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Planning Report

787 Mains Road and 2 O'Grady Street, Upper Mount Gravatt QLD 4122

For: Keylin UMG Pty Ltd

Date: October 2026



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Version History

Version	Description	Author	Reviewed	Date
1	Draft	G.Riley	C.Brown	7/10/2026
2	Final	G.Riley	C.Brown	14/10/2026

Table of Contents

Summary 5

Site and Planning Framework 5

Development Application Details 7

Supporting Material 7

1. Introduction 8

2. Proposed Development 9

2.1 Overview 9

2.2 Key Aspects 10

3. Planning Merits 12

3.1 Introduction 12

3.2 Maintenance of Cultural Heritage 12

3.3 Absence of Adverse Impacts 12

4. Site Analysis 13

4.1 Overview 13

4.2 Site Characteristics and Servicing 13

4.3 Context 14

4.4 Development Application and Approval History 14

5. Technical Analysis 15

5.1 Heritage Assessment 15

5.2 Structural Report 15

5.3 Engineering Assessment 15

6. Key Planning Matters 16

7. State Planning Framework 18

7.1 Planning Act 2016 18

7.2 Planning Regulation 2017 18

7.3 Regional Plan 19

7.4 State Planning Policy 20

7.5 Designated Premises 21

7.6 Temporary State Planning Policies 21

8. Local Planning Framework 22

8.1 Planning Scheme 22

8.2 Category of Assessment and Assessment Benchmarks 22

8.3 Temporary Local Planning Instrument/s 28

8.4 Planning Scheme Policies 28

8.5 Local Government Infrastructure Plan 28

8.6 Long Term Infrastructure Plan 28
8.7 Infrastructure charges 28
9. Other Relevant Matters 29
9.1 Introduction 29
9.2 Responds to housing crisis and supply challenge 29
9.3 Lack of adverse impacts 30
10. Conclusion 31

TABLE OF FIGURES

Figure 1. Klumpp's Farmhouse (BCC Local Heritage Places 2020 [1,2], NearMap 2026 [3], Google Maps 2026 [4]). 9
Figure 2. Klumpp's Farmhouse Reconstruction and Additions (Ground Floor Plan – Proposed) (Pendergast Architects, 2026) 11
Figure 3. Klumpp's Farmhouse Reconstruction and Additions (South and East Elevations – Proposed) (Pendergast Architects, 2026). 11
Figure 4. Aerial imagery of site (NearMap) 13
Figure 5. Surrounding Context (NearMap) 14
Figure 6. Klumpp's Farmhouse Existing Elevations (Pendergast Architects, 2026). 16
Figure 7. Klumpp's Farmhouse Reconstruction Plan (Pendergast Architects, 2026). 16
Figure 8. SEQ land use category (DAMS Mapping) 19
Figure 9. Zoning map (Brisbane City Plan 2014 Interactive Mapping) 23
Figure 10. Neighbourhood plan map (Brisbane City Plan 2014 Interactive Mapping) 24

TABLE OF TABLES

Table A – Site and Planning Framework Details 5
Table B – Development Application Details 7
Table C – Supporting Material 7
Table D – Key Aspects of Proposed Development 10
Table E – Proposed Land Use/s 10
Table F – Site Characteristics and Servicing Information 13
Table G – Site Application and Approval History 14
Table J – Summary of Overlays 25
Table K – Summary of Use and Development Code/s 28

Summary

Site and Planning Framework

Table A below provides a summary of the key site details and relevant planning framework information.

Table A – Site and Planning Framework Details

Site Details	
Address	787 Mains Road and 2 O'Grady Street, Upper Mount Gravatt 4122
Real Property Description	Lot 3 on RP138498 and Lot 60 on RP123786
Area	73,310m^2 (Lot 3) and 569m^2 (Lot 60)
Owner/s	KEYLIN UMG PTY LTD A.C.N. 653 584 322
Easement/s	N/A
Local Planning Matters	
Local Government	Brisbane City Council
Planning Scheme	Brisbane City Plan 2014 – Version 36
Strategic Framework	N/A
Zone	Low Density Residential Zone (Lot 60 on RP123786) Low Density Residential Zone & Environmental Management Zone (Lot 3 on RP138498)
Local Plan	Mt Gravatt corridor neighbourhood plan
Overlays	787 Mains Road (3/RP138498) ■ Airport environs overlay ○ Procedures for air navigation surfaces (PANS) ○ BBS zone - Distance from airport 3-8km ■ Bicycle network overlay ■ Biodiversity overlay ○ High ecological significance sub-category ○ High ecological significance strategic sub-category ○ Matters of state environmental significance areas (MSES) sub-category ○ Matters of state environmental significance lines (MSES) sub-category ■ Bushfire overlay ○ High hazard area sub-category ○ Medium hazard area sub-category ○ High hazard buffer area subcategory ■ Critical infrastructure and movement network overlay ○ Critical infrastructure and movement planning area sub-category ■ Dwelling house character overlay ■ Flood overlay ○ Overland flow flood planning area ■ Heritage overlay ○ Local heritage place sub-category ■ Road hierarchy overlay ○ Arterial road ■ Streetscape hierarchy overlay ○ Subtropical boulevard – out of centre verge width 3.75m/4.25m 2 O'Grady Street (60/RP123786) ■ Airport environs overlay ○ Procedures for air navigation surfaces (PANS) ○ BBS zone - Distance from airport 3-8km ■ Bicycle network overlay ■ Bushfire overlay ○ High hazard buffer area subcategory ■ Critical infrastructure and movement network overlay ○ Critical infrastructure and movement planning area sub-category ■ Dwelling house character overlay ■ Heritage overlay ○ Area adjoining heritage sub-category ■ Road hierarchy overlay ○ Arterial road ○ Neighbourhood road ■ Streetscape hierarchy overlay ○ Subtropical boulevard – out of centre verge width 3.75m/4.25m ○ Neighbourhood street minor ■ Transport noise corridor overlay ○ Noise corridor - Brisbane: Queensland Development Code MP4.4 Noise Category 2 and 3 sub-category ○ Designated State Noise corridor - State controlled road (mandatory area): Category 2: 63 dB(A) - 68 dB(A)

	▪ Transport noise corridor overlay ○ Noise corridor – Brisbane – Queensland development code MP4.4 Noise Category 1, 2 and 3 sub-category ○ 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: 63dB(A) – 68dB(A) ▪ Waterway corridors overlay ○ Local waterway corridor sub-category ▪ Wetlands overlay	
Local Government Infrastructure Plan	Priority infrastructure area	
Temporary Local Planning Instrument/s	N/A	
State Planning Matters		
State Planning Policy	787 Mains Road (3/RP138498) ▪ Biodiversity ○ MSES - Regulated vegetation (intersecting a watercourse) ○ MSES - Regulated vegetation (category B) ○ MSES - Regulated vegetation (essential habitat) ○ MSES - Regulated vegetation (category C) ○ MSES - Wildlife habitat (koala habitat areas - core) ○ MSES - Wildlife habitat (endangered or vulnerable) ○ MSES - Wildlife habitat (special least concern animal) ▪ Natural Hazards Risk and Resilience ○ Flood hazard area - local government flood mapping area ○ Bushfire prone area (potential impact buffer) ▪ Transport Infrastructure ○ State-controlled road ▪ Strategic Airports and Aviation Facilities ○ Wildlife hazard buffer zone	2 O'Grady Street (60/RP123786) ▪ Natural Hazards Risk and Resilience ○ Flood hazard area - local government flood mapping area ▪ Strategic Airports and Aviation Facilities ○ Wildlife hazard buffer zone
Development Assessment Mapping	787 Mains Road (3/RP138498) ▪ SEQ Regional Plan Triggers ○ SEQ Regional Plan land use categories (Urban footprint) ▪ Water Resources ○ Water resource planning area boundaries ▪ Native Vegetation Clearing ○ Regulated vegetation management map (Category A and B extract) ▪ Koala Habitat Area ○ Core koala habitat area ▪ State Transport Corridor ○ State-controlled road ▪ Areas within 25m of a State Transport Corridor ○ Area within 25m of a State-controlled road	2 O'Grady Street (60/RP123786) ▪ SEQ Regional Plan Triggers ○ SEQ Regional Plan land use categories (Urban footprint) ▪ Water Resources ○ Water resource planning area boundaries ▪ Areas within 25m of a State Transport Corridor ○ Area within 25m of a State-controlled road

Development Application Details

Table B below provides an overview of the development application.

Table B – Development Application Details

Development Application Details	Aspect 1	Aspect 2
Development Particulars	Development permit – Building Work	Development permit – Material change of use
Description	Demolition of a local heritage place	Dwelling House
Category of Assessment	Impact assessment	Code assessment
Public Notification	Required – 15 business days	
Assessment Manager	Brisbane City Council	Brisbane City Council
Referral(s)	N/A	
Applicant Details		
Applicant	Keylin UMG Pty Ltd	
Applicant Representative	Therefor Group Pty Ltd	
Contact Person	Clare Brown (07) 3666 5200 cbrown@thereforgroup.com.au	
Reference:	25-0597P/01	

Supporting Material

Table C below provides an overview of the supporting material which accompanies this application and has been incorporated and referenced throughout this report.

