not required for Catchment C, therefore, only an underground treatment tank is provided.

Refer to **Appendix G** for further information.

3.5 On-Site Car Parking

3.5.1 Council Requirements

Included in **Appendix D** is the Traffic Engineering Assessment prepared by PTT Traffic & Transport Engineering, the relevant sections outlined below. As outlined within the TAPS Policy's car parking requirements for a Multiple Dwelling residential development on this site is:

- Resident parking:
    - Three-bedroom units: 2.0 spaces / dwelling
- Visitor Parking: 0.25 spaces / dwelling

On this basis, the overall development is required to provide:

- 44 resident car parking spaces
- 6 visitor car parking spaces
- **50 total car parking spaces required**
- **52 total car parking spaces provided**

3.5.2 Suitability of Car Parking Provision

The proposed development includes the following car parking provisions:

- 44 resident car parking spaces; and
- 8 visitor car parking spaces.

This meets the site's car parking requirements. Under the current proposal, each unit will be provided with a minimum of two car parking bays.

3.5.3 Traffic & Access

Land dedications have been provided as part of historical development approvals over the adjacent sites to the north and south. These dedications cater for an 11.0m wide road reserve, which equates to three-quarters of Council's minimum road reserve width for a Neighbourhood Road (i.e. 14.0m). These dedications have likely been provided to cater for a future Neighbourhood Road connection between Ballinderry Street (to the south-west) and Russell Street (to the north). The timeframes associated with this future road connection are unknown and would rely on additional land dedications provided over the subject site, 14 Russell Street and 18 Russell Street.

Consistent with adjacent residential developments, an 11.0m wide land dedication is proposed on the western side of the site to facilitate a future north-south aligned Neighbourhood Road. It is expected that the remaining road reserve would be provided as part of future development over 18 Russell Street (i.e. adjacent site to the west). The proposed townhouses would be ultimately accessed via an all-movements driveway on the future Neighbourhood Road.

Until the ultimate access arrangement is established, the proposal would be accessed via a temporary access on Old Northern Road. This temporary access would be removed when road connections to the north (i.e. to Russell Street) and / or to the south-west (i.e. to Ballinderry Street) are constructed (i.e. the future Neighbourhood Road).

A functional layout of the interim access is shown in Figure 3.2. We estimate the interim access would achieve approximately 8.0m separation to the nearby Old Northern Road / Cayley Street priority-controlled intersection. The available separation to the intersection is less than the minimum distance prescribed in Table 5 in Council's Transport, Access, Parking and Servicing (TAPS) Policy. However, the proposed separation complies with Figure 3.3 in Australian Standards AS2890.1 Parking Facilities Part 1: Off-Street Car Parking. The proposed access location on Old Northern Road is considered acceptable because:

- it would only provide interim access would eventually be removed once the ultimate access arrangement is established;
- it is generally consistent with the existing access location;
- it complies with AS2890.1; and
- two-way peak traffic volumes at the access would be low (i.e. up to 14 two-way movements per hour).

3.5.3.1 Active Transport

A line marked pedestrian pathway is proposed on the internal driveway. This is considered appropriate because:

- the on-site parking aisle would operate similar to a shared zone (which is common in small scale residential developments);
- vehicular traffic and speeds on the parking aisle would be very low;
- pedestrian volumes on the parking aisle would be very low; and
- pedestrians would be separated from vehicles near the Old Northern Road frontage (i.e. where vehicular traffic highest).

Council requires residential uses cater for one bicycle parking space per dwelling. It is expected that each garage would cater for at least one wall mounted bicycle parking space, in accordance with this requirement.

Council also requires that one visitor bicycle space per four dwellings be provided. This equated to a minimum visitor bicycle parking provision of six spaces. There is expected ample on-site area (i.e. in the communal areas) to cater for this small provision and as such, provision of six visitor bicycle spaces on-site could be readily conditioned by Council.

