
TOWN PLANNING REPORT

DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE



PROPOSED MULTIPLE DWELLING DEVELOPMENT (24 DWELLING UNITS)

**80 MCGINN ROAD, FERNY GROVE
LOT 2 ON RP77582**

I B Town Planning
September 2026

PROPERTY DETAILS

Address:	80 McGinn Road, Ferny Grove
Real Property Description:	Lot 2 on RP77582
Current Use of Site:	Dwelling House
Zoning:	Emerging Community Zone
Neighbourhood Plan:	Ferny Grove – Upper Kedron Neighbourhood Plan (No Specific Precinct)
Overlays:	Airport Environs (PANS) Bicycle Network (Local Cycle Route) Biodiversity Areas (MSES) Community Purposes Network Critical Infrastructure and Movement Network Road Hierarchy (District Road) Significant Landscape Tree (Landscape Features) Streetscape Hierarchy (Neighbourhood Street Minor)
Site Area:	10,177 square metres
Road Frontage:	50.2 metres to McGinn Road 128.2 metres to Cassimaty Street
Existing Services:	Water, Sewer, Electricity and Telecommunications
Client:	Peter and Lisa Stay

APPLICATION DETAILS

Type of Application:	Development Permit for Material Change of Use
Proposal:	Multiple Dwellings – 24 Dwelling Units
Level of Assessment:	Impact Assessment
Site Density:	23.6 Dwellings per Hectare
Referral Triggers:	None
Applicant:	Peter and Lisa Stay C/- I.B. Town Planning
Contact Person:	Ian Buchanan

1.0 INTRODUCTION

1.1 Application

The proposal seeks a Development Permit for Material Change of Use for the construction of a Multiple Dwelling development on the site which will consist of 24 x 3 bedroom townhouses constructed across 7 buildings.

The proposal has been designed to reflect the anticipated form of development within the Emerging Community Zone, with a mix of low-density style housing forms and sizes, with a building height of 2 storeys and less than 9.5 metres.

The development layout responds to the constraints of the site, in particular the areas mapped under Council and State Government vegetation overlays. The proposed development footprint is therefore located on the northern part of the property, with the southern part of the site remaining as balance land.

Areas of landscaped deep planting will be provided to the front and side boundaries of the site to assist with screening and softening of the built form, external to the areas designed for use as private open space, or the vegetated balance land.

The proposed use is consistent with Council's recent approval for the adjoining land to the east, which has utilised a Multiple Dwelling development layout to provide a balanced outcome between the unconstrained land at the northern end of the site, and the mapped vegetation on the southern part of that property.

The attached design is considered to be compatible with the form of development anticipated under the requirements of the City Plan 2014 for an Emerging Community area on land that is conveniently located close to schools, centre activities and public transport.

1.2 Background / Site History

In December 2023, Council issued a Development Permit for Reconfiguring a Lot for a 1 into 2 lot subdivision of the land (Application No: A006295828). The proposed development has been designed to be located on approved Lot 103 on the northern portion of the site, in accordance with this approval.

2.0 THE SITE

2.1 Location and Real Property Description

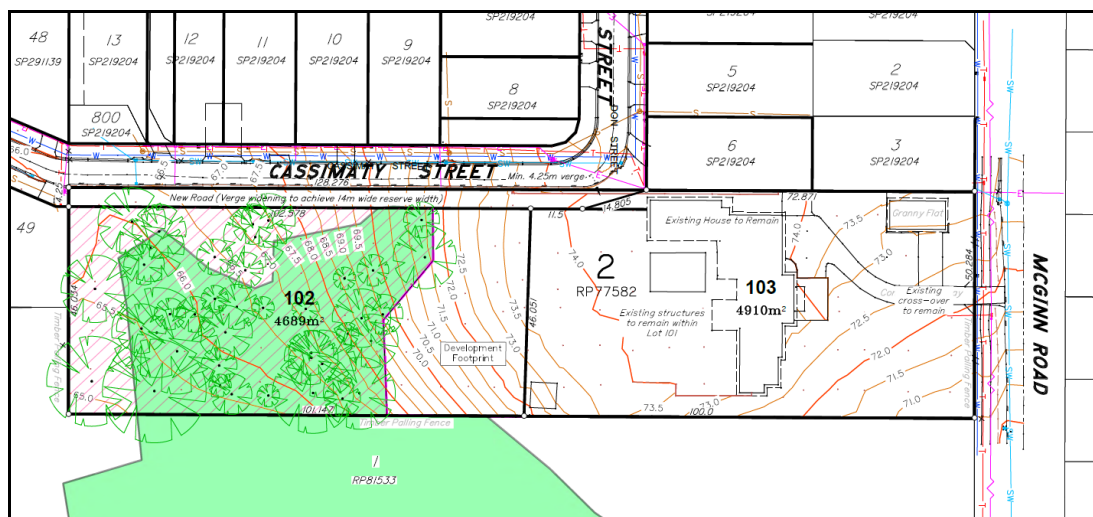
The subject site is described as Lot 2 on RP77582, and is located on the southern side of McGinn Road in Ferny Hills.

2.2 Site Characteristics

The site consists of a large residential allotment that is currently developed with a dwelling house and associated outbuildings on the northern part of the site adjoining the road frontage. The area surrounding the house has been cleared, while the rear portion of the site contains existing vegetation.

The land slopes up from the street to the house pad, and then falls away to the rear, with site levels that range from approximately 74m AHD at the house pad, which then falls to 71m AHD at road frontage, and approximately 65m AHD at the rear (southern) boundary. The site levels are shown on the survey detail plan in the image below.

Vehicle access to the site is provided via an existing crossover from the McGinn Road frontage, while a secondary access is also available to Cassimaty Street.



Site Contours & MSES Mapping

Cassimaty Street has been constructed as a 'half road' along the western boundary of the site in conjunction with the subdivision of the land to the west.

