

SUPPORTING DOCUMENTS

3/6 Bantry Court, Eagleby QLD 4207

Lot 60 on SP305652

March 2026

TOWN PLANNING REPORT

Development Permit for Reconfiguring
a Lot (1 into 2 lot subdivision)

3/6 Bantry Court, Eagleby QLD 4207

Lot 60 on SP305652

March 2026



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Prepared by **HPC Planning**

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01	17/03/2026	DA Report	KC	CW	FINAL

Application Overview

Site and Application Details	
Address	3/6 Bantry Court, Eagleby, QLD 4207 Lot 60 on SP305652
Site Area	707m ²
Local Authority	Logan City Council
Local Authority Zoning	Low Density Residential - Suburban
Existing Use/s	Lot 60 – Vacant land
Application Details	Development Permit for Reconfiguring a lot (1 into 2 subdivision)
Level of Assessment	Impact Assessment
Referral Agencies	Department of Transport and Main Roads
Applicant Details	ONLINE SOCIAL ADVERTISING PTY LTD c/- HPC Planning Contact: Ken Chan Phone: (07) 3217 5800 Email: ken.c@hpcplanning.com.au Web: www.hpcplanning.com.au
Land Owner	ONLINE SOCIAL ADVERTISING PTY LTD

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Appendix E:	Stamped Approved Plans (OW/405/2017)	CLA Consultants

Appendix F: Slope Stability Risk Assessment Report
Appendix G: DA Form 1

Protest Geotechnical

1 Introduction

1.1 Overview

HPC Planning have been engaged by the ONLINE SOCIAL ADVERTISING PTY LTD to prepare and lodge a development application seeking a Development Permit for Reconfiguring a lot (1 into 2 subdivision) at 3/6 Bantry Court, Eagleby, QLD 4207 and formally described as Lot 60 on SP305652 ("the subject site").

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This town planning report provides context to the proposed development by describing the subject site and surrounding locality. Second, the report describes the proposed development and key planning issues. Last, the report provides an independent assessment of the proposal against the applicable statutory planning instruments, which demonstrates the acceptability of the proposal.

1.2 Legislative Framework

Under the *Logan Planning Scheme 2015 (Version 9.2)*, the subject site is included within the Low Density Residential Zone (Suburban precinct). The proposal is subject to Impact Assessment given the proposed lot size is below 400m² in accordance with Table 5.6.1 of the Planning Scheme. The subject site is located within 25m of a State-controlled road (Pacific Motorway). As such, State referral to Department of Transport and Main Roads through SARA is required. The subject site is encumbered by the following overlays in accordance with the Planning Scheme:

- Landslide hazard and steep slope area overlay; and
- Transport noise corridors overlay.

1.3 Summary of Proposals

The subject site is a corner lot with a total area of 707m² and is currently vacant. The proposal is to subdivide the lot into two new parcels of land. The subject site (Lot 60) was previously reserved for future 1 into 2 subdivision in the previous approval (RL/113/2017). Refer to the stamped approved plans regarding to Service connections of the original subdivision.

The area of the two proposed lots is 353m² and 354m² respectively which is consistent with the lot size of the surrounding lots established under the previous subdivision approval. Both lots will have a minimum frontage of 19m and access of both lots are through the access driveway (Eagleby Rise) within the Community Titles Scheme and connected to Bantry Court.

The previous subdivision approval was assessed under Version 5.1 of the Planning Scheme which the minimum lot size of 350m² triggered Code assessment in accordance with Table 5.6.1. However, the proposal triggers Impact assessment in accordance with Table 5.6.1 (Version 9.2) given the proposed minimum lot size is below 400m². Assessment against the Strategic Framework and all relevant assessment benchmarks are provided in the below sections.



Figure 1: Proposed Subdivision Plan

Source: Andrews & Hansen Pty Ltd

1.4 Supporting Information

Independent specialist studies have been prepared to ensure that all engineering and amenity matters are evaluated and addressed as part of the design process. This town planning report should be read in conjunction and considered with the following supporting documentation:

- **Plans**
 - Appendix A – Proposed Subdivision Plan
- **Supporting Documents**
 - Appendix B – Code Compliance Statements
 - Appendix C – Land Owner's Consent and Title
 - Appendix D – Previous Approval and Stamped Approved Plans(RL/113/2017)
 - Appendix E – Stamped Approved Plans (OW/405/2017)
- **Specialist Reports**
 - Appendix F – Slope Stability Risk Assessment Report (RL/113/2017)
- **Forms**
 - Appendix G – DA Form 1

All relevant supporting information has been provided for the development application to be considered Properly Made.