Table C – Supporting Material

Document Title	Prepared By	Date
Cover Letter	Therefor Group	8.09.2026
Signed Owners Consent	Therefor Group	11.09.2026
DA Form 1	Therefor Group	11.09.2026
DA Form 2	Therefor Group	11.09.2026
Architectural Plans	Pendergast Architects	12.10.2026
Structural Report	Bligh Tanner	10.06.2026
Engineering Services Letter	Civil360 Engineering	12.10.2026
Heritage Impact Assessment	Pendergast Architects	12.10.2026
Code Compliance Statements	Therefor Group	6.10.2026
Searches	Therefor Group	8.09.2026

1. Introduction

This Planning Report has been prepared on behalf of Keylin UMG Pty Ltd (Applicant) in support of a development application over part of the land at 787 Mains Road and 2 O'Grady Street, Upper Mount Gravatt QLD 4122, formally described as Lot 3 on RP138498 and Lot 60 on RP123786 (**site**). This development application seeks development approval from Brisbane City Council (**Council**) for the following aspects of development (**proposed development**).

- Development Permit – Building Work to a Local Heritage Place (Demolition of a Local Heritage Place)
- Development Permit – Material Change of Use (Dwelling House)

The development application is subject to **impact assessment** and will be publicly notified for a minimum of 15 business days.

This report addresses the merits of the proposed development and provides an in-depth discussion and assessment of the proposed development with respect to the relevant provisions of the state and local planning instruments, the *Planning Act 2016* (**Planning Act**) and other relevant legislation.

In conjunction with the supporting material, this report aims to outline the facts and circumstances which weigh in favour of approval of the proposed development, and demonstrate it should be approved, subject to reasonable and relevant conditions.

Specifically, this report provides the following to assist in assessment of the development application:

- An overview of the key aspects of the proposed development.
- A summary of the planning merit and alignment with the planning intent for the site and wider area.
- A site analysis which provides details of the key characteristics of the site and surrounding area, including relevant development approval/s.
- A summary of the technical analysis which has informed the design of the proposed development.
- An overview of the state planning framework as it relates to the site, including referral details and some commentary on the proposed development's alignment with the state planning interests, where relevant.
- An overview of the local planning framework as it relates to the site, including some commentary on the proposed development's alignment with the local planning intent.

2. Proposed Development

2.1 Overview

The proposal involves the relocation, full reconstruction and sympathetic extension of Klumpp's Farmhouse (Local Heritage Place). The formal proposal involves Building Works on the existing dwelling (demolition) on 787 Mains Road (Lot 3 on RP138498), and Material Change of Use (Dwelling House – Reconstruction) on 2 O'Grady Street (Lot 60 on RP123786).

It is acknowledged that the local heritage place has a significant history to the area. The Mt Gravatt area was developed from the 1860s as a rural farming district along the Logan Road transport route, with predominantly German settler families establishing dairies, orchards, vineyards and other agricultural enterprises that shaped the region's early economy and community. Klumpp's Farmhouse (Refer to **Figure 1**) was built in 1914 by Henry Klumpp, the son of the original pioneer, Frederick Klumpp. The house holds historical significance as a rare surviving reminder of the district's farming heritage and the contribution of the Klumpp family to the area's agricultural development. The farmhouse was declared a local heritage place in January 2004 and is subject to the following local heritage criteria under the Heritage planning scheme policy of the Brisbane City Plan 2014: (A) Historical, (B) Rarity and (H) Historical association. It is deemed significant as it is an early twentieth-century farmhouse built by an early Mt Gravatt pioneer and is the last remaining Klumpp family residence on the original Klumpp family farm. (Refer to the attached **Heritage Impact Assessment** for further information).

Given the significant of the dwelling and the history of the Klumpp family, the proposed development involves the relocation, full reconstruction and sympathetic extension of the Farmhouse to preserve the historical significance of the building by moving it to an adjacent lot (Lot 60 on RP123786). This will maintain its connection to the area and having a more prominent position being on the corner of Klumpp Road and O'Grady Street. A structural report from Bligh Tanner has also been prepared which identifies that the existing dwelling has been neglected and has fallen into disrepair, being structurally unsound to remain in its current position. It is also identified that significant additions to the dwelling have occurred over the years, meaning many of the original features have been removed and or are past the state of repair. As a result, this application approach seeks to relocate and reinstall the heritage dwelling to its full potential on Lot 60 on RP123786 (2 O'Grady Street).



Figure 1. Klumpp's Farmhouse (BCC Local Heritage Places 2020 [1,2], NearMap 2026 [3], Google Maps 2026 [4]).

2.2 Key Aspects

Table D below provides a summary of the key aspects of the proposed development.

2.2.1 Summary

Table D – Key Aspects of Proposed Development

Component	Development Detail
Building height	~6.61m
Site cover	~45.70%
Setbacks	Frontage (Klumpp Road) – 3.2m Frontage (O'Grady Street) – 5.3m Side – 1.65m Rear – 1.5m
Car parking	Double garage at front of home.
Refuse and Servicing	Private access from O'Grady Street to the north of lot into garage. On-street servicing arrangements.

2.2.2 Land Use

The proposed development involves the following land uses as defined in the planning scheme.

Table E – Proposed Land Use/s

Land Use	Definition
Dwelling House	Dwelling house means a residential use of premises involving— a. 1 dwelling and any domestic outbuildings associated with the dwelling; or b. 2 dwellings, 1 of which is a secondary dwelling, and any domestic outbuildings associated with either dwelling.

2.2.3 Built Form

The proposed dwelling house is centred on the reconstruction of Klumpp's Farmhouse as the principal architectural element, retaining its characteristic elevated timber form, steeply pitched roof, prominent gables and wrap-around verandah addressing both Klumpp Road and O'Grady Street (Refer to **Figure 2** and **Attached Architectural Plans**). The reconstructed farmhouse is complemented by contemporary residential additions that are deliberately designed to be visually subordinate using lower roof forms, recessed connections and distinct materials.

The reconstruction of the heritage place will also see the design of the dwelling reflect that of the original heritage place. It is acknowledged that the building in its current form, has had many alterations over the years through enclosures of verandas and replacement of original features, such as windows.

The design will see the L shape front verandah and front stairs reinstated, addressing O'Grady Street as a prominent visual to reflect the history of the area.

The built form accommodates modern living areas, bedrooms and associated residential amenities, while a screened carport and covered entry are integrated into the design to maintain the legibility of the heritage building. The dwelling is set within a corner allotment with generous setbacks and landscaped areas surrounding, reinforcing the traditional residential setting of the farmhouse and enhancing its visibility within the streetscape. Overall, the built form balances the heritage values of Klumpp's farmhouse with contemporary residential functionality, ensuring the reconstructed farmhouse remains the focal point of the development while providing a high-quality and practical development outcome.

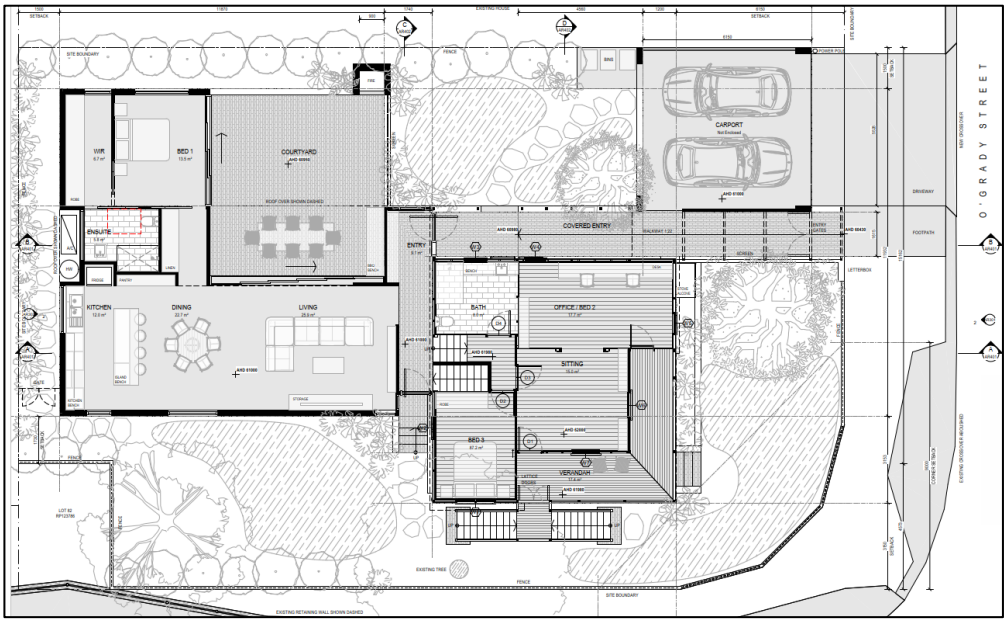


Figure 2. Klumpp's Farmhouse Reconstruction and Additions (Ground Floor Plan – Proposed) (Pendergast Architects, 2026)

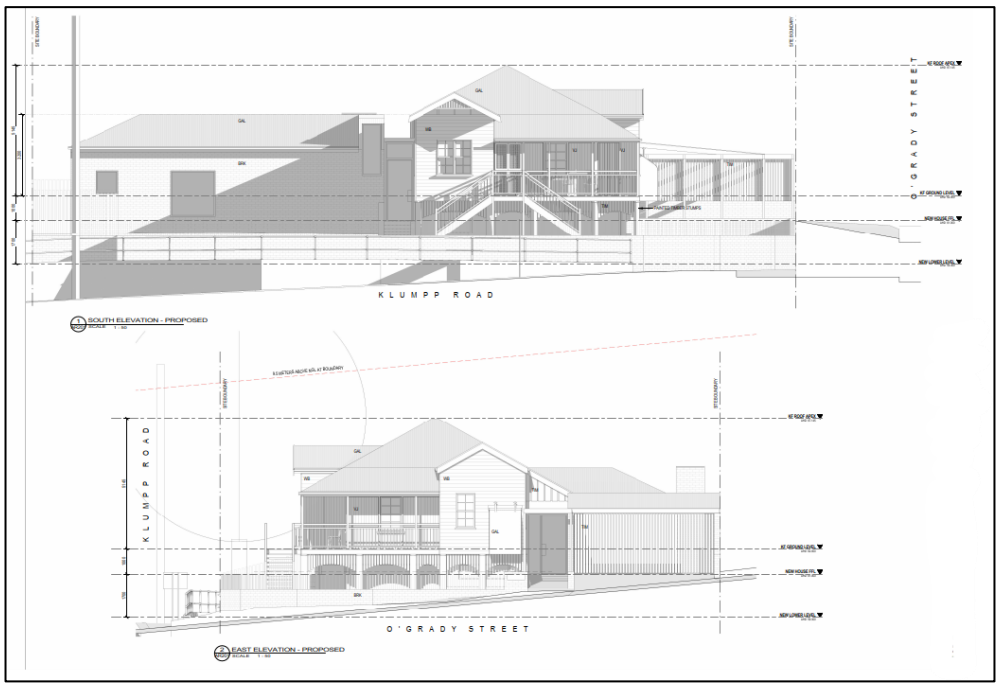


Figure 3. Klumpp's Farmhouse Reconstruction and Additions (South and East Elevations – Proposed) (Pendergast Architects, 2026).