2.3 Zoning and Surrounding Land Uses

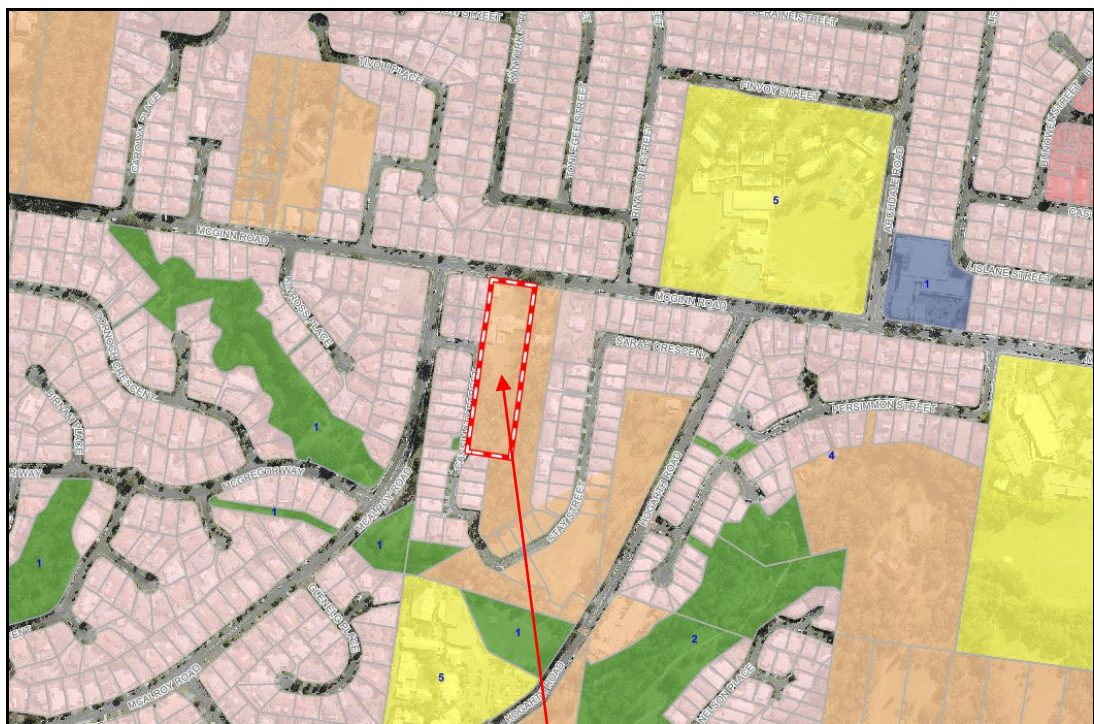
The subject site is located within the Emerging Community Zone. The site is one of the few remaining undeveloped lots in this area, with surrounding land either developed or approved for subdivision or construction of multiple dwellings.

Three schools are located in the vicinity of the site and included in the Community Facilities Zone (yellow). These include the Ferny Grove State Primary and High Schools on McGinn Road, plus St Andrews Catholic School on Hogarth Road. Existing child care centres are also located within the surrounding area, and an approved Church site is located to the south of the site on Hogarth Road.

To the south of the site there are open space corridors that follow local waterway corridors, which are included in the Open Space Zone (green).

To the west of the site there is a Coles anchored centre on McGinn Road, which is included in the District Centre Zone (blue).

Further to the north-east is the Ferny Grove railway station, which is surrounded by land contained in the Low-Medium Residential Zone (darker pink).



Subject Site

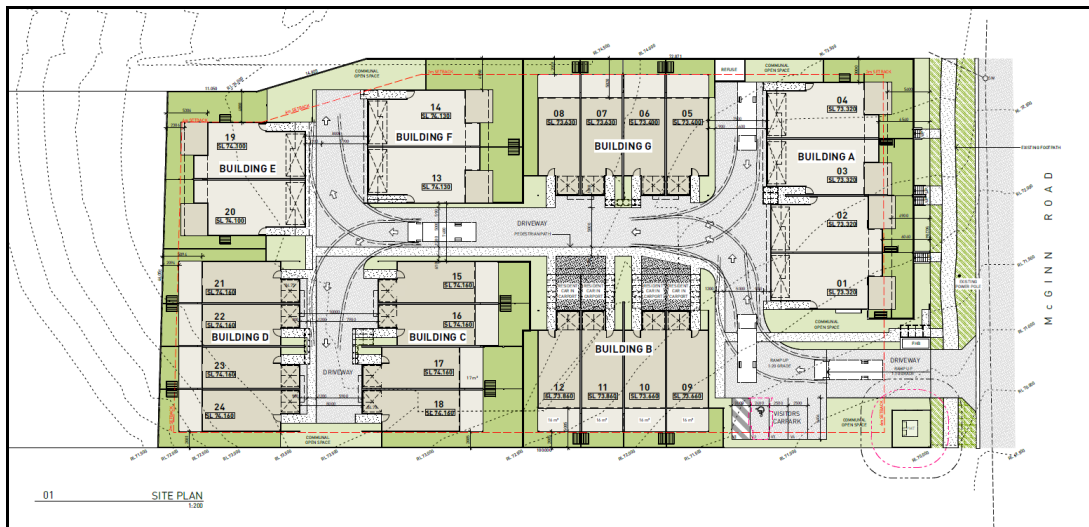
3.0 THE PROPOSAL

3.1 Development Proposal

The proposal seeks a Development Permit for Material Change of Use for the construction of a Multiple Dwelling development on the site which will consist of 24 x 3 bedroom townhouses constructed across 7 buildings.

The proposal has been designed to reflect the anticipated form of development within the Emerging Community Zone, with a mix of low-density style housing forms and sizes, with a building height of 2 storeys and less than 9.5 metres.

The proposed development layout is shown on the site plan below.



Proposed Development Layout

The development has been designed to be located on proposed Lot 103 of the previously approved 1 into 2 lot subdivision on the site, which is located on the northern part of the site fronting McGinn Road where the existing dwelling house and associated structures are located. The proposed development footprint will also be located outside of the Council's Biodiversity Areas Overlay and State vegetation and koala habitat mapping.