1.5 Recommendation

This independent town planning report, coupled with the supporting specialist reports demonstrates that the proposed development is an appropriate outcome for the site, generally accords with the relevant provisions of the *Logan Planning Scheme 2015* and will not prejudice the development potential of adjoining lots. As such, the application is recommended for approval, subject to reasonable and relevant conditions.

2 Site Analysis

2.1 Property Description

The site is comprised of a single lot as described below (Table 1).

Street Address	RP Description	Zoning	Site Area
3/6 Bantry Court, Eagleby	Lot 60 on SP305652	Low Density Residential Zone	706m ²
Total Subject Site Area:			706m ²

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Table 1: Site Details

2.2 The Site

The subject site is located within the southeastern Logan suburb of Eagleby, a well-established suburban neighbourhood of Eagleby Rise established under the previous Development approval (RL/113/2017) with 14 lots with the lot size of approx. 350m² and predominately improved with single dwellings. The subject site is identified within the Low Density Residential Zone of the *Planning Scheme*. The subject site has been designed for a future subdivision with a total area of 706m². The site is currently vacant.

The subject site is fronting the access driveway (Eagleby Rise) within the Community Titles Scheme and connected to Bantry Court and Dublin Drive to the east. To the south is adjacent to the Pacific Motorway. To the north and east, the local area primarily comprises Low density dwelling houses. To the west is a multiple dwelling (15 Townhouses) development. Further south (Approx 1.1km) across the Pacific Motorway is the Beenleigh principal centre, providing a hub of commercial, retail and activities.

Figure 2 below shows the context of the site in relation to the immediate surrounding area, while Figure 3 shows the zoning of the land.



Figure 2: Aerial view of the subject site

Source: Nearmap



Figure 3: Surrounding Zones

Source: City Plan

2.3 Surrounding Land Uses

Low density residential zoning covers the general catchment of properties within the immediate surrounding area. Consequently, the surrounding area predominately comprises Dwelling houses within a suburban setting, with a gentle scattering of Secondary Dwellings.

A summary of the immediate surrounding area is provided in Table 2 below.

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North	Directly north of the subject site are the lots within the same Community Titles Scheme created in the previous subdivision approval. All lots are with consistent lot size of approx. 350m ² . Further north across Logan Street is a continuation of Low density residential zone improved with detached dwelling house and Secondary dwellings.
East	Directly east of the subject site are the lots within the same Community Titles Scheme with consistent lot size of approx. 350m ² . Further east along Dublin Drive is a continuation of Low density residential zone improved with detached dwelling house and Secondary dwellings.
South	South of the site is the Pacific Motorway. Further to the south is the Beenleigh Principal Centre providing a hub of commercial, retail and activities.
West	Directly west of the site is a 15 units Multiple dwellings development within the Low density residential zone. Further west across Pacific Motorway is a large allotment of open space (Dauth Park).

Table 2: Surrounding Land Uses

2.4 Easements

No easements currently burden or benefit the subject site.

2.5 Urban Servicing

The subject site can be adequately serviced by all necessary infrastructure, including sewerage, water, electricity and telecommunications. The service connection for the proposed lots has been designed in the previous subdivision approval (Stage 2). The subject site will be connected to the private service

connections within the Community Titles Scheme which has been constructed with connections to the Council infrastructures at Bantry Court.