2.2.4 Access

Private access is provided from O'Grady Street for both vehicular and pedestrian access, with shaded elements to improve comfort and visual interest.

2.2.5 Carparking

The proposed reconstruction incorporates an undercover garage to the North of the frontage to O'Grady Street. The garage is designed to occupy two vehicles undercover, with screen-walls on each side to increase permeability and comfort.

3. Planning Merits

3.1 Introduction

The proposed development facilitates the relocation, full reconstruction and sympathetic extension of Klumpp's Farmhouse from 787 Mains Road (Lot 3 on RP138498) to 2 O'Grady Street (Lot 60 on RP123786), Upper Mount Gravatt QLD 4122. The proposed development delivers several positive planning outcomes that support approval of the application. In particular, the proposal facilitates the ongoing conservation of a local heritage place while ensuring the development does not result in adverse impacts on the surrounding environment, residential amenity or the intended planning outcomes of the neighbourhood. The key planning merits of the proposal are outlined below.

3.2 Maintenance of Cultural Heritage

The proposed development supports the ongoing conservation and interpretation of the Local Heritage Place, Klumpp's Farmhouse, which has significant historical associations with the Klumpp family and the early agricultural development of Upper Mount Gravatt. The proposal facilitates the relocation, full reconstruction and sympathetic extension of the farmhouse to an adjoining lot (Lot 60 on RP123786). The proposal continues to meet the planning intent for local heritage places by maintaining their cultural significance and increases the frontage of the building, providing multiple public viewpoints, allowing the building to reestablish its history and connection to the area (Refer to attached **Heritage Impact Assessment**).

The reconstruction will re-establish the farmhouse's significant architectural form and character, maintaining its historic association with the locality while enhancing its visibility and prominence within the emerging residential setting, through the relocation to a corner lot. Through its adaptive reuse as a contemporary dwelling house, the development provides a viable and sustainable future for the heritage place, allowing for ongoing occupation, maintenance and appreciation of its heritage significance.

Consistent with the **Heritage Impact Assessment**, the proposal facilitates the reconstruction of the farmhouse's architectural form and maintains its orientation to Klumpp Road, ensuring the farmhouse remains the fundamental built element of the site. Overall, the development represents a balanced conservation outcome that secures the ongoing protection, use and interpretation of an important local heritage place.

3.3 Absence of Adverse Impacts

The proposed development will not result in any adverse impacts, as the proposed dwelling house maintains a low-density residential use that is compatible with the surrounding residential character. The relocation of the farmhouse to the adjoining lot represents a positive planning outcome, reducing the dwelling's exposure to environmental constraints and potential natural hazards while retaining historical significance.

Importantly, the proposed development does not introduce activities that could adversely impact surrounding properties or the wider community. Rather, it facilitates the conservation and occupation of the heritage place that would otherwise continue to deteriorate in its current condition. Therefore, the proposal delivers an improved heritage, safety and land use outcome without generating adverse impacts on the surrounding environment, infrastructure network, or established residential amenity.

4. Site Analysis

4.1 Overview

The site, shown in the below aerial, is located at 787 Mains Road and 2 O'Grady Street, Upper Mount Gravatt QLD 4122. 787 Mains Road is generally rectangular in shape, with an irregular cut-out in the southwest corner, and comprises an area of 73,310m^2 (shown in yellow in **Figure 3**). 2 O'Grady Street is generally rectangular in shape and comprises an area of 569m^2, shown in green in **Figure 3**, an outline of the extent of building work is also shown in blue for reference.

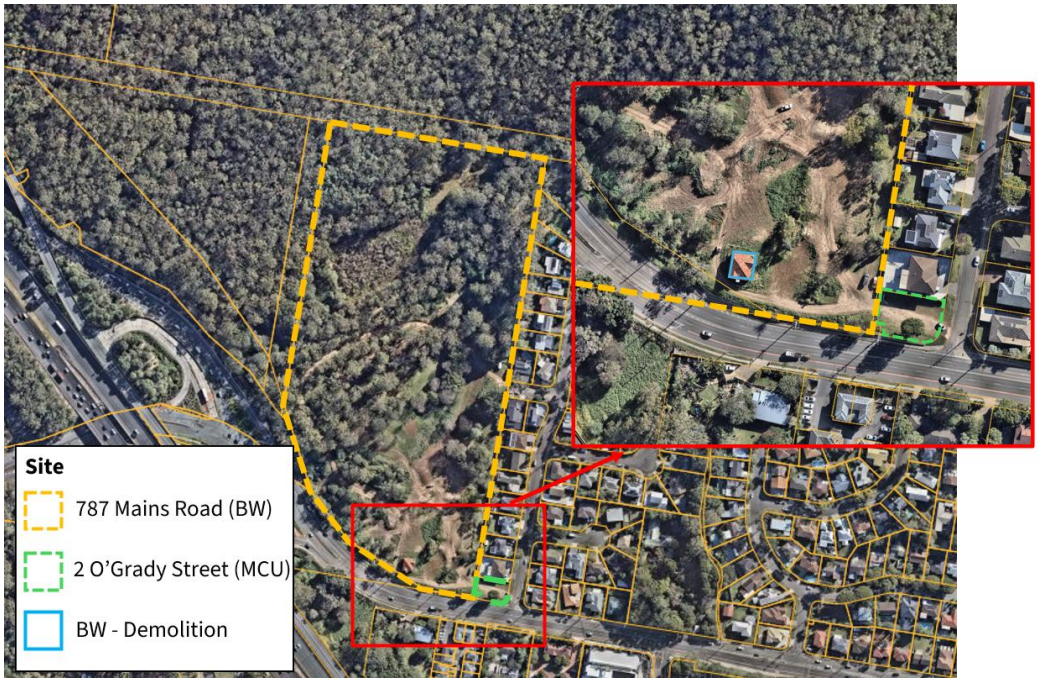


Figure 4. Aerial imagery of site (NearMap)

4.2 Site Characteristics and Servicing

Table F below provides an overview of the key site characteristics and servicing information.

Table F – Site Characteristics and Servicing Information

Site Characteristics	
Existing Use / Improvements	As shown in the aerial imagery above, the site is currently mostly occupied by vegetation, with a single dwelling house on 787 Mains Road (Klumpp's Farmhouse). 2 O'Grady Street is currently vacant and is improved by surrounding residential dwelling houses.
Access and Frontage	The sites have frontages of ~270m to Klumpp Road and ~20m to O'Grady Street
Easement/s	N/A
Topography	**787 Mains Road**: The site is sloped in varied directions, with council contours indicating a maximum elevation (on focus area of site) of approximately RL 61m to the north, falling to approximately RL 58m towards the southern boundary fronting Klumpp Road. **2 O'Grady Street:** The site is generally flat with minor variation in ground level, with council contours indicating a maximum elevation of approximately RL 61m to the north, falling to approximately RL 60m to the south.
Vegetation	The site contains mixed vegetation, with minor vegetation burdening the focus areas of the sites.
Waterways and Waterbodies	787 Mains Road contains a mapped waterbody to the north of the site, that will not be impacted by the scope of the proposed development.
Contaminated Land / Environmental Management	2 O'Grady Street is not included on the Contaminated land/environmental management register. 787 Mains Road is not included on the Contaminated land/environmental management register, however, adjoining Lot 2 on RP138498 is included on the Environmental management register as the site has been subject to Petroleum product/oil storage. Notwithstanding, the proposed development will not occur on this land or in close proximity to the contaminated area. (Refer to attached **Site Searches** for further information.
Servicing Information	

Water	The site is connected to the reticulated water supply, with a water service link running across the middle of the site.	The site is connected to the reticulated water supply, with an inground hydrant, water system valve (potable), and a water control valve (scour) located along the boundaries of the site.
Sewer	The site is not connected to the reticulated sewer network.	The site is not connected to the reticulated sewer network, but adjoins 59/RP123786, which is connected.
Stormwater	The site is connected to stormwater infrastructure	The site is connected to stormwater infrastructure
Electricity, Gas and Telecommunications	The site is connected to electricity, gas and telecommunications infrastructure.	The site is connected to electricity, gas and telecommunications infrastructure.

4.3 Context

The surrounding locality is characterised by an established low-density residential pattern and surrounding vegetation. Surrounding development is characterised by:

- North – Vegetation (Mt Gravatt Reserve), Griffith University, Yarranlea Primary School.
- East – Established low density residential.
- South – Pacific Motorway, established low density residential, Westfield Mt Gravatt.
- West – Pacific Motorway, Mount Gravatt Cemetery, Queensland Sports and Athletics Centre (QSAC).