The units are oriented to the internal driveway of the development, with a typical townhouse style interface to the driveway. The units are designed to incorporate windows and façade treatments to present an attractive residential interface, and allow for casual surveillance.

The proposed dwelling units incorporate the following setbacks:

- McGinn Road: 6.04m to 6.54m to the main building line, and 4.9m to 5.4m to ground level patio roofs;
 - Eastern side boundary: 2m minimum setback to townhouse units 18 and 24, and the ground level patio roofs of units 9-12;
 - Eastern side boundary: 2m minimum setback to the ground level patio roofs of units 5-8, 3m to unit 4 and 4m to units 14 & 19; and
 - Rear Boundary (side boundary to approved Lot 102): 2m minimum setback to the ground level patio roofs.
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The overall built form of the proposed development is shown below.



PERSPECTIVE VIEW 1



PERSPECTIVE VIEW 2



PERSPECTIVE VIEW 3



PERSPECTIVE VIEW 4

3D Images of Proposed Built Form Design

The proposed elevations contain variations along each building frontage to ensure that there is visual interest and no long, blank or unarticulated walls. The general design of the units externally is a mix of lightweight cladding materials, complemented by aluminium framed glazing and batten screening. Metal sheet roofing with pitched roof forms will also be used to reflect the traditional style built form that is characteristic of this area.

A prioritised pedestrian entry to the site will be provided from the road frontage, as well as individual pedestrian entrances to units 1-4 which also face McGinn Road which will integrate with, and activate the road frontage. Private open space areas will be screened and set back from the road frontage, which allows for landscaping to be provided between the building and the street.

Provision has also been made for necessary services adjacent to the site entrance (fire service booster & padmount transformer) within landscaped settings to ensure a high standard of entry treatment and visual amenity is maintained.

4.0 PLANNING CONSIDERATIONS

4.1 Development Density

The proposed development will result in the construction of 24 dwellings on a 10,117 square metre site which equates to a site density of 23.7 dwellings per hectare. When calculated over the proposed development footprint area, it is proposed that there will be 24 dwellings on a 4,910 square metre development lot, which equates to a site density of 48.9 dwellings per hectare.

A review of the established land uses, zoning and public transport within the surrounding area shows that the subject site is approximately 400 metres walking distance from the district centre on McGinn Road, and is also within convenient walking distance of local parks, schools and bus services.

The McGinn Road – Archdale Road bus stop is located 320 metres to the east on McGinn Road. Translink timetable information shows that higher frequency bus services operate from this stop, as well as the corresponding bus stop on the northern side of the road, which provides regular and convenient connectivity with the Ferny Grove train station and the Great Western Shopping Centre.

The subject site therefore has convenient and walkable access to local shops, services and facilities, as well as high frequency public transport.

The intent of the Emerging Community Zone therefore anticipates the provision of higher residential densities on well-located sites such as this, which is reflected by the recent townhouse development approved at 78 McGinn Road.

Accordingly, the proposed development will be consistent with Overall Outcome c. of the Emerging Community Zone Code, which states:

- 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.*
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4.2 Building Height

Tabel 9.3.14.3.B of the Multiple Dwelling Code indicates a maximum building height of 2 storeys and 9.5 metres for residential zones other than the Medium Density and High Density Residential Zones. The proposed buildings are a maximum of 2 storeys in height, and will be less than 9.5 metres above ground level, in accordance with the outcomes intended for residential development within the Emerging Community Zone. The proposed building height will therefore comply with the requirements of Acceptable Outcome AO3 of the Multiple Dwelling Code.

The image below shows the 9.5m height plane for the site, which confirms that all proposed buildings will not exceed this requirement.



9.5m Height Plane Image

4.3 Open Space and Landscaping

The development will be constructed as townhouse style units that will have individual courtyard areas that provide private open space for each of the townhouse units. The proposed layout also includes communal open space areas which will have a total area of 250sqm (5.1% of the site area), as well as further 21% of the area provided as deep planting.

The proposed development layout includes provision for extensive landscaping, with planting to be provided to the road frontage, within private courtyard areas, and along property boundaries. The landscaping proposed will be designed to provide a high quality of interface with the road frontage, side and rear boundaries.

4.4 Setbacks

The proposed buildings incorporate the following setbacks:

- McGinn Road: 6.04m to 6.54m to the main building line, and 4.9m to 5.4m to ground level patio roofs;
 - Eastern side boundary: 2m minimum setback to townhouse units 18 and 24, and the ground level patio roofs of units 9-12;
 - Eastern side boundary: 2m minimum setback to the ground level patio roofs of units 5-8, 3m to unit 4 and 4m to units 14 & 19; and
 - Rear Boundary (side boundary to approved Lot 102): 2m minimum setback to the ground level patio roofs.
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The proposed setbacks comply with the following requirements of Table 9.3.14.3.C in the Multiple Dwelling Code:

- Primary Frontage: setbacks of 6m to the wall of the building and 4m to balconies required. The proposal has setbacks that exceed 6m to the main building line and 4m to patio areas.
- Side Boundaries: setbacks of 2m required for walls with a height of up to 7.5m. The proposal has minimum setbacks of 2m to all side boundaries.
Note – the ‘rear’ boundary of the proposed development footprint will become the side boundary of approved Lot 103 to Cassimaty Street.

It is considered that the proposed design therefore suitably addresses the required building setbacks and complements the established and approved pattern of development within this area, noting that the multiple dwelling development approved to the east of the site has setbacks of 4.5m to 6.0m to McGinn Road and 2.0m setbacks to side boundaries. The design also provides opportunities for screening to maintain residential amenity between sites.