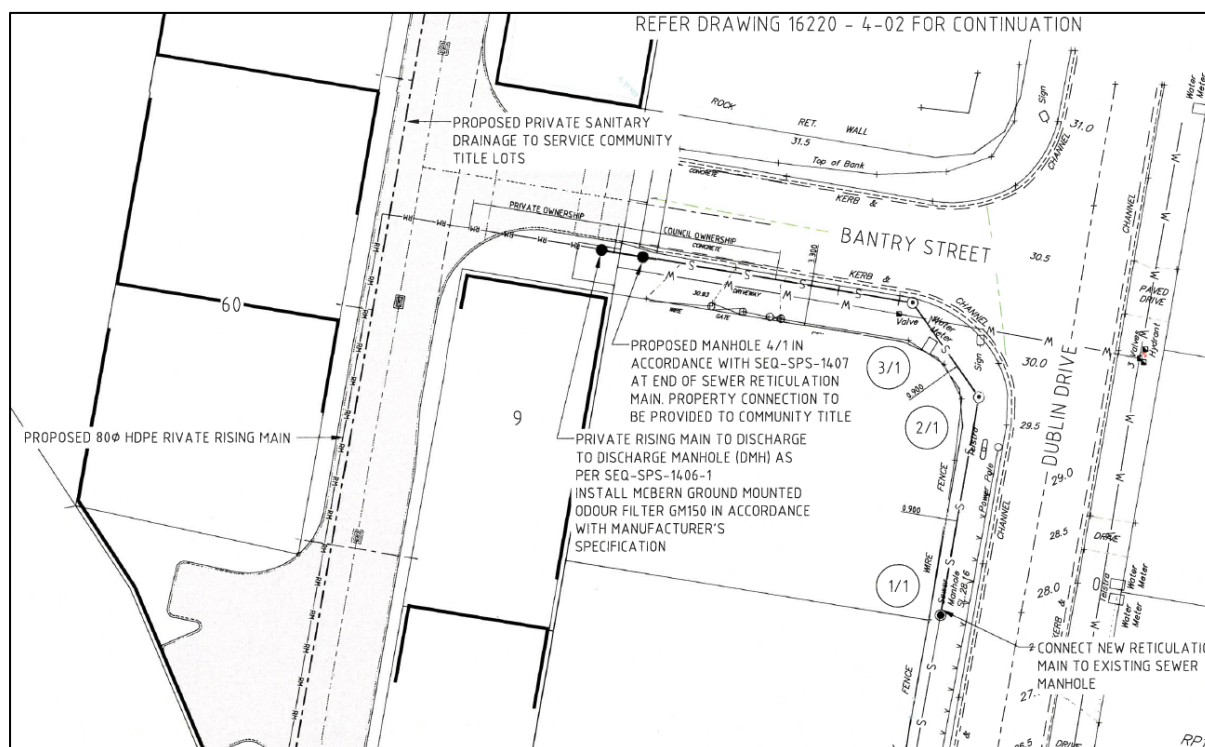


Figure 4: As-con Sewer reticulation plan (OW/405/2017)

Source: Boss Developments

2.6 On-Site Vegetation

The subject site is newly created and void of vegetation. The site is not identified within the Biodiversity areas overlay code of the Logan Planning Scheme and Native Vegetation Clearing or Koala Habitat in DAMS mapping. No significant adverse ecological impacts are anticipated as a result of the proposed development.

2.7 Site History

As per Council's Development Enquiry Tool, several development applications including the previous subdivision and associated Operational Works applications are recorded.

Application Number	Application Type	Status
MCUC/307/2018	Dual Occupancy (Auxiliary Unit) Building Envelope - Reduced Side Boundary Clearance	Decision Notice Issued
OW/120/2018	Electrical Design Plan	Decision Notice Issued
OW/405/2017	Operational Works associated with RL/113/2017	Off Maintenance Completed
RL/113/2017	Reconfiguring a Lot (2 into 14 lots)	Decision Notice Issued
RL/108/2002	Reconfiguring a Lot (Boundary Realignment)	GC Compliance Stage

3 Proposed Development

3.1 Application Details

This application seeks a Development Permit for Reconfiguring of Lot (1 into 2 subdivision) over land at 3/6 Bantry Court, Eagleby QLD 4207, described as Lot 60 on SP305652.