The site context therefore reflects a low-density residential development pattern, supported by surrounding infrastructure and services.

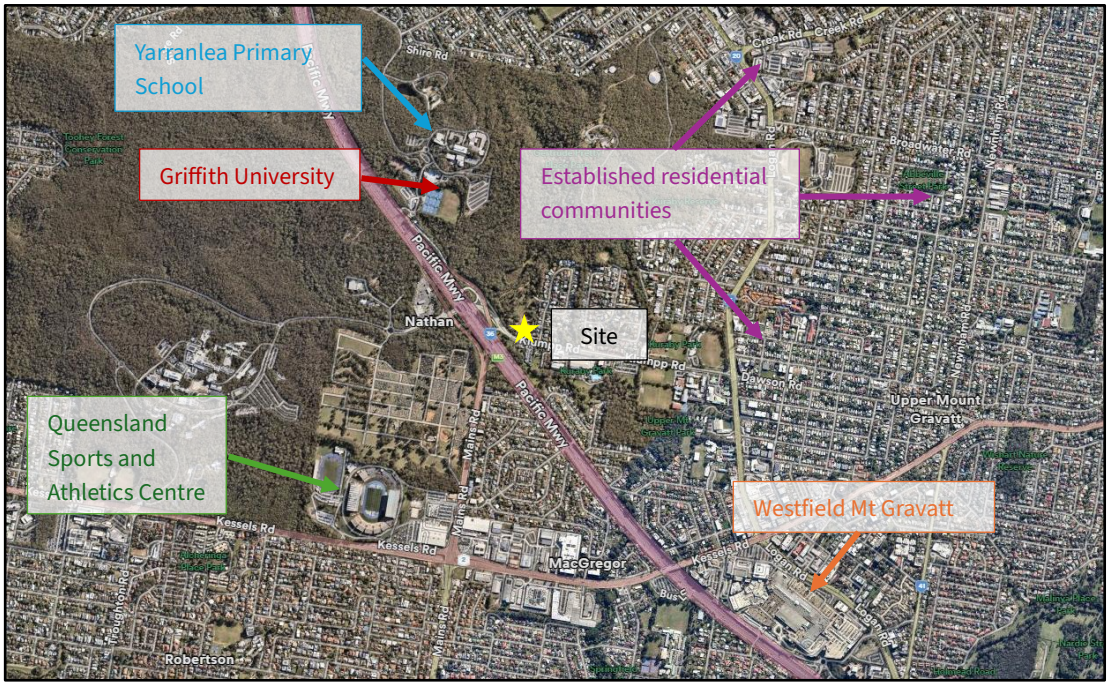


Figure 5. Surrounding Context (NearMap)

4.4 Development Application and Approval History

Subject Site

Table G below provides an overview of the application and approval history of the site, where relevant.

Table G – Site Application and Approval History

Council Reference	Description	Approval Date
A005898817	Development Permit for Material Change of Use – Multiple Dwelling (84 Townhouses)	Withdrawn

5. Technical Analysis

It is acknowledged that 787 Mains Road has several overlays identified which would ordinarily require further assessment, however due to the nature of the proposal of building work on this land parcel being contained to a small portion, no further assessment of the environmental or bushfire aspects are required. There is also no change to access to the property. The proposed dwelling house will be serviced by existing infrastructure services.

5.1 Heritage Assessment

A Heritage Impact Assessment was created by Pendergast Architects to analyse the reconstruction and additions to Klumpp's Farmhouse, concluding that reconstruction of Klumpp's Farmhouse is the most appropriate conservation outcome due to the building's extensive termite damage and structural deterioration, which has rendered almost all original fabric beyond repair. The assessment emphasised that while the proposal involves relocating the farmhouse to a prominent corner site and incorporating contemporary residential additions, the reconstruction will be based on historical documentation and evidence, maintaining the building's significant architectural form, historical association with the Klumpp family, and visibility within the local area, thereby securing its long-term conservation and ongoing residential use. Refer to the attached **Heritage Impact Assessment** for further information.

5.2 Structural Report

An inspection of Klumpp's farmhouse was undertaken by Paul Easingwood of Bligh Tanner on 17 March 2026. The intent of the inspection and the Structural Report were to comment on the structural integrity of the property. The notable comments and summary of the inspection are as follows:

- Notable deterioration of the supporting stumps and walls to the lower storey
- Widespread collapse and deterioration to the raised ground floor walls throughout the dwelling; and
- Widespread signs of long-term water ingress issues and termite attack to the property

The structural report provides evidence of the state of the property, emphasising that the house is currently considered to be structurally unsound given the extent of widespread degradation affecting a number of the primary structural elements of the dwelling including the stumps, wall framing, wall cladding, VJ bracing walls and the roof. Given this analysis, it was advised the re-construction works that would be required to return the dwelling to a structurally sound state would be unreasonable and would constitute a full rebuild of the house. This option was deemed disproportionate compared to a complete rebuild of the dwelling. As such, the relocation, full reconstruction and sympathetic extension of Klumpp's Farmhouse can be deemed a reasonable solution to maintain the historical significance of the property, while taking a sensible reconstruction approach.

5.3 Engineering Assessment

An engineering assessment was carried out by Civil360 Engineering Pty Ltd and advice was provided for the proposed relocation of the heritage farmhouse from 787 Mains Road, Upper Mount Gravatt (Lot 3 on RP138498) to the adjacent property at 2 O'Grady Street, Upper Mount Gravatt, described as Lot 60 on RP123786 (**the site**) (Refer to the attached **Engineering Assessment**). This assessment concluded that the proposed development can be accommodated on the site, within the topographical context, and only requires minor earthworks associated with building construction. Vehicular access will be improved through the relocation of the existing crossover to a compliant position further from the nearby intersection, while adequate site distances and driveway separations can be achieved. The development can be serviced by stormwater, sewer, water. Telecommunications and electricity infrastructure, with on identified servicing constraints. As such, the assessment confirms the site has sufficient access and utility connections to support the proposed development.

6. Key Planning Matters

The site is identified within the Heritage overlay, given it is a local heritage place. As part of this application, the proposed development is assessable against the Heritage Code. PO1 of the Heritage Code states:

Development provides for the future protection of the heritage place and does not damage or diminish its cultural heritage significance including by:

a. retaining and conserving all significant features that contribute to cultural heritage significance;

b. not introducing new elements that detrimentally impact on or detract from cultural heritage significance.

The Heritage Overlay Code seeks to conserve local heritage places by avoiding adverse impacts that may diminish or detract from their cultural heritage significance. Achieving this intent does not necessarily require a building to remain in its existing location, particularly where its physical condition creates significant constraints to retention.

The attached Heritage Impact Assessment identifies "extensive termite damage and deterioration" and concludes that the existing building fabric is "beyond repair or salvage". In these circumstances, retaining the farmhouse in its current form and location is not considered a practicable conservation outcome.

The proposal seeks to conserve the heritage values of the Klumpp Farmhouse through its careful reconstruction and sympathetic restoration on the adjoining site. As shown in Figure 7, the development will retain and restore the building's significant heritage fabric, form and architectural character, thereby preserving the elements that contribute to its cultural heritage significance.

The reconstructed farmhouse will remain the principal architectural element. Contemporary additions will be incorporated where necessary to meet modern construction and living standards, while maintaining the prominence of the farmhouse's defining features, including its roof form, verandah and principal elevations.

Relocation and reconstruction provide a practical conservation outcome by:

- avoiding the potential loss of the remaining heritage fabric resulting from the building's deteriorated condition;
- preserving the farmhouse's significant architectural form and character;
- enabling its continued use and maintenance as a dwelling house; and
- ensuring compliance with contemporary building, liveability and sustainability standards to support its long-term upkeep.

Although the proposal does not retain the heritage place in its existing location, it achieves the broader intent of the Heritage Overlay Code. The proposal protects and conserves the features and values that underpin the farmhouse's cultural heritage significance while securing its long-term preservation through reconstruction on the adjoining site.

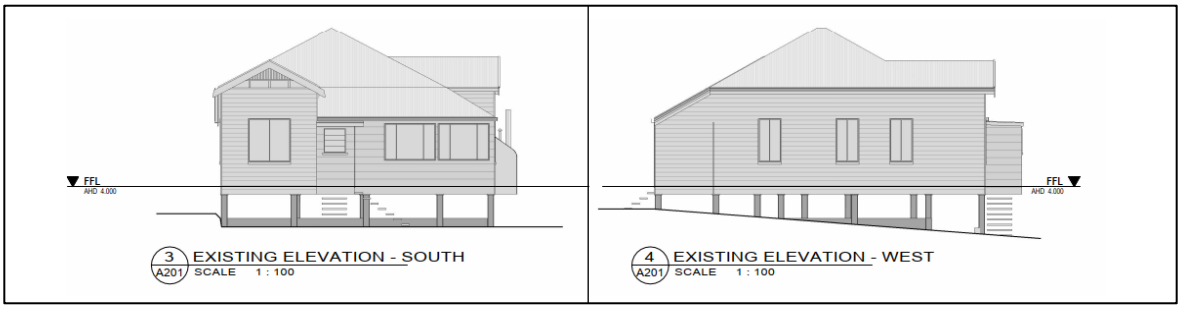


Figure 6. Klumpp's Farmhouse Existing Elevations (Pendergast Architects, 2026).