4.5 Access, Parking and Servicing

As McGinn Road is a District Arterial Road, a single access point to the development will be provided as indicated on the site plan. Table 14 of the TAPS Planning Scheme Policy requires on-site car parking to be provided at a rate of:

- 1 space per 1 bedroom dwelling
- 2 spaces per 2 bedroom dwelling
- 2 spaces per 3 bedroom dwelling
- 2.5 spaces per 4 bedroom dwelling
- and 1 visitor space per 4 dwelling

Parking for the proposed development is therefore required as follows:

- 24 x 3 bedroom townhouses: 48 spaces; plus
- Visitor Spaces: 6 spaces.

The proposed design includes provision for 36 resident spaces plus 4 visitor spaces, which therefore requires a performance solution under PO13 of the Multiple Dwelling Code.

The proposed development provides on-site resident parking at a rate of 1.5 spaces per dwelling, which is considered to be appropriate for a site that is located within convenient walking distance of a district centre, high frequency bus services, parks and community facilities. If required, sufficient space is available adjacent to the driveway at the entry to the site to increase the number of visitor parking spaces to 6 in accordance with the TAPS Policy.

On balance, it is considered that the proposed development will provide sufficient on-site car parking spaces to accommodate the design peak parking demand, without resulting in overflow of car parking to an adjacent premises or adjacent street in accordance with PO13 of the Multiple Dwelling Code.

A shared circulation driveway will be provided that circulates through the site for access to dwelling units and car parking spaces, as well as service vehicle access and manoeuvring in accordance with the relevant requirements of AS2890.

Secure on-site bicycle parking is also provided for the proposed dwellings, with each dwelling containing sufficient space for at least one secure bicycle within the townhouse garages. The design includes provision for a total of 36 bicycles to be securely parked on the site.

With regard to servicing, the site layout can accommodate regular access via a Heavy Rigid Vehicle and occasional access via a Medium Rigid Vehicle in accordance with the TAPS Policy.

Refuse collection will be handled via the use of bulk bins with a screened bin enclosure provided at the end of the internal driveway between units 4 and 5, which ensures that convenient on-site collection is facilitated adjacent to the area where service vehicles can manoeuvre.

4.6 Vegetation

The site currently has a large cleared area provided around the existing dwelling close to the road frontage, and scattered vegetation over the rear part of the site. The vegetation on the rear part of the site is also mapped under the State koala habitat mapping, therefore an assessment of the vegetation has been undertaken in order to address the relevant requirements of the *Planning Regulation 2017*. Please refer to the attached Environmental Assessment Report prepared by 28 South Environmental.

While the Site is mapped to contain koala habitat vegetation, the proposed development has been designed to avoid and minimise impacts to koala habitat located within the south of the Site. The development footprint is located outside the mapped koala habitat area and no clearing of koala habitat trees is therefore proposed. Accordingly, the proposed development does not trigger the relevant State referral requirements in relation to impacts to koala habitat and no referral is required on this basis.

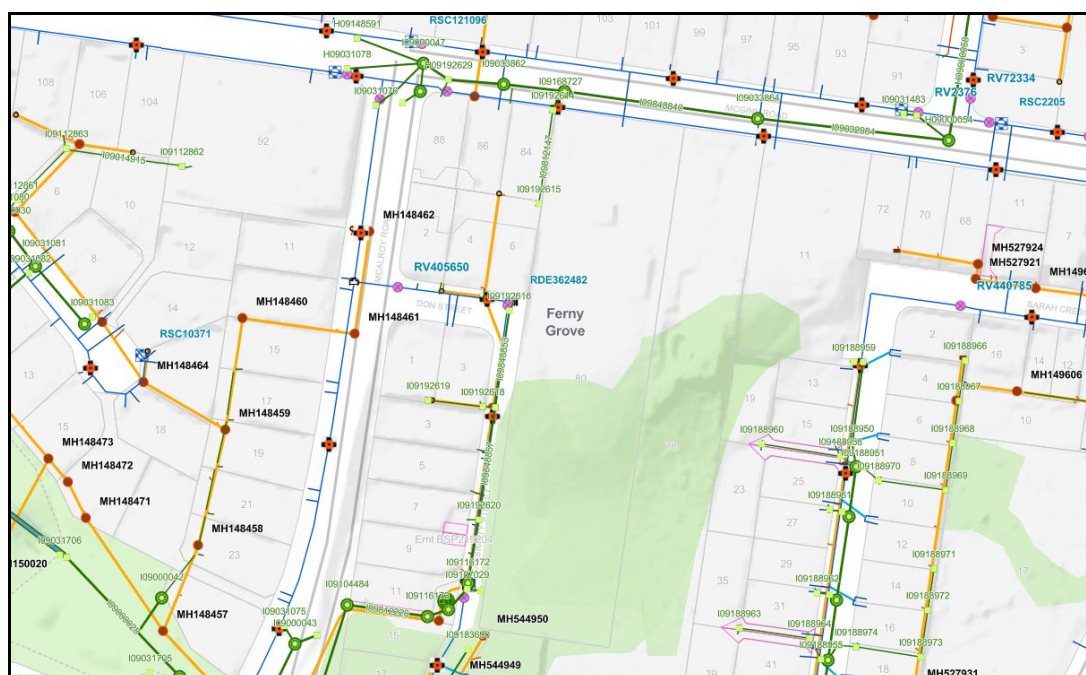
The environmental assessment prepared by 28 South Environmental has concluded as follows:

- *The Proposed DA seeks approval for a Proposed MCU under the provision of the BCC City Plan. The proposed development intends to retain areas of ecological and habitat value, with the development footprint being sited in the northern portion of the Site in order to avoid impacts to vegetation.*
 - *In consideration of the Site's ecological values and the disturbance associated with the Proposed Development the associated impact is considered highly unlikely to trigger Commonwealth approval considerations although legal surety can only be attained through referral. While MSES and MLES overlay mapping are both present on the Site, this EAR has assessed the proposal against the relevant State Code 25 (**Section 8.1**) concludes that the proposal is consistent with the Performance Outcomes of the Code. Assessment against the City Plan further shows alignment of the Proposed Development within the intent of the relevant section of the City Plan.*
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- Overall, the Proposed Development responds appropriately to the transitioning context of the Ferny Grove area, balancing development intent with the preservation of ecological values identified through mapping and field assessment. The layout is not expected to result in significant impacts to conservation-significant vegetation communities, flora and fauna species.