3.5.4 Refuse Storage and Collection

Multiple bin stores (containing 1,100L bulk bins) are proposed on-site, including two temporary bin stores on the eastern side of the site. It is understood that an on-site manager would transfer refuse from the temporary bin stores to the main bin store and collection point on the western side of the site.

Under the ultimate access arrangement, an RCV would reverse into the site from the future local road, stand adjacent to the main bin store and then exit in forward gear to the local road. Under the interim refuse collection arrangement, an RCV would:

- enter the site in forward gear from Old Northern Road;
- traverse through the site and stand within the internal driveway adjacent to the main bin store;
- turnaround within the dedicated future road reserve; and
- traverse through the site and exit onto Old Northern Road.

The proposed interim access driveway is located immediately adjacent to an existing U-turn facility on Old Northern Road. To facilitate right-turn entry movements for a Council Refuse Collection Vehicle (RCV), it is recommended that the existing splitter island on Old Northern Road at the U-turn facility be reduced (and replaced with line marking). Swept paths of an RCV turning right into the site from Old Northern Road are included in **Appendix D**.

Both the interim and ultimate access driveways would be 6.5m wide, which would adequately cater for (a) RCV access/egress and (b) two-way vehicle movements. It is recommended that both access crossovers be of Type B1 (General Flare) design, in accordance with Council Standard Drawing BSD-2021.

For the proposed number of dwelling units, bulk bins are to be provided, and collection is to be on site (refer **Appendix D** for turning circles).

On site collection of mobile garbage bins will be required for all dwellings. Bins must not be presented on crossovers, crossover tapers or frontage of the adjoining properties. On site turnaround facilities for the side loading refuse collection vehicle (RCV) will be required at either end of the site (east and west) to account for the interim and ultimate access arrangements. Minimum 6.5m wide crossover and minimum 6.5m wide internal two-way traffic aisle plus a minimum verge width of 1.5m. The maximum gradient for all areas trafficked by the RCV is 1:20. Safe and efficient on-site servicing by Council's side loading RCV must be demonstrated with RPEQ certified swept path analysis in any future application (ingress and egress) – refer to Refuse planning scheme policy Table 3 for RCV specifications. Interim access from arterial road requires the RCV to enter and exit in a forward gear with on-site turnaround.

3.6 Noise Assessment

An environmental Noise Impact Assessment has been provided by CRG Acoustics under **Appendix C**. To achieve Performance Outcome PO39 of the State Development Assessment Provisions (SDAP) Queensland State Code 1, being the external free-field criterion of 60 dB(A), we have recommended the construction of acoustic barriers which range in height from 2.1m to 3.4m at Townhouses 1 and 2.

Under PO42 of State Development Assessment Provisions (SDAP) Queensland State Code 1, balconies, podiums and roof decks must have continuous solid gap-free balustrades for the full height and length (other than gaps required for drainage purposes to comply with the Building Code of Australia), which are predicted to exceed the external noise private open space criterion (PO39). Further, under PO42 Items 1 and 2, a highly acoustically absorbent material treatment is required for the total area of the soffit above the balconies.

To meet PO41 and PO43, habitable rooms of relevant residential buildings are required to meet the Queensland Development Code Mandatory Part 4.4 – buildings in transport noise corridor. The specific Noise Categories in Table 3 of **Appendix C** and the requirements of Schedule 1 of the Development Code should be used in combination to determine the specific building shell treatments for the habitable rooms of the proposed development.

This assessment provides specific Transport Noise Corridor Categories for the onsite habitable rooms. The revised Noise Category classifications apply to the Building Application stage of the development. The habitable room Noise Categories detailed in Appendix C and the ratings specified in Schedule 1 of the MP4.4 Development code should be used in combination to determine the specific building shell treatments for the habitable rooms of the proposed development.

Under the meaning of "Transport Noise Reduction", the code states that "the predicted levels of transport noise will be achieved only when doors, windows and other openings in the relevant parts of the building's external envelope are closed". It is noted that there are requirements under the Building Code of Australia for ventilation that may need to be reviewed if external openings are closed to exclude road noise intrusion. Habitable rooms with operable windows or sliding doors along façades that are predicted to have a Noise Category 0 could remain open for the purposes of fresh air ventilation to the relevant spaces. Based upon the assessed attached Development Plans, the proposal can be shown to be with acceptable levels of the adopted noise criterion subject to the recommended treatments being incorporated into the development.