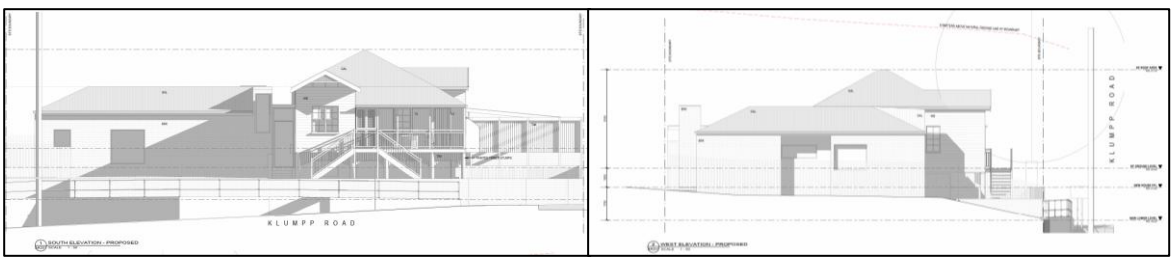


Figure 7. Klumpp's Farmhouse Reconstruction Plan (Pendergast Architects, 2026).

The Heritage Overlay Code includes specific performance and acceptable outcomes for the subject site. The proposed development has considered these requirements and is able to maintain the heritage significance of the Klumpp Farmhouse, ensuring it reflected the heritage significance of the surrounding area. This is further demonstrated within the **Code Compliance Statements.**

7. State Planning Framework

7.1 Planning Act 2016

The *Planning Act 2016* (**Planning Act**) and its subordinate legislation is the statutory framework for decision making in relation to land use and development in Queensland.

The proposed development constitutes the following aspects of "development" as defined in Schedule 2 of the Planning Act:

- Building Work
- Material change of use

7.1.1 Category of Assessment

In accordance with section 43 of the Planning Act, the relevant categorising instrument for this development application is the Brisbane City Plan 2014 (**planning scheme**). As identified in **Section 8.2.1** of this report, the planning scheme categorises the proposed development as **impact assessable**.

Section 45(5) of the Planning Act states:

An impact assessment is an assessment that—

(a) must be carried out—

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

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

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

The matters outlined in section 45(5)(a)(i) above are identified in **Section 8.2** of this report and subsequently addressed.

With respect to section 45(5)(a)(ii), the matters Planning Regulation prescribes are:

- The matters stated in Schedules 9 and 10 of the Planning Regulation for the development.
- The planning scheme (see **Section 8**).
- The regional plan for the region, to the extent it is not identified in the planning scheme as being appropriately integrated.
- The State Planning Policy, to the extent it is not identified in the planning scheme as being appropriately integrated.
- Any designation applying to the premises.
- Any temporary State Planning Policy applying to the premises.
- Any development approval for, and any lawful use of, the premises or adjacent premises (see **Section 4.4**).
- The common material.

Unless otherwise stated, the following sections assess the development application against the above matters.

In respect to section 45(5)(b), an assessment of 'other relevant matters' is included in **Section 9** of this report.

7.2 Planning Regulation 2017

The purpose of the *Planning Regulation 2017* (**Planning Regulation**) is to prescribe instruments and address matters provided for under the Planning Act and provide the mechanics for the operation and implementation of the Planning Act.

7.2.1 Schedules 9 and 10 (Assessable Development and Referrals)

Schedules 9 and 10 of the Planning Regulation outlines various types of development which are prohibited development, assessable development or development requiring referral agency assessment. The Development Assessment Mapping System (**DAMS**) assists to identify development assessment triggers and referrals under the Planning Regulation.

The mapping (refer attached **Site Searches**) and the regulation has been reviewed in the context of this development application and the following is confirmed:

- The proposed development **is not** prohibited development under the Schedule 9 and 10.

- The proposed development **is not** assessable development under Schedule 9 and 10.
- The proposed development **does not** require referral.

The proposed development is an excluded material change of use, as defined in the Planning Regulation 2017 as:

> ***Excluded material change of use*** means a material change of use of premises that –
>
> (a) does not involve a new or changed access between the premises and any of the following –
>
> (i) a State transport corridor;
>
> (ii) a road that intersects with a State-controlled road;
>
> (iii) a road that intersects with a railway crossing; and
>
> (b) is for –
>
> (i) 1 or more of the following uses - (A) a **dwelling house;** (B) a secondary dwelling; (C) a domestic outbuilding associated with a dwelling house on the premises; (D) a dwelling unit; (E) a dual occupancy; (F) caretaker's accommodation; (G) a community residence; or
>
> (ii) a use other than a service station, fast food outlet, telecommunication facility or use stated in subparagraph (i), and all of the following apply- (A) the premises have a gross floor area of no more than 100m2 and the material change of use does not increase the gross floor area; (B) the material change of use does not involve building work, other than building work that is wholly inside a building; (C) if the material change of use involves building or extending a hard standing area-the hard standing area or extension is not more than 25m2.

As such, no referral is required for the proposed development for this aspect.

7.3 Regional Plan

The site falls within the bounds of the South East Queensland Regional Plan 2023 (**ShapingSEQ**). ShapingSEQ provides the framework for managing growth, change, land use and development in the SEQ Region to the year 2046.

7.3.1 SEQ land use category

As shown in **Figure 8** below, the site is located within the Urban footprint defined by ShapingSEQ. Land within the urban footprint is considered generally suitable for urban development subject to consideration of State and local planning constraints and assessment matters. The proposed development is consistent with this intent.

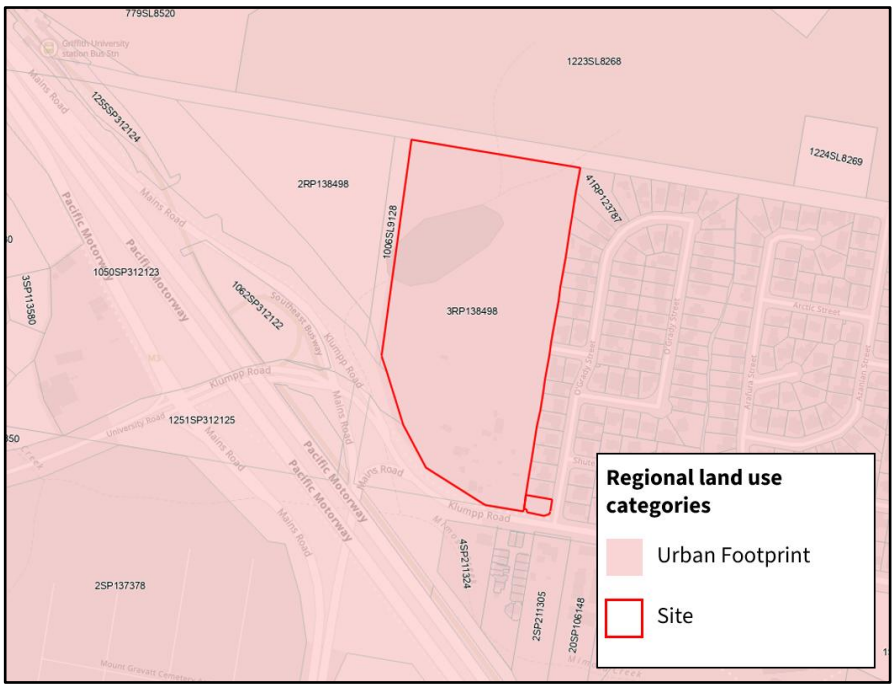


Figure 8. SEQ land use category (DAMS Mapping)

7.4 State Planning Policy

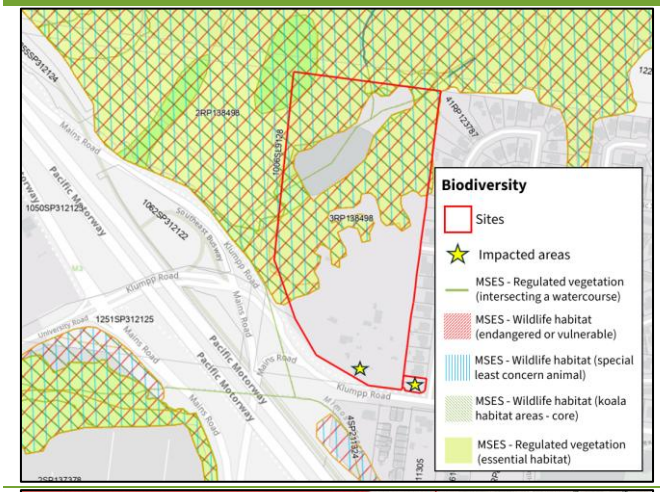
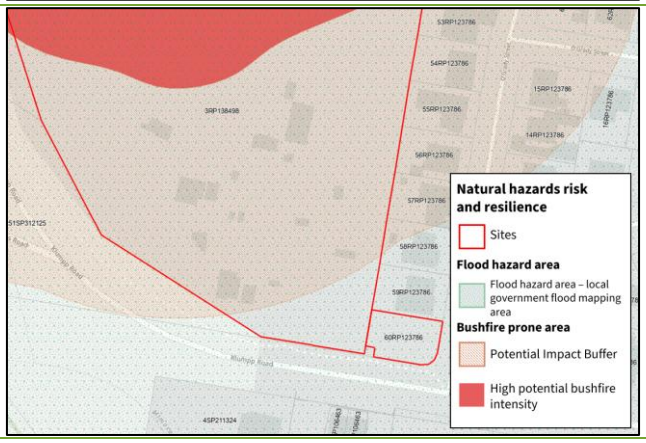
The current State Planning Policy (July 2017) (**SPP**) relates to 17 separate State interests grouped together under 5 broad themes and provides direction to local governments in preparation of planning documents and assessment of development applications. Where one or more State interest policies are not integrated into a local government's planning scheme, the local government must, to the relevant extent, have regard to Part C (purpose and guiding principles), D (State interests) and E (State interest policies of the SPP.