4.7 Services

The site is located within an established urban area, and therefore all reticulated services are available to the land. Council's infrastructure mapping below shows that water and stormwater infrastructure is located within the McGinn Road frontage, while water, sewer and stormwater infrastructure is located within the Cassimaty Street frontage.



Council Infrastructure Mapping

4.8 Water / Sewerage

A water service is available within both road frontages, and the dwelling units will be provided with new connections in accordance with the relevant requirements of Urban Utilities.

Sewer is also available within Cassimaty Street on the western side of the subject site, which currently provides connections to the existing dwellings along that street. New connections will be provided for each dwelling unit in accordance with the relevant requirements of Urban Utilities.

4.9 Stormwater

The proposed development will provide internal drainage and stormwater management in accordance with Brisbane City Council requirements and the Queensland Urban Drainage Manual (QUDM).

Please refer to the attached Civil Engineering Report that has been prepared by Context Engineering, which identifies the following design considerations with regard to stormwater management:

- The lawful point of discharge for the subject site has been identified as McGinn Road. In the developed case, stormwater will continue to be directed to this location, with minor flows discharging to the existing 375mm stormwater main within McGinn Road (Asset ID: I09848840) via a newly proposed manhole, and major flows exceeding the capacity of the piped system discharging as overland flow to the McGinn Road road reserve.
 - The following additional infrastructure is required for the development to ensure that the Lot 2 on RP77582 site based flows are directed to the Lawful Point of Discharge:
 - Proposed inlet pits to capture flows from the new internal roads;
 - Pipe infrastructure including kerb adaptors and internal drainage;
 - Propose manhole over existing stormwater main within McGinn Road (Asset ID: I09848840);
 - Roof-water connection stub to building; and
 - Surface grading to assist in conveyance.
 - The proposed detention mitigation will be adequate to achieve 'non worsening' objectives. Table 4-6 shows that for all design storms the peak flow of the developed case is less than the existing. The detention tank will be located under the driveway at the site frontage to McGinn Road. Refer C_26072 DA44_Stormwater Structure Details in Appendix A for further details.
 - This report identifies stormwater quality requirements and treatment devices to satisfy Council and SPP requirements. The proposed treatment devices within the treatment train include:
 - 9 x Ocean Protect Tall (690) StormFilter PSORB (SQUIDEP) cartridges; and
 - 2 x OceanGuard pit inserts.
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5.0 LEGISLATIVE REQUIREMENTS

5.1 Planning Act 2016

The *Planning Act 2016* identifies that approval is necessary for assessable development that is declared as such under the 'local categorising instrument' (the Local Authority's Planning Scheme (under Part 1 of Chapter 3).

The proposed development being a Material Change of Use for the construction of Multiple Dwellings triggers Impact Assessment under the Brisbane City Plan 2014. The application will therefore be assessed in accordance with the code assessment provisions of the *Planning Act 2016*.

5.2 Planning Regulation 2017

5.2.1 State Referrals

A review of the referral triggers under the *Planning Regulation 2017* confirms that the application will not require referral to any State agencies.

5.3 State Planning Instrument Assessment

5.3.1 State Planning Policy

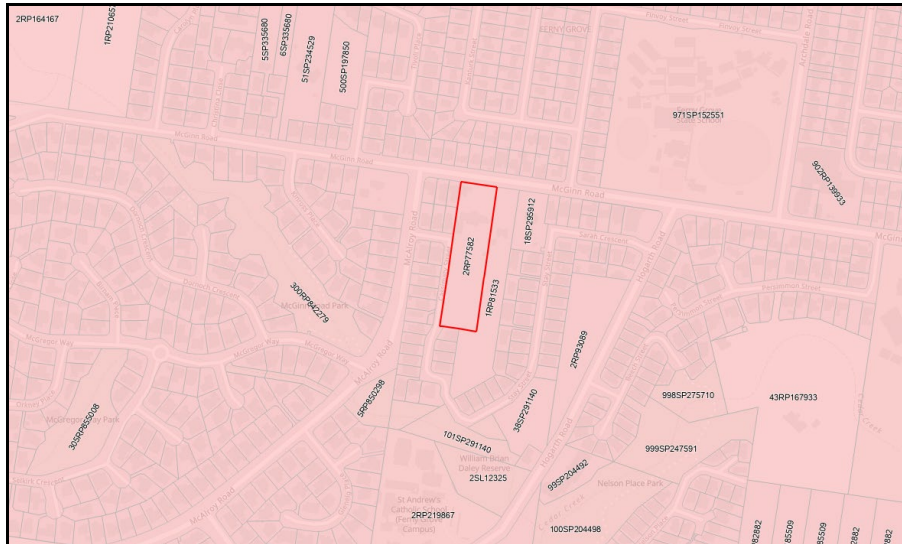
On 3 July 2017, the State Planning Policy (SPP) came into effect. There are 17 State interests arranged under five broad themes. Within these state interests there are five sets of assessment benchmarks applicable to the assessment of development applications. Where applicable, these are discussed below.

SPP State Interest Assessment Benchmarks	Assessment
Liveable communities	<i>Applicable</i> The proposed use contributes to the range of housing stock available within a residential area which assists to create a liveable community, and is appropriately separated from inconsistent land uses.
Mining and extractive resources	<i>Not Applicable</i> The subject site is not located within or near a Key Resource Area.
Water quality	<i>Applicable</i> All stormwater from the site will be managed in accordance with best practice measures to ensure the quality of receiving waters is not adversely affected by the use.