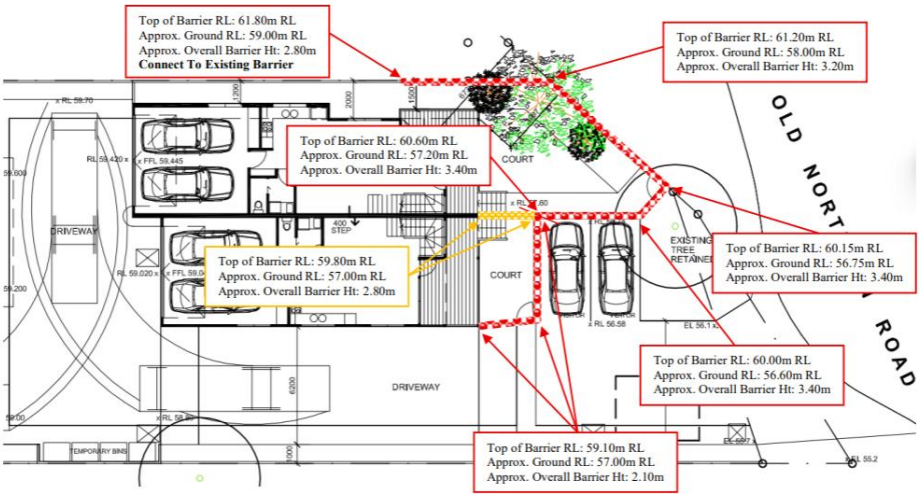


Figure 9 Recommended and Modelled Acoustic Barrier / Wall Design
Source: Excerpt from Appendix C