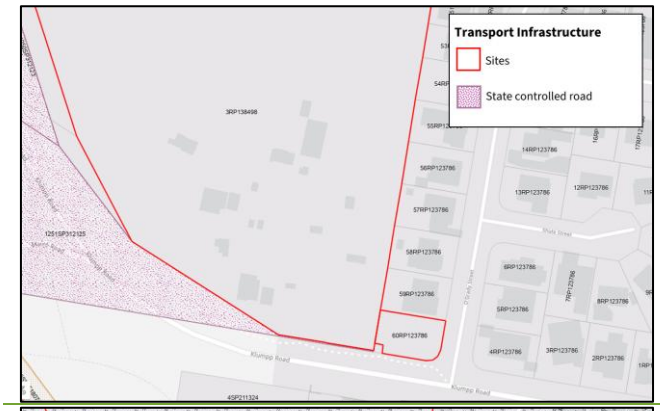
Pursuant to Part 2.1 of the Planning Scheme, the only items of the SPP which have not been integrated are:

- State interest – Natural hazards, risk and resilience – The bushfire prone area in the planning scheme does not reflect the State mapping layer.
- State interest – Strategic airports and aviation facilities – The building restricted area is not identified in the planning scheme.

State interest matters are spatially defined as layers included in the SPP interactive mapping system to assist local government, the community and industry understand and interpret where and how state interest policies apply in land use planning and development. An excerpt of this mapping is included below, and a full copy of the SPP report can be found in the **Site Searches**.

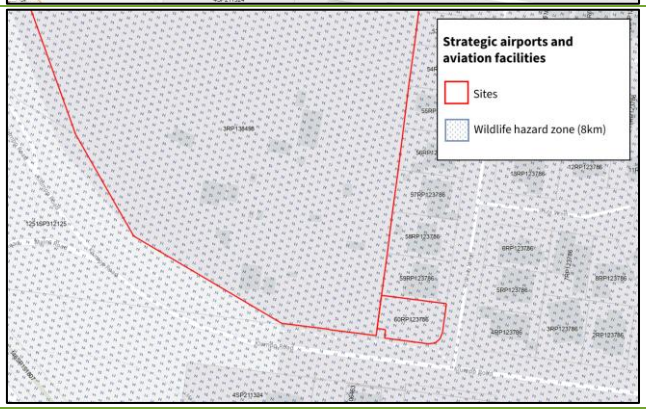
Table H – SPP Mapping

SPP Mapping	Summary
	**Biodiversity** As articulated in the supporting map, the focus areas of the sites where proposed development will occur are not impacted by the biodiversity layers and therefore shouldn't be considered in the assessment of this application.
	**Natural Hazards risk and resilience** As articulated in the supporting map, the focus areas of the sites where proposed development will occur are only impacted by the flood hazard – local government flood mapping area and potential impact buffer of the bushfire prone area.



Transport infrastructure

As articulated in the supporting map, 787 Mains Road adjoins a state-controlled road. As stated in **Section 8.2** of this report, the proposed development does not trigger a referral associating this overlay.



Strategic airports and aviation facilities

The site is impacted by the wildlife hazard zone (8km) overlay.

As the site is not identified as being mapped under any layers which have not been integrated in the planning scheme, no further assessment against the SPP is required.

7.5 Designated Premises

The site is not identified as being a designated premises.

7.6 Temporary State Planning Policies

No temporary State planning policies have been identified as being relevant to the site or this development application.

8. Local Planning Framework

8.1 Planning Scheme

The Brisbane City Plan 2014 (**planning scheme**) is the key local planning instrument which sets out the intent for development within the bounds of the Brisbane City Council local government area.

8.2 Category of Assessment and Assessment Benchmarks

8.2.1 Summary

Table I below summarises the category of assessment for the proposed development and the relevant assessment benchmarks of the planning scheme. As identified below, the development application will be subject to **impact assessment**.

Table I– Category of Assessment and Assessment Benchmarks

Provision	Category of Assessment	Assessment Benchmark/s	Response Location
Low density residential zone	**Accepted Development**	▪ Low density residential one code	**Code Compliance Statements**.
Environmental management zone	**Not applicable**	-	**-**
Mt Gravatt corridor neighbourhood plan	**No change**	▪ Mt Gravatt corridor urban community neighbourhood plan code	**Code Compliance Statements**
Airport environs overlay	**Not applicable**	-	-
Bicycle network overlay	**Not applicable**	-	-
Biodiversity areas overlay (BW)	**Not applicable**	-	-
Bushfire overlay	**Not applicable**	-	-
Critical infrastructure and movement network overlay	**Not applicable**	-	-
Dwelling house character overlay (MCU)	**No change**	▪ Dwelling house code	**Code Compliance Statements**
Flood overlay	**Not applicable**	-	**-**
Heritage overlay	**Impact assessment**	The Planning Scheme including: ▪ Heritage overlay code – purpose, overall outcomes and outcomes in sections A and C	**Code Compliance Statements**
Road hierarchy overlay	**Not applicable**	-	**-**
Streetscape hierarchy overlay	**Not applicable**	-	**-**
Transport noise corridor overlay	**Not applicable**	-	**-**
Waterway corridors overlay (BW)	**Not applicable**	-	**-**
Wetlands overlay (BW)	**Not applicable**	-	**-**

8.2.2 Strategic framework

The Strategic Framework sets out the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs throughout Brisbane for the life of the planning scheme. As the proposal is assessable against the planning scheme, additional information has been provided below to demonstrate how the proposed changes are consistent with the planning scheme intent.

Firstly, it is considered the proposal directly aligns with the Strategic intent for “Housing for all” in Brisbane, which seeks to ensure the provision of housing in Suburban Living Areas is relevant to the various local contexts of building and landscape character of these areas. The proposal also contributes to the provision of additional housing choice to cater for residents’ housing needs and purchasing ability at all life stages, ensuring adaptability to the changing needs of the city over time. The proposal is intended to accommodate single dwelling houses in a manner consistent with established development context.

The Strategic Framework comprises the following five (5) themes that collectively represent the policy intent of the scheme:

- Brisbane's globally competitive economy;
- Brisbane's outstanding lifestyle;
- Brisbane's clean and green leading environmental performance;
- Brisbane's highly effective transport and infrastructure; and
- Brisbane's CityShape

The themes and associated elements of the strategic framework have been reviewed in the context of their relevance to the application and key elements have been identified below.

As per the Brisbane Economic Development plan, the Mt Gravatt/Upper Mt Gravatt regions are located within the 'Population Serving' area. The proposed development facilitates a new dwelling house in a residential zone, therefore aligning with the role of the region of serving the growing population.

The proposed development is in the 'Smart suburban corridor' according to the Brisbane's Games Transport Legacy report, which follows the Metro corridor from Roma Street to Eight-Mile Plains. The proposed development involves the proposed dwelling house, which will contribute to the suburban nature of the region, and encourage use of the transport corridor.

According to the Our Productive City document, the proposed development is located within the Regional Economic Cluster, surrounding the Archerfield Airport and Industrial zoning network surrounding. According to Shaping SEQ, these clusters are high-value employment areas that generate significant economic activity. The proposed development is consistent with this framework as it represents a residential use that does not prejudice the ongoing operation or future development of the Regional Economic cluster, while supporting a balanced urban form in proximity to significance employment and infrastructure networks.

8.2.3 Zone

As shown in **Figure 9** below, the site is in the Low density residential (LDR) and Environmental Management zones. The surrounding area is also predominately located within the LDR, with some pockets of land within the Environmental management, medium density residential, Conservation (metropolitan), and Community facilities zones.

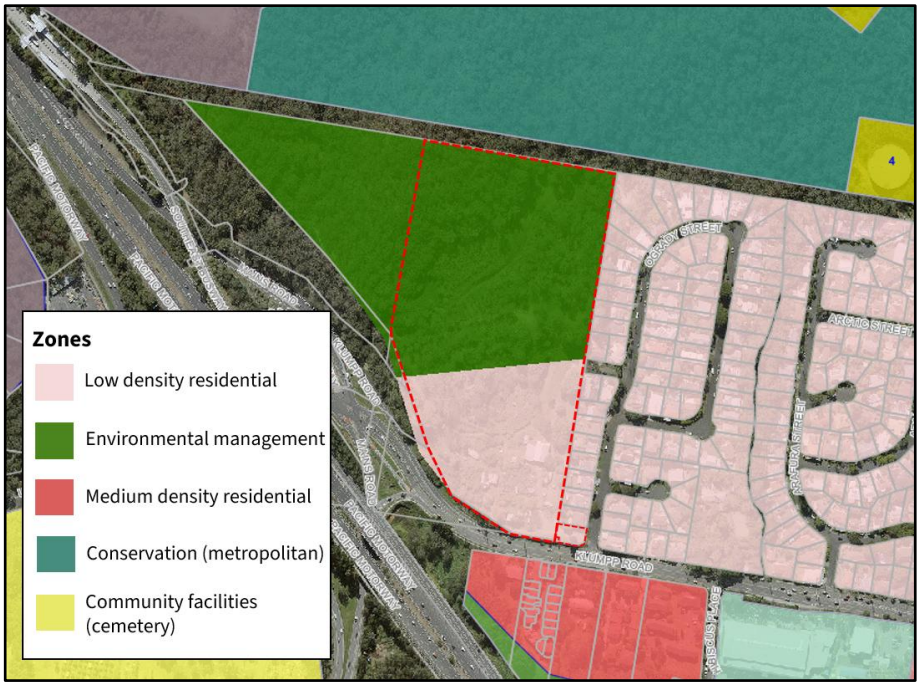


Figure 9. Zoning map (Brisbane City Plan 2014 Interactive Mapping)

Pursuant to Table 5.7.1 of the Planning Scheme, the proposed development does not trigger assessment against the Environmental management zone code.