Natural hazards, risk and resilience: - Bushfire prone areas - Flood hazard areas - Landslide hazard areas - Stormtide inundation areas - Erosion prone areas	The subject site is not identified as being subject to landslide or coastal hazards. The site is identified within the SPP flood hazard area – Local government flood mapping area. The proposed development is considered to be consistent with the assessment benchmarks as detailed below: • The flood hazard is mitigated to an acceptable/tolerable level given the context of the site and surrounding area and the proposed construction type. • The proposed development will not hinder disaster management activities. • The proposed development will not increase the severity of the flood hazard. • The proposed development does not involve the storage of hazardous materials. • It is noted that the proposed dwellings will be located on flood free land and provided with unconstrained flood free access.
Strategic airports and aviation facilities	The proposed development is consistent with the state interest for strategic airports and aviation facilities as the development: • Will not encroach into the operational airspace of a strategic airport. • Does not involve land within the 20 ANEF contours or greater. • Is not within the public safety area of a strategic airport. • Is not within the lighting area buffer zone or wildlife hazard buffer zone. • Does not encroach into the building restricted area of an aviation facility.

5.3.2 South East Queensland Regional Plan

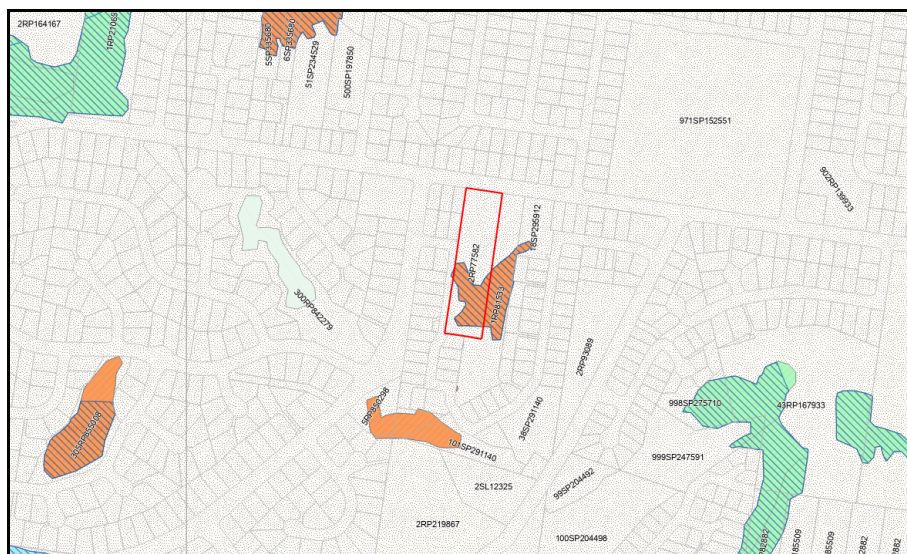
The subject site is contained within the Urban Footprint of the South East Queensland Regional Plan 2017. In accordance with Schedule 10 of the *Planning Regulation 2017*, the proposed residential development does not trigger Assessable development and is consistent with the outcomes of the Regional Plan.



SEQ Regional Plan Mapping

5.3.3 State Vegetation Management Provisions

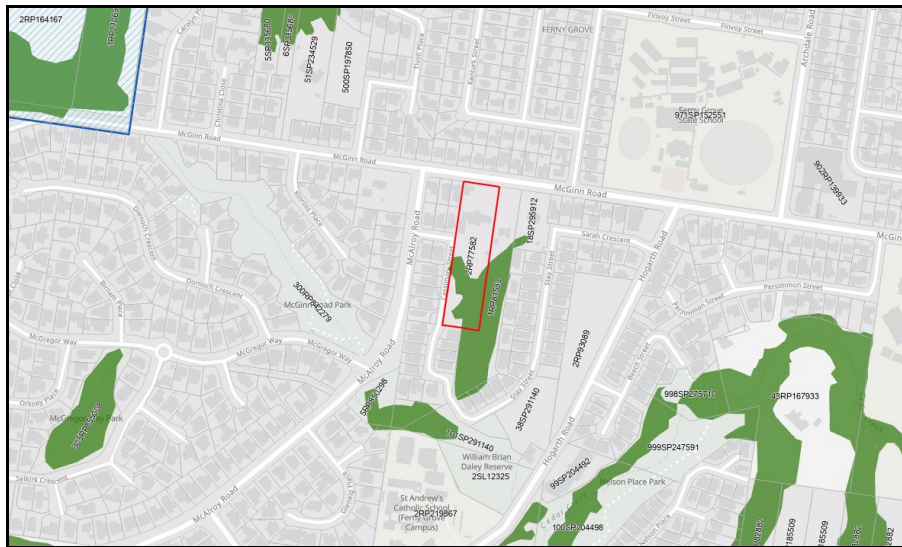
As shown on the image below the subject site contains an area of vegetation that is mapped as regulated vegetation on the State mapping at the rear of the site. Under Schedule 10, Part 3, Division 4, Table 3 of the *Planning Regulation 2017*, the proposed development does not trigger referral to the State for assessment, and any clearing of this area falls within the requirements for Exempt Clearing Work under Schedule 21 as the site is less than 5ha in size.



Regulated Vegetation Mapping

5.3.4 State Koala State Planning Provisions

As shown on the image below, the subject site is not mapped within the Koala Priority Area, however part of the site is mapped as a Koala Habitat Area.



Koala Habitat Mapping

The ecological assessment of the site undertaken by 28 South Environmental has identified that while the Site is mapped to contain koala habitat vegetation, the proposed development has been designed to avoid and minimise impacts to koala habitat located within the south of the Site. The development footprint is located outside the mapped koala habitat area and no clearing of koala habitat trees is therefore proposed. Accordingly, the proposed development does not trigger the relevant State referral requirements in relation to impacts to koala habitat and no referral is required on this basis.

5.4 City Plan 2014

5.4.1 Level of Assessment and Zoning

The proposed development being a Material Change of Use for a Multiple Dwelling use requires Impact Assessment in the Emerging Community Zone under the Brisbane City Plan. The proposal is therefore assessable against all relevant Codes/Benchmarks contained within the planning scheme. Our review of the City Plan requirements has identified that assessment against the following primary and secondary codes is relevant to the application:

- Emerging Community Zone Code
- Multiple Dwelling Code
- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Outdoor Lighting Code
- Stormwater Code
- Transport, Access, Services and Parking Code

Compliance with these codes or alternate solutions is set out in the appendices of this report.