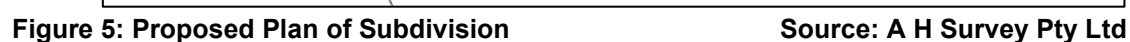
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3.2 Proposal Overview

The proposal is to subdivide the site into two lots. The area of the proposed Lot 6 and 7 are 353m² and 354m² respectively. Both lots are fronting the access driveway (Eagleby Rise) within the Community Titles Scheme with the minimum lot frontage of 19m. The subject site is located in the Suburban precinct with no rear lots proposed. Both subdivided lots do not comply with the minimum lot size requirement of 400m² in accordance with PO11 of the Low Density Residential Zone code. Assessment against Overall Outcome (i)(vi) of the Low Density Residential Zone code is provided in the below section. As detailed in this report, the proposed lot sizes are adequate to accommodate future development of Dwelling Houses and associated Private open space areas, car parking and landscaping provisions while upholding character and amenity values of the surrounding area.

3.3 Key Development Data

Total Site Area	706m ²	
Quantity of Proposed Lots	2	
Development Considerations	Requirement	Provision
Minimum Lot Size	400m ²	- Lot 6: 353m² - Lot 7: 354m²
Minimum Rear Lot Size	500m ² (minimum area clear of access strip)	Not applicable
Minimum Frontage	12.5m	- Lot 6: 19m - Lot 7: 19.487m



4 State Assessment Framework

This section of the report explains the applicable components of the statutory town planning framework and its relevance to the proposed development.

4.1 Planning Act 2016

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The *Planning Act 2016* ("the Act") is the governing piece of legislation that regulates development within Queensland. The Act seeks to provide for an efficient, effective, transparent, integrated, coordinated and accountable system of land use planning and development assessment to facilitate the achievement of ecological sustainability. Chapter 3 of the Act and the *Development Assessment Rules* set the framework and processes for integrating State and Local Government development assessment. Relevant parts of the Act are addressed below, including referral agency assessment and public notification, are addressed below.

4.1.1 Impact Assessment

Section 44(3) of the Act prescribes that a development approval is required to carry out assessable development, as declared under the categorising instrument. In this instance, Impact Assessment development application is required to be made to the assessment manager to acquire the necessary development approvals.

4.1.2 Public Notification

According to Section 53 of the Act, public notification is required for a development application which is subject to Impact Assessment or includes a variation request. As the development application requires Impact Assessment, public notification is required to be conducted in accordance with Part 4 of the *Development Assessment Rules 2017*, for fifteen (15/30) business days.

4.1.3 Referral Agencies

Under the Act and *Planning Regulation 2017* (the Regulation) various components of development applications trigger referral of the application to external Referral Agencies. Section 56 of the Act prescribes the powers granted to referral agencies, which include the ability to request additional information and to direct the assessment manager to approve development, impose conditions, or refuse the application. The Regulation identifies where a referral agencies assessment powers are limited to the provision of advice only.

The State Assessment and Referral Agency is the single lodgement and assessment point for all applications where the state has jurisdiction under the Act and the Regulation.

Potential referral triggers have been mapped using the Development Assessment Mapping System (DAMS), which includes SARA mapping, as depicted in Figure 6 below.