The proposed development is required to be assessed against the provisions of the Low density residential zone code. Pursuant to section 6.2.1.1(1) of the Planning Scheme, the purpose of this zone is to provide for a variety of low density dwelling types, community uses, small-scale services, facilities and infrastructure, to support local residents.

The proposed development is considered to be consistent with the intent and purpose of the zone and appropriately advances the purpose and overall outcomes of the zone code as it:

- Provides a low density dwelling consistent with the form and scale of surrounding development.

A full assessment of the proposed development against the provisions of the zone code is provided in the **Code Compliance Statements**.

8.2.4 Neighbourhood Plan

As shown in **Figure 10** below, the site is located in the Mt Gravatt corridor neighbourhood plan (**neighbourhood plan**).

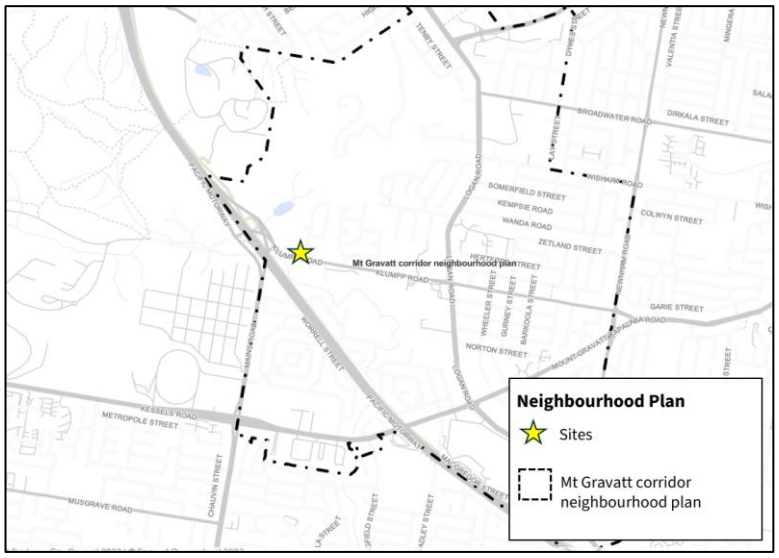


Figure 10. Neighbourhood plan map (Brisbane City Plan 2014 Interactive Mapping)

The proposed development is required to be assessed against the provisions of the Mt Gravatt corridor neighbourhood plan code. Pursuant to section 7.2.13.10.2(1) of the Planning Scheme, the purpose of the neighbourhood plan code is to provide finer grained planning at a local level for the Mt Gravatt corridor neighbourhood plan area. Key matters sought for the neighbourhood plan area are to:

- Not accommodate multiple dwellings in the low density residential zone.
- Exhibit high-quality built form and landscaping, including unique landmark sites at major intersections and deep-planted subtropical shade tree species, which enhance the image of the Mt Gravatt corridor, achieving a strong subtropical character.
- Development is co-located with transit to encourage public transport use, walking and cycling to reach employment, retail, community, entertainment, recreation and education facilities.
- Does not compromise the provision, function and operation of the Queensland Government's existing road and future transport upgrades; and
- Is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.

The proposed development is considered to be consistent with the intent and purpose of the neighbourhood plan and appropriately advances the purpose and overall outcomes of the neighbourhood plan code as it:

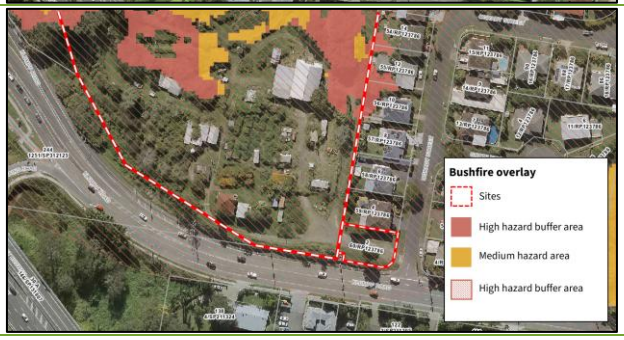
- Is of an appropriate height, scale and form which is consistent with the amenity and character is the site and surrounding neighbourhood
- Does not compromise surrounding development including existing roads and infrastructure
- Is co-located with transit to encourage public transport use; and
- Maintains the heritage character of the Klumpp family by reinstating the dwelling to a more prominent corner setting, reflecting their history with the local area.

A full assessment of the proposed development against the provisions of the neighbourhood plan code is provided in the **Code Compliance Statements**.

8.2.5 Overlays

Table H below provides an overview of the overlays which are mapped over the site and provides some commentary on the effect of each overlay on the proposed development.

Table H – Summary of Overlays

Overlay Mapping	Summary
	**Airport environs overlay** The site is mapped under the following sub-categories of this overlay: ▪ Procedures for air navigation surfaces (PANS) ▪ BBS zone - Distance from airport 8-13km Pursuant to Table 5.10.2 of the Planning Scheme, the proposed development does not trigger assessment against the Airport environs overlay code.
	**Bicycle network overlay** The site is mapped under the following sub-categories of this overlay: ▪ Secondary cycle route Pursuant to Table 5.10.3 of the Planning Scheme, the proposed development does not trigger assessment against the Bicycle network overlay code.
	**Biodiversity areas network overlay** The site is mapped under the following sub-categories of this overlay: ▪ High ecological significance sub-category ▪ High ecological significance strategic sub-category ▪ Matters of state environmental significance areas (MSES) ▪ Matters of state environmental significance lines (MSES) Notwithstanding, pursuant to section 5.3.2.5 of the Planning Scheme, "where development is proposed on premises partly affected by an overlay, the category of development or assessment for the overlay only related to the part of the premises affected by the overlay". The proposed development will not occur in the areas affected by the overlay. As such, no further assessment is required against the Biodiversity areas overlay code.
	**Bushfire overlay** The site is mapped under the following sub-categories of this overlay: ▪ High hazard buffer area Pursuant to Table 5.10.5 of the Planning Scheme, the proposed development does not trigger assessment against the Bushfire overlay code.



Critical infrastructure and movement network overlay
The site is mapped under the following sub-categories of this overlay:

- Critical infrastructure and movement planning area sub-category.

Pursuant to Table 5.10.8 of the Planning Scheme, the proposed development does not trigger assessment against the Critical infrastructure movement network overlay code.



Dwelling house character overlay
The site is mapped under the following sub-categories of this overlay:

- Dwelling house character

Pursuant to Table 5.10.9 of the Planning Scheme, the MCU component of the proposed development is assessable against the Dwelling house code. A full response to the Dwelling house code is provided in the **Code Compliance Statements.**



Flood overlay
The site is mapped under the following sub-categories of this overlay:

- Overland flow flood planning area

Notwithstanding, pursuant to section 5.3.2.5 of the Planning Scheme, "where development is proposed on premises partly affected by an overlay, the category of development or assessment for the overlay only related to the part of the premises affected by the overlay". The proposed development will not occur in the areas affected by the overlay. As such, no further assessment is required against the Flood overlay code.



Heritage overlay
The site is mapped under the following sub-categories of this overlay:

- Local heritage place
- Area adjoining heritage

Pursuant to Table 5.10.12 of the Planning Scheme, both components (BW and MCU) of the proposed development are assessable against the Heritage overlay code. A full response to the Heritage overlay code is provided in the **Code Compliance Statements.**



Road hierarchy overlay
The site is mapped under the following sub-categories of this overlay:

- Arterial road
- Neighbourhood road

Pursuant to Table 5.10.18 of the Planning Scheme, the proposed development does not trigger assessment against the Road hierarchy overlay code.

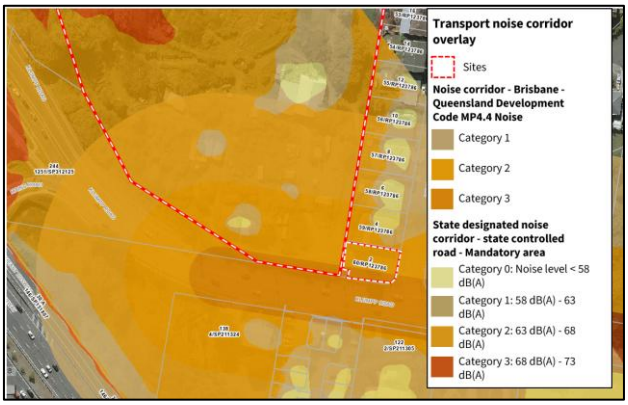


Streetscape hierarchy overlay

The site is mapped under the following sub-categories of this overlay:

- Subtropical boulevard – out of centre verge width 6m
- Neighbourhood street minor

Pursuant to Table 5.10.20 of the Planning Scheme, the proposed development does not trigger assessment against the Streetscape hierarchy overlay code.