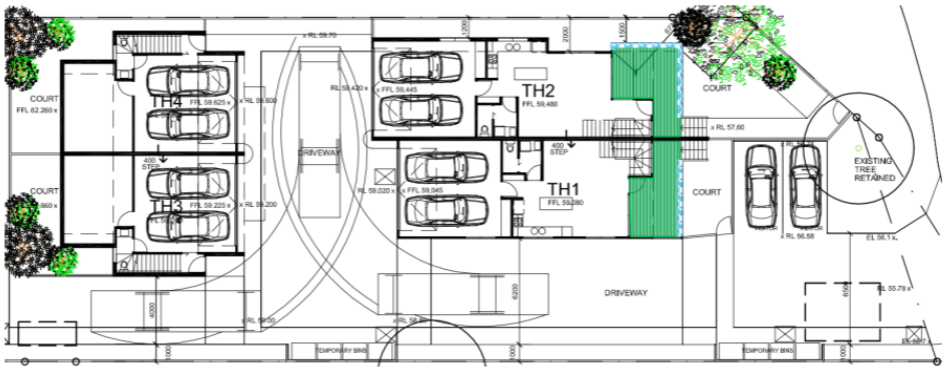


Figure 10 Lower Ground Balconies
Source: Except from Appendix C

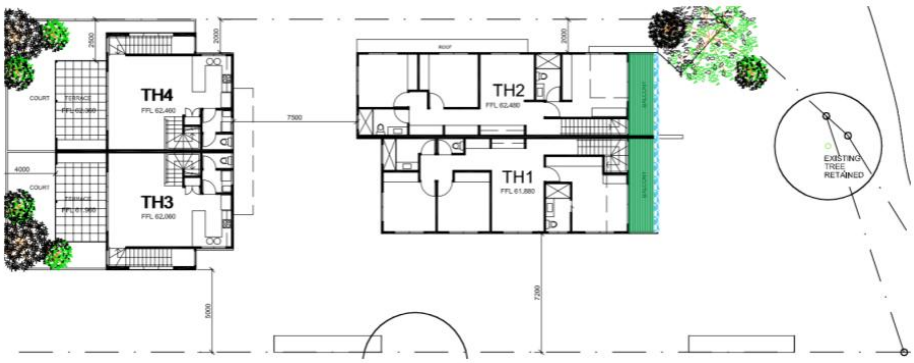


Figure 11 Upper Ground Balconies
Source: Excerpt from Appendix C

4 Brisbane City Plan 2014

4.1 Strategic Plan

4.1.1 Strategic Framework Themes

Table 5 Brisbane City Plan 2014 Strategic Themes

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

4.2 Emerging Community Zone Code

Section 6.2.6.2 details that the purpose of the Emerging Community zone code is achieved through the overall outcomes for:

(a) identify land that is intended for an urban purpose in the future; and

(b) protect land that is identified for an urban purpose in the future from incompatible uses; and

(c) provide for the timely conversion of non-urban land to land for urban purposes.

The following section provides an assessment of the proposal against the overall outcomes of the Emerging Community zone code, demonstrating the proposal's compliance with both the overall outcomes and purpose of the code.

2. The purpose of the code will be achieved through the following overall outcomes:

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

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

ii. accessible to necessary supporting infrastructure, services and facilities;

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

Response: The proposed development continues the established development order established in prior structure plans for the surrounding area. The site includes a crossover at the rear of the site, which will provide the site with a future connection to the extension of Shanbally Street, identified in prior structure plans. The proposal responds to development constraints, character, environmental values and site characteristics and ultimately provides an optimal Multiple Dwelling development for the site.

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

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

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

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

Response: The proposal provides twenty-two (22) townhouses within the subject site, which is considered an appropriate outcome for the site's location and commensurate with ease of access to services, facilities and high frequency public transport, with nearby bus stops Old Northern Road at Everton Park North. The site's directly north and south have been redeveloped and provide townhouses at a similar scale to this proposal.

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 proximately 18 dwellings per hectare, predominantly comprised of dwelling houses up to 2 storeys in height; or

ii. at proximately 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 proximately;

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

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

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

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

Response: The proposed development provides twenty-two (22) townhouses within a site which has an area of 4,621m^2, which has a gross density of 47 dwellings per hectare. While this exceeds the specified dwellings per hectare amounts established, as shown in the Architectural Plans in **Appendix B**, the site has an irregular, narrow shape, which can comfortably provide the proposed dwellings along with appropriate setbacks, landscaping, communal open space, and internal manoeuvring.

e. *Development for a relocatable home park or tourist park may be established or expanded in the Emerging community zone.*

Response: The proposal is not for a relocatable home park or tourist park.

f. *Development for a non-residential use contributes to contained and vital communities and:*

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

ii. *mitigates interface impacts on existing development;*

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

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

B. *centres serving the immediate neighbourhood (including shopping centre, shop, office, food and drink outlet, health care service, hotel, bar, small-scale service industry of less than 100m^2 gross floor area, service station and veterinary service);*

C. *small-scale non-residential uses.*

Response: The proposal is not for a non-residential use.

g. *Development:*

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

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

Response: The proposed development remains generally compliant with the McDowall neighbourhood plan area code, where the site is identified as a potential development area. The proposal avoids unnecessary disturbance of environmental values over the site and provides landscaping across the entire site which provides a variety of species, including shade trees.

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

Response: The proposed development provides a clear continuation of the surrounding built form, which is comprised of mostly Multiple Dwelling townhouse developments. Due to this, the site will be able to appropriately access all necessary utilities including water, sewer, and stormwater infrastructure.

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

Response: The proposed development does not include the provision of any new roads.

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

Response: The proposal is surrounded by residential land uses.

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

Response: The proposal is surrounded by residential 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.

Response: The proposed development is not for an interim use.

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

Response: The subject site is able to be connected to water, sewer, stormwater, electricity, and telecommunications infrastructure due to its location in an established urban area.

4.3 McDowall Neighbourhood Plan

The subject site is located within the McDowall neighbourhood plan. **Figure 10** below demonstrates that the subject site which is not located within a precinct.