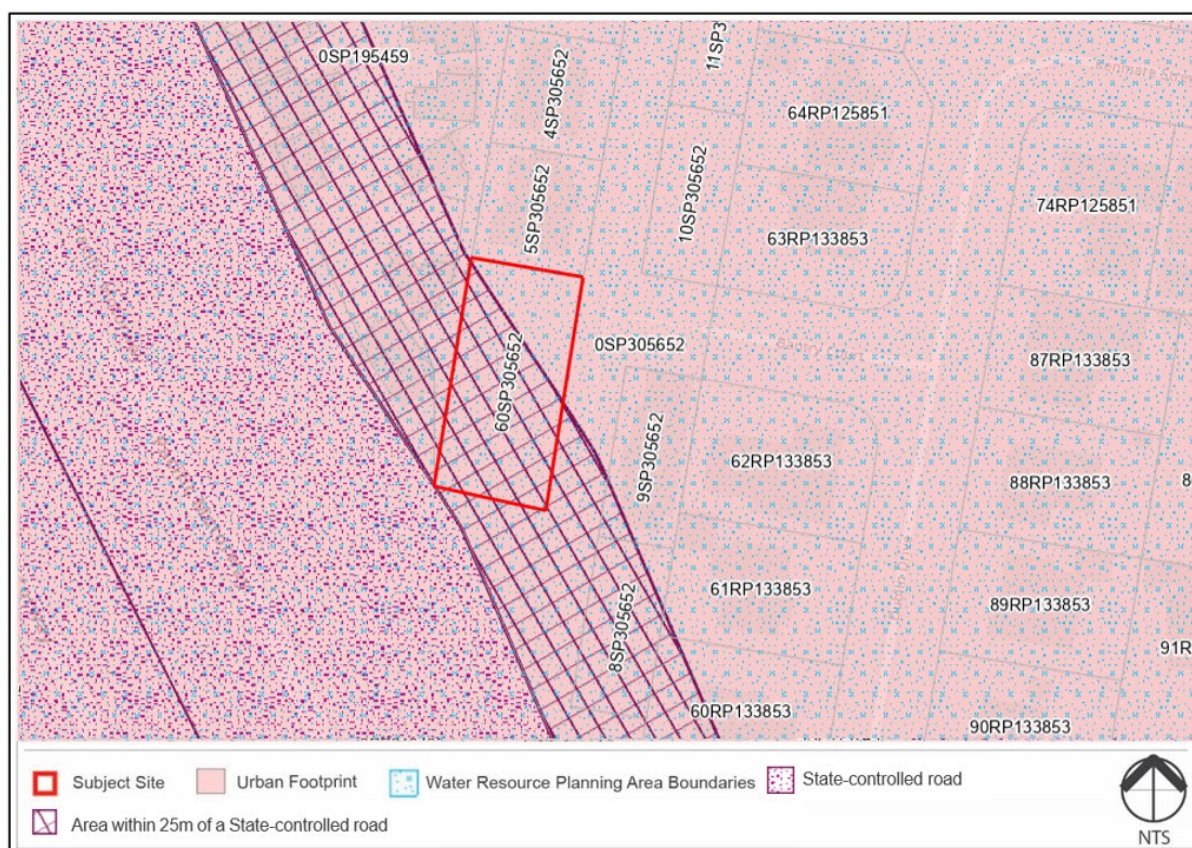


Figure 6: SARA Mapping

Source: DAMS

As per the SARA mapping system, the site is subject to the following matters of interest:

- **Water Resources** – Water resource planning area
- **SEQ Regional Plan** – Urban Footprint
- **State Transport Corridor** – Area within 25m of a State-controlled road

Schedule 10 of the Regulation identifies where development requires referral agency assessment under the Act. Assessment against Schedule 10 confirms that the following referral triggers do not apply to this development application:

Referral trigger	Referral?	Comment
Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 Reconfiguring a lot of use near a State Transport Corridor.	Yes	The proposed development backs Pacific Highway to the south and triggers referral to SARA.

4.1.4 State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) provide assessment benchmarks for development applications requiring referral to the chief executive (SARA). This development application does not require referral to the chief executive (SARA), therefore the SDAP does not apply to this development application.

4.1.5 State Planning Policy

The State Planning Policy (SPP), adopted on 3 July 2017, is a State planning instrument made by the Minister under section 10 of the Act. The SPP defines the Queensland Government's policies about

matters of state interest in land use planning and development. The State Planning Policy (SPP) is a key component of Queensland's land use planning system, which enables development, protects the natural environment and allows communities to grow and prosper.

Pursuant to section 26 of the Regulation, an assessment manager must have regard to the SPP to the extent that part E of the SPP is not adequately reflected in the planning scheme. The SPP is identified as being appropriately reflected within the *Logan Planning Scheme*.

4.1.6 ShapingSEQ (South East Queensland Regional Plan 2023)

The South-East Queensland (SEQ) Regional Plan 2023, also known as *ShapingSEQ*, is the pre-eminent strategic land use plan for the region and provides a framework to manage growth, change, land use and development in SEQ. As demonstrated in Table 6 below, the proposed development is consistent with the goals, elements and strategies of the SEQ Regional Plan.

SEQRP relevant part	Compliance
Chapter 3, Part A: Goals, elements and strategies	Chapter 3, Part A contains five goals for the region, of which Goal 1: Grow is applicable to the proposed development. The proposal will contribute to Logan City Council's consolidation target and will enable more well-located, efficient use of land for residential purposes.
Chapter 3, Part B: Regional Growth Pattern	The subject site is located within the Urban Footprint of the regional plan. The proposed use is of an urban nature and subsequently is appropriate within the Urban Footprint.
Chapter 3, Part C: Sub-regional directions	The development is located in the Metro sub-region. In accordance with the outcomes for growth by consolidation, the proposal is to deliver diverse living opportunities and the site is located within the close proximity to numerous community facilities and easy access to Pacific Motorway.