Intent of Emerging Community Zone

Section 6.2.6.2 of the City Plan 2014 states that the purpose of the emerging community zone is to:

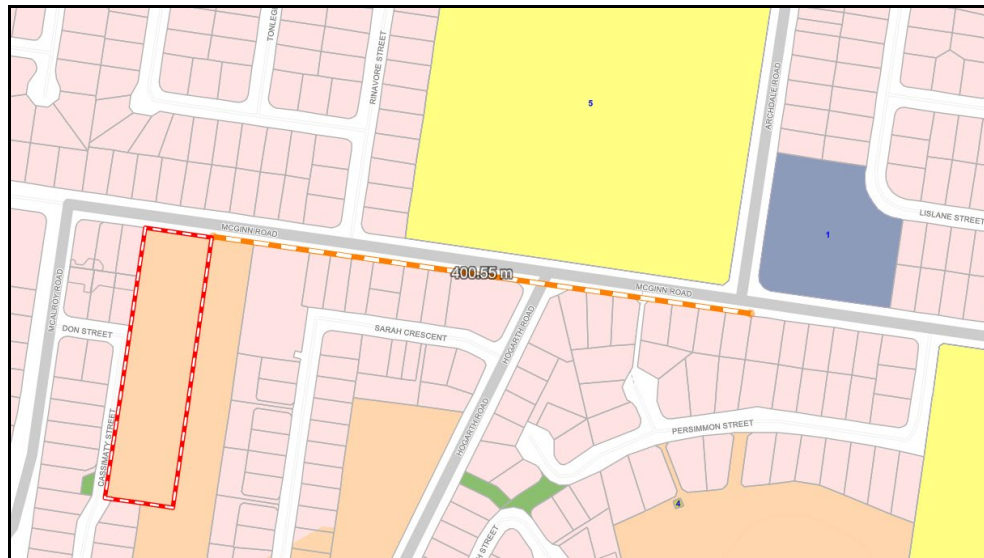
- a. identify land that is intended for an urban purpose in the future; and*
- b. protect land that is identified for an urban purpose in the future from incompatible uses; and*
- c. provide for the timely conversion of non-urban land to land for urban purposes.*

This purpose is intended to be achieved through the following outcomes:

- a. 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.*
 - b. 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.*
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Note—In interpreting 6.2.6.2(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.

A review of the established land uses, zoning and public transport within the surrounding area shows that the subject site is approximately 400 metres walking distance of the District Centre on McGinn Road to the east. Please refer to the image below.



Walking Distance to McGinn Road District Centre

The McGinn Road – Archdale Road bus stop is located 320 metres to the east on McGinn Road. Translink timetable information shows that higher frequency bus services operate from this stop, as well as the corresponding bus stop on the northern side of the road, which provides regular and convenient connectivity with the Ferny Grove train station and the Great Western Shopping Centre.

The subject site therefore has convenient and walkable access to local shops, services and facilities, as well as high frequency public transport. The intent of the Emerging Community Zone therefore anticipates the provision of higher residential densities on well-located sites such as this, which is reflected by the recent townhouse development approved at 78 McGinn Road.

Accordingly, the proposed development will be consistent with Overall Outcome c. of the Emerging Community Zone Code, which states:

- 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:*
 - iv. for suburban living generally as anticipated in the Low density residential zone; or*
 - v. 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*
 - vi. 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.*

5.4.2 Overlays

The mapping for the site indicates that there are a number of overlays that apply to the site. The relevant overlays are mapped as follows:

Airport Environs

The proposed development is for 2 storey townhouses that do not exceed 9.5 metres in height, therefore the new buildings will not have any impact on the operational airspace requirements for the Brisbane Airport.

Bicycle Network



McGinn Road is mapped as a Local Cycle Route. The proposed development has been designed to provide connectivity to the road frontage, ensuring that residents have convenient access to public transport, local services and pedestrian movement networks that have been established.

Biodiversity Areas



The northern part of the site is mapped as a MSES area, therefore a detailed environmental assessment has been undertaken for the proposed. Please refer to the attached Environmental Impact Assessment that has been undertaken by 28 South Environmental, which demonstrates that the development will not have an adverse impact on the mapped overlay area, and also provides an assessment against Council's benchmarks for this overlay.

Community Purposes Network



The site is located within an established urban area and the overlay mapping shows that local park and open space facilities have been provided within the surrounding area, ensuring that open space and recreation areas are within walking distance of the site for new residents.

Critical Infrastructure and Movement Network



Council's overlay mapping indicates that the site is located within the critical infrastructure and movement planning area sub-category. As the site is located within an established urban area, the development is able to gain appropriate vehicular access to the critical movement and infrastructure network during and immediately after a natural disaster event.

Road Hierarchy



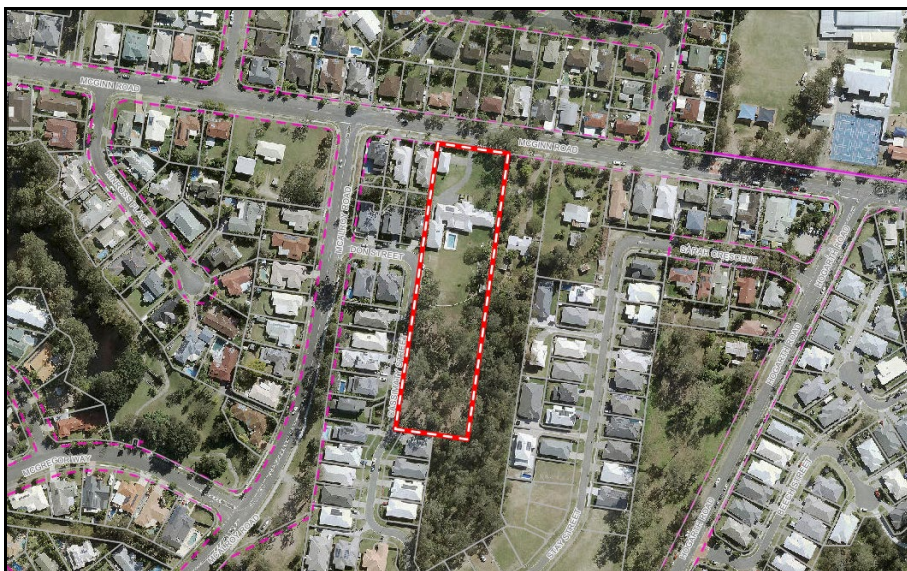
McGinn Road is mapped as a District Road, therefore direct vehicle access to dwelling units will not be provided to this road. A single shared access crossover will be provided, and pedestrian access to the development will be provided to the road frontage to encourage activation of this interface.