Figure 12 McDowall – Bridgeman Downs Neighbourhood Plan Map
Source: Brisbane City Plan 2014

4.3.1 McDowall Neighbourhood Plan Code

Table 6 McDowall Neighbourhood Plan Overall Outcomes

(a) Development creates functional and integrated communities.
Complies (✓) The development achieves a functional and integrated development, with the provision of communal facilities. The site is accessible to public transport options and is located in proximity to existing centre and employment opportunities within the immediate area.
(b) Land subject to development constraints, character or environmental values specified in Figure a or shown on an overlay map is protected from inappropriate development in order to maintain its character, natural and ecological significance.

Complies (✓) The site is not mapped as containing any character or environmental values as per Figure a of the neighbourhood plan code or any overlays. However, the proposed development proposes to retain some significant trees on site. The proposal will also retain the leafy character of the streetscape with an existing street tree to be retained along Old Northern Road.
(c) Open space, parks and recreational facilities meet the needs of the community and are located in accessible locations that are well connected within the neighbourhood plan area.
Complies (✓) The proposed development includes communal open space to service the needs of the future residents. The neighbourhood plan does not indicate any open space area on the subject site. The Priority Infrastructure Plan identifies a future park area located to the north-west of the site, towards Russell Street.
(d) Residential development provides for a mix of housing types, styles and densities.
Complies (✓) The proposed development provides a range of dwellings including two and three storey townhouses.
(e) Multiple dwellings are not accommodated in the Low density residential zone, including where in a potential development area.
Not Applicable The subject site is not located in the Low density residential zone.
(f) Land in the Emerging community zone in a potential development area: (i) includes a mix of larger lot sizes, retains existing vegetation and minimises development in vegetated or other scenically important areas; (ii) has a built form no greater than 2 storeys in height; (iii) locates higher density development in the cleared parts of this area and comprises clusters of development surrounded by a high proportion of landscaping and open space.
Performance Outcome The proposal is for a Material Change of Use for Multiple Dwellings. A mixture of two and three storey townhouses is proposed, although despite some of the built form being three storeys in height the site remains under 9.5m AHD due to the slope towards the northern side boundary. The majority of the development is located away from the rear of the site which is able to retain some existing vegetation which will be further supported by landscaping across the entire site.
(g) Neighbourhood centres identified in the neighbourhood plan serve the retail, commercial, community and service needs of the local community. Centre activities do not expand outside the sites already included in a zone in the centre zones category.
Not Applicable The site is not identified as a centre.

5 Town Planning Framework

5.1 Planning Act 2016

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

5.2 Categories of Development and Benchmarks

The development proposed by this application includes a Material Change of Use that is made Impact Assessable under the *Brisbane City Plan 2014*, in accordance with section 45(2) of the *Planning Act 2016*. In this regard, the benchmarks for a categorising instrument as set out in section 45(5)(a) of the *Act* have been considered by this report.

> *"(5) An impact assessment is an assessment that—*
>
> *(a) must be carried out—*
>
> *(i) against the assessment benchmarks in a categorizing instrument for the development; and*
>
> *(ii) having regard to any matters prescribed by regulation for this subparagraph; and*
>
> *(b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise."*

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

> *"(1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.*
>
> *(2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—*
>
> *(a) the assessment benchmarks stated in—*
>
> *(i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
>
> *(ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
>
> *(iii) a temporary State planning policy applying to the premises;*
>
> *(b) if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;*
>
> *(c) if the local government is an infrastructure provider—the local government's LGIP.*
>
> *(3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development."*

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

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

5.3 Public Notification

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

5.4 Referral Agencies

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

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 – material change of use within 25m of a State-controlled road

5.4.1 State Development Assessment Provisions

The proposed development does trigger referral to the Department of Infrastructure, Local Government and Planning and consequently assessment against the State Development Assessment Provisions has been undertaken.