Table 6: ShapingSEQ assessment

Key to the assessment of this application is the development will result in additional housing stock in an area designated by the State as part of the SEQRP Urban Footprint. Pursuant to the Planning act, s45 and the Planning Regulation s30(2)(a)(i) *Assessment Benchmarks Generally*, development requiring Impact Assessment must be carried out with regard to *the regional plan for a region* (amongst other things). Considering the proposed development significantly aligns with the overarching intent of the SEQRP (the relevant regional plan for the region) the discussion below regarding provision of additional housing should be considered in the context of complying with the relevant regional plan for the region (Shaping SEQ).

5 Local Assessment Framework

5.1 Logan Planning Scheme 2015 (Version 9.2)

The *Logan Planning Scheme 2015 Version (9.2)* (Planning Scheme) is the relevant local planning instrument for assessing this development application. The following sections of the town planning report evaluate the proposed development against the relevant provisions of the Planning Scheme.

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5.2 Approval Sought

This application seeks a Development Permit for a **Reconfiguring of Lot (1 into 2 subdivision)**.

5.3 Development Definition

The Planning Act 2016 defines **Reconfiguring a Lot** as:

Reconfiguring a lot means –

- (a) *Creating lots by subdividing another lot; or*
- (b) *Amalgamating 2 or more lots; or*
- (c) *Rearranging the boundaries of a lot by registering a plan of subdivision under the Land act or Land Title Act; or*
- (d) *Dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is –*
 - (i) *A lease for a term, including renewal options, not exceeding 10 years; or*
 - (ii) *An agreement for the exclusive use of part of the common property for a community title scheme under the Body corporate and Community Management Act 1997; or*
- (e) *Creating an easement giving access to a lot from a constructed road.*

The proposal seeks to create two (2) new residential allotments by subdividing the existing single allotment, in accordance with item (a) of the above definition.

5.4 Categories of Assessment

Table 5.6.1 of the Logan Planning Scheme 2015 (v 9.2) stipulated the Categories of development and assessment for Reconfiguring a lot in the Low density residential zone. Impact Assessment is triggered as the proposed rear lots do not meet the minimum lot size requirements (400m² or greater) stipulated for the Suburban precinct.

5.5 Strategic Framework

The proposal has been assessed against the Strategic Framework of the *Planning Scheme* to confirm that the development is appropriate with regard to the policy direction of Logan City Council (Table 7).

Strategic Theme	Element	Proposal Compliance
3.3 – Settlement pattern	3.3.2 – Urban footprint 3.3.3 – Future urban area 3.3.4 – Priority Development Area (PDA) 3.3.5 – Regional landscape and rural production area 3.3.6 – Rural living area	The proposal is located in the Urban footprint, as identified on SFM-01.00. The proposed development will support the urban footprint by providing increased areas for future development within a residential, suburban area. The proposal is purposed to provide and accommodate for future urban development by provision of two (2) residential allotments. Currently, it is identified that Logan City LGA, Metro region of SEQ is experiencing a housing crisis. Approval of two (2) appropriately sized residential allotments would allow for increased housing development opportunity in a

Strategic Theme	Element	Proposal Compliance
		well-located area and serve to alleviate current housing pressures in the area. The proposal provides an in-fill development opportunity and unlocks under-utilised land. Subdivision of the existing lot, the lot size will be consistent with other allotments within the estate, will allow for increased housing solution by providing one additional lots for future development. The proposed lots has easy connection to the Pacific Motorway and Beenleigh Principal Centre and can be serviced by necessary infrastructure. Therefore, the proposed development will enhance and support the intent of the Urban footprint.
3.4 – Residential	3.4.2 – Housing supply and diversity 3.4.3 – Density 3.4.4 – Specialised residential 3.4.5 – Rural residential	The proposed subdivision will allow for increased people to reside on the existing site by providing two (2) residential allotments. The proposed development supports the current housing crisis that is prevalent in Logan City LGA and broader South-east Queensland (SEQ). The proposed subdivision will