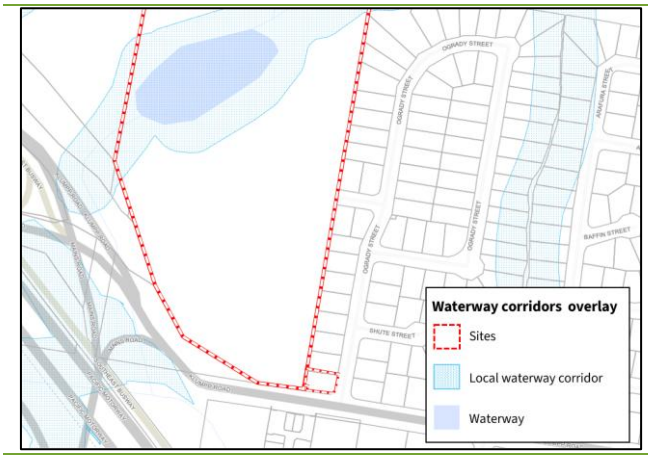


Transport noise corridor overlay

The site is mapped under the following sub-categories of this overlay:

- Noise corridor – Brisbane – Queensland Development Code MP4.4 Noise Category 1
- Noise corridor – Brisbane – Queensland Development Code MP4.4 Noise Category 2
- Noise corridor – Brisbane – Queensland Development Code MP4.4 Noise Category 3
- State designated noise corridor – state-controlled road – Mandatory area - Category 0: Noise level < 58 dB(A)
- State designated noise corridor - state controlled road - Mandatory area - Category 1: 58 dB(A) - 63 dB(A)
- State designated noise corridor - state controlled road - Mandatory area - Category 2: 63 dB(A) - 68 dB(A)
- State designated noise corridor - state controlled road - Mandatory area - Category 3: 68 dB(A) - 73 dB(A)

Pursuant to Table 5.10.23 of the Planning Scheme, the proposed development does not trigger assessment against the Transport noise corridor overlay code.

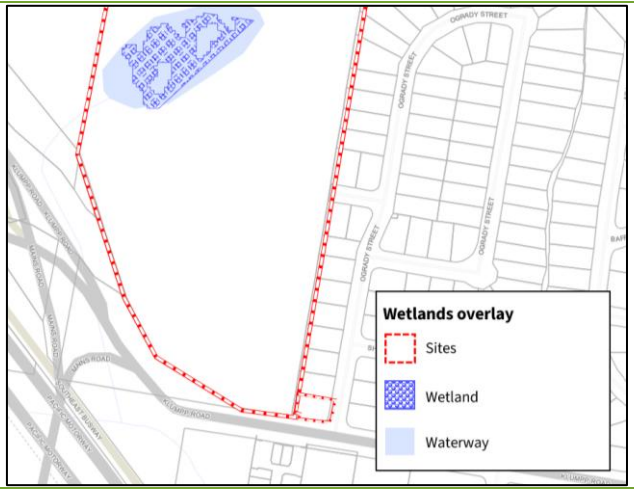


Waterway corridors overlay

The site is mapped under the following sub-categories of this overlay:

- Local waterway corridor sub-category

Notwithstanding, pursuant to section 5.3.2.5 of the Planning Scheme, "where development is proposed on premises partly affected by an overlay, the category of development or assessment for the overlay only related to the part of the premises affected by the overlay". The proposed development will not occur in the areas affected by the overlay. As such, no further assessment is required against the Waterway corridors overlay code.



Wetlands overlay

The site is mapped under the following sub-categories of this overlay:

- wetland sub-category

Notwithstanding, pursuant to section 5.3.2.5 of the Planning Scheme, "where development is proposed on premises partly affected by an overlay, the category of development or assessment for the overlay only related to the part of the premises affected by the overlay". The proposed development will not occur in the areas affected by the overlay. As such, no further assessment is required against the Wetlands overlay code.

8.2.6 Use and Development Code/s

Table I below provides an overview of the relevant use and development code/s which are identified as assessment benchmarks and provides some commentary on the effect of each on the proposed development.

Table I – Summary of Use and Development Code/s

Code	Summary
Dwelling House Code	The purpose of the dwelling house code is to assess the suitability of development to which the code applies. A full response to this code is included in the **Code Compliance Statements**.

8.3 Temporary Local Planning Instrument/s

The site is not identified as being subject to any TLPIs.

8.4 Planning Scheme Policies

The relevant planning scheme policies have been addressed as part of the response to the assessment benchmarks.

8.5 Local Government Infrastructure Plan

The site is identified in the Priority Infrastructure Area (PIA).

8.6 Long Term Infrastructure Plan

The site is not identified as being subject to any long-term infrastructure plans.

8.7 Infrastructure charges

The proposed development will be subject to infrastructure charges, calculated in accordance with the Brisbane Infrastructure Charges Resolution (No. 15) 2026.

- The prescribed amount per unit (Dwelling house - 3 or more-bedroom dwelling) will be $36,670.70
- The adopted local government charge for a Dwelling House (3 or more-bedroom dwelling) will be $18,793.33

It is noted that charges are subject to change, depending upon the infrastructure charges resolution version in effect at time of fees being levied.

9. Other Relevant Matters

9.1 Introduction

Pursuant to Section 45(5)(b) of the Planning Act, an impact assessable development application may be carried out against any other relevant matters, other than a person's personal circumstance, financial or otherwise.

This section identifies multiple relevant matters which are presented as relevant to Council's consideration of the proposed development, and within a balanced assessment framework, weigh in favour of approval.

9.2 Responds to housing crisis and supply challenge

9.2.1 Overview

The proposed BW and MCU contributes to addressing a critical shortage in housing supply and availability which is commonly referred to as the 'housing crisis'. Local, State and Federal governments have invested significant resources in policy and financial initiatives focused on addressing this significant challenge.

The intent of these many initiatives, some of which are referenced below, is to generate 'on the ground' housing outcomes, with a particular focus to provision of housing types that meet the greatest demand, and this includes smaller housing types that respond to the greatest need. This includes more compact and affordable housing forms.

9.2.2 Brisbane's Sustainable Growth Strategy

Brisbane's Sustainable Growth Strategy was released in March 2023. It targets housing pressures for the growing city amidst challenges of affordability, population growth and changing housing needs.

The strategy lists the four (4) key priorities for housing within Brisbane:

1. Housing supply for our growing and evolving city.
2. Housing diversity and affordability.
3. Right housing in the right locations.
4. Sustainable, liveable and well-designed subtropical homes.

This strategy recognises the importance of a range of housing types, including amongst others, low-density homes on both large and small lots. Importance is placed on providing housing supply which meets the needs of a growing population, in a manner which is affordable and maximises access to infrastructure and employment opportunities.

The site is located to a variety of local schools, and two existing shopping centres (Westfield Mt Gravatt and Mt Gravatt Plaza) which include a range of services and employment opportunities. Transport opportunities are also available, with bus stops along Klumpp road, and the S E Busway parallel to the Pacific Motorway. This provides opportunity for both private and active transport connectivity to the wider area.

9.2.3 ShapingSEQ

The Southeast Queensland Regional Plan (Shaping SEQ) was recently amended in December 2023 which recognises the current housing supply issues faced in SEQ and identifies that a target of 210,800 additional homes to be provided within the Brisbane local government area from 2021 to 2046.

The proposed development will contribute to the supply of housing in Brisbane through the provision of a habitable home. The application represents an opportunity to contribute to the provision of "more homes, faster".

The proposal will contribute to increased housing choice and opportunity in a growing residential area, contributing to urban consolidation and efficient use of infrastructure.

9.2.4 Provides additional housing opportunities in a growing residential area

The above policy initiatives also respond strongly to the urgent need for greater housing opportunity and choice, to achieve a better housing fit in terms of housing type and prince point. The proposed dwelling house will provide additional housing opportunities in the growing residential area of Mt Gravatt.

The proposed development will provide additional housing opportunity that is consistent with the intent for Mt Gravatt as a growing suburb with extensive planned infrastructure and other upgrades. The proposal will maximise access to this infrastructure and other services, promoting its efficient use.

The proposal will contribute to a wider range of housing opportunity and choice in the area, catering for residents' housing needs and purchasing ability at all life stages, ensuring adaptability to the changing needs of the city over time.

9.3 Lack of adverse impacts

Assessment of the application against the relevant assessment benchmarks demonstrates the proposal does not create an adverse impact with respect to residential amenity, road and transport network function, and environment or bushfire matters.

9.3.1 Residential amenity

In respect of residential amenity, the proposal is for a residential use which will sit comfortably within the existing residential context. The proposal includes plans which demonstrate appropriate setbacks are provided to dwellings on adjoining sites to protect against adverse privacy and amenity impacts. Considering the above matters, the proposal is not expected to create an unacceptable or unreasonable amenity impact in terms of privacy, noise or overshadowing.

9.3.2 Transport and infrastructure networks

There is sufficient infrastructure network capacity to support the proposed development, and the proposal does not introduce any adverse impacts on the required networks. The proposal is for the development of only one (1) dwelling house which will not cause significant traffic generation.

The attached Architectural Plan also demonstrates the proposed driveway location to show safe and efficient access to the lot. This plan also shows how sufficient on-site resident carparking will be provided in accordance with the rates prescribed in City Plan, and accordingly reliance on on-street parking will be minimal. The proposal is not expected to have any adverse impacts on active or public transport networks.

9.3.3 Environmental and bushfire impacts

As demonstrated in the aerial imagery earlier in this report, the area the development is proposed is devoid of significant vegetation and therefore will not create any adverse ecological impacts.

On the basis of the above sections, it is therefore considered there is no other adverse impact that would be generated by the development or cause reason for Council to refuse the application.

10. Conclusion

In summary, this report, and the supporting material, has provided a comprehensive assessment of the proposed development in accordance with requirements and framework of the Planning Act and applicable common law, and confirms that the proposed development satisfies all relevant matters of assessment and is able to be approved.

On a balanced assessment, it is considered the facts and circumstances outlined within this report and the supporting material are overall favourable to the approval of the proposed development. As such, it is recommended the proposed development be approved, subject to reasonable and relevant conditions.

It is expected that reasonable and relevant conditions will be imposed on the development approval in accordance with section 65 of the Planning Act.

The Change Leaders

Therefor Group is dedicated to enhancing the potential of place by understanding who it's for.

When you need that broader perspective;

When you need more than a bottom line;

When you need a commitment to leading positive change;

We're there.

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