5.5 South East Queensland Regional Plan

The SEQ Regional Plan defines a spatial framework for the region and allocates land into one of five regional land use categories. Under the SEQ Regional Plan the site is contained within the 'Urban Footprint'. As the proposal is for a Reconfiguring a Lot within an established residential area, it is clearly appropriate for the development of "urban activities".

5.6 State Planning Policy

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

5.7 Local Government Infrastructure Plan

The proposal is not subject to a Local Government Infrastructure Plan.

5.8 Temporary State Planning Policy

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

Table 7 State Planning Policy – State Interests

Planning Policy – State Interests	Applicability
Liveable communities	Not Applicable – The proposed development will be covered by legislation or planning provisions mandating fire hydrants.
Mining and extractive resources	Not Applicable – Not within a resource processing area or KRA.
Biodiversity	Not Applicable – The site is not affected by any vegetation overlays.
Coastal environment	Not Applicable – Not in a Coastal Management District.
Water quality	**Assessable** – The proposal includes a stormwater management plan to identify treatment methods for the proposed development.
Emissions and hazardous activities	Not Applicable – Not within a management area.
Natural hazards, risk and resilience	Not Applicable – Not located in a hazard area.
State transport infrastructure	**Assessable** – The proposal is located adjacent to a State-controlled road, being Old Northern Road.
Strategic airports and aviation facilities	Not Applicable – The site is not located in proximity to an airport.

6 Development Codes

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

6.1 Primary Codes

- **Multiple Dwelling code** – addressed by DTS

6.2 Secondary Codes

- **Landscape Work code** – addressed by DTS
- **Outdoor Lighting code** – addressed by DTS
- **Park Planning and Design code** – addressed by DTS
- **Wastewater code** – addressed by DTS
- **Stormwater code** – addressed by Western Partners Pty Ltd
- **Transport, Access, Parking and Servicing code** – addressed by DTS
- **Infrastructure Design code** – addressed by Western Partners Pty Ltd
- **Filling and Excavation code** – addressed by Western Partners Pty Ltd

6.3 Overlay Codes

- **Bicycle Network overlay code –** addressed by DTS
- **Community Purposes Network overlay code** – addressed by DTS
- **Streetscape Hierarchy overlay code** – addressed by DTS
- **Road Hierarchy overlay code** – addressed by DTS
- **Transport Air Quality Corridor overlay code** – addressed by DTS
- **Transport Noise Quality Corridor overlay code** – addressed by DTS

7 Conclusion

This assessment report has identified and analysed the relevant planning issues of this proposed development, which requires a Development Permit for a Material Change of Use for Multiple Dwellings (22 Townhouses) requiring Impact Assessment. The conclusions, which can be drawn from this assessment report, are as follows:

- This development application has been made in accordance with the requirements for development under the *Planning Act 2016*.
- The proposal demonstrates that the development will contribute to the relevant strategic framework themes and elements of the *Brisbane City Plan 2014* as well as the purpose of the Emerging Community zone.
- The proposal has been placed through rigorous assessment against the development principles and precinct intent of the McDowall neighbourhood plan.
- The report provides clear guidance on the design philosophy and the manner in which subtropical design techniques have been applied to reduce building bulk.
- The proposal generally complies with the acceptable solutions of the Multiple Dwelling code and all applicable secondary and overlay codes.
- The dwellings have been sited to reduce impacts to adjoining dwelling and premises and maintain the existing character of the street, being predominantly two to three storeys.
- The proposal provides an infill development close to high frequency public transport, educational, retail, and recreational uses helping to maximise efficient use of the City‘s infrastructure.

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

Appendix A
Code Responses

Prepared by DTS Group

Appendix B
Architectural Plans

Prepared by Wiltshire Stevens Architecture

Appendix C
Noise Impact Assessment

Prepared by CRG Acoustics

Appendix D
Traffic Engineering Assessment

Prepared by PTT Traffic & Transport Engineering

Appendix E
Landscape Concept Plan

Prepared by LAUD ink

Appendix F
Engineering Services Report

Prepared by Westera Partners Pty Ltd

Appendix G
Stormwater Management Report

Prepared by Westera Partners Pty Ltd

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