Significant Landscape Tree



The subject site and adjoining lots are mapped within the Landscape Features sub-category of this overlay. Please refer to the attached Environmental Impact Assessment that has been undertaken by 28 South Environmental, which demonstrates that the development will not have an adverse impact on significant vegetation within the mapped area, and also provides an assessment against Council's benchmarks for this overlay.

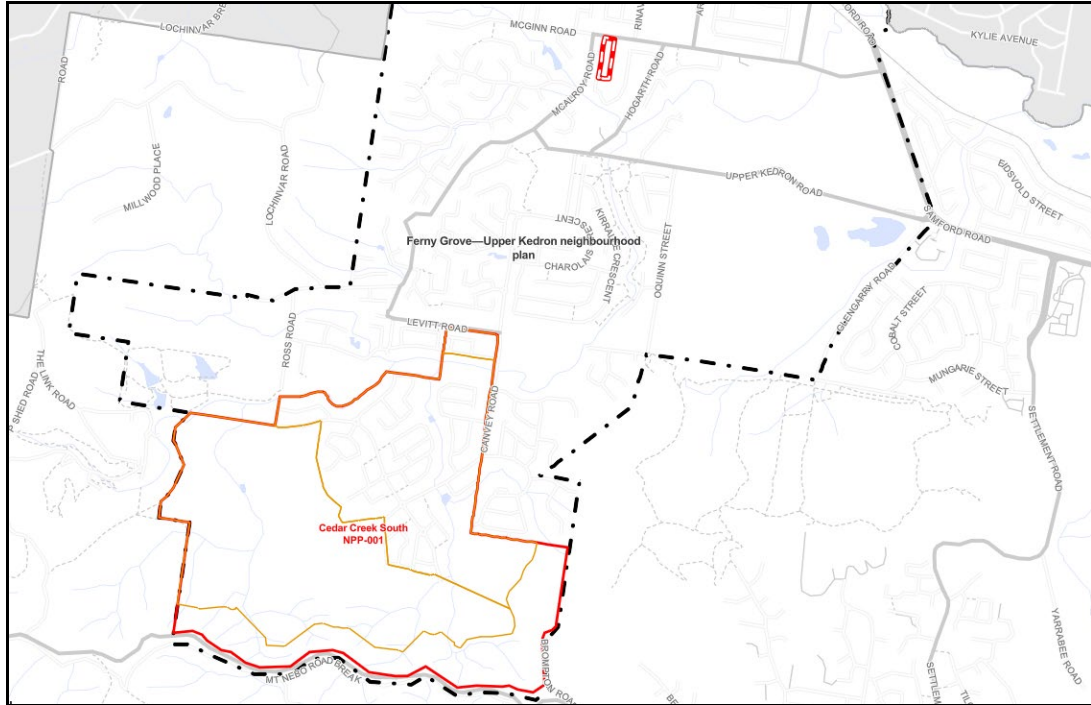
Streetscape Hierarchy



McGinn Road is mapped as a Neighbourhood Street Minor under this overlay. The proposed development will ensure that the required verge width and treatment for this type of road is provided, and will complement the built form of the dwelling units that front this road.

5.4.3 Neighbourhood Plan

The subject site is located within the boundaries of the Ferny Grove – Upper Kedron Neighbourhood Plan, and is not included within a specific Precinct of the Plan as shown on the map below.



A review of the Neighbourhood Plan confirms that it does not vary the level of assessment in this instance. The provisions of the Neighbourhood Plan Code have been addressed within the development codes in the appendices of this report.

6.0 PUBLIC NOTIFICATION

This development application is subject to Impact Assessment and therefore public notification will be undertaken in accordance with the requirements of the *Planning Act 2016* following commencement of the notification stage.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The proposal seeks a Development Permit for Material Change of Use for the construction of a Multiple Dwelling development on the site which will consist of 24 x 3 bedroom townhouses constructed across 7 buildings.

The proposal has been designed to reflect the anticipated form of development within the Emerging Community Zone, with a mix of low-density style housing forms and sizes, with a building height of 2 storeys and less than 9.5 metres.

The development layout responds to the constraints of the site, in particular the areas mapped under Council and State Government vegetation overlays. The proposed development footprint is therefore located on the northern part of the property, with the southern part of the site remaining as balance land.

Areas of landscaped deep planting will be provided to the front and side boundaries of the site to assist with screening and softening of the built form, external to the areas designed for use as private open space, or the vegetated balance land.

The proposed use is consistent with Council's recent approval for the adjoining land to the east, which has utilised a Multiple Dwelling development layout to provide a balanced outcome between the unconstrained land at the northern end of the site, and the mapped vegetation on the southern part of that property.

The attached design is considered to be compatible with the form of development anticipated under the requirements of the City Plan 2014 for an Emerging Community area on land that is conveniently located close to schools, centre activities and public transport.

Based on the merits of this application and compliance with the relevant codes, it is recommended that the application be approved, subject to reasonable and relevant conditions for the Development Permit.

Should you wish to discuss any of the issues raised in this application, please do not hesitate to contact our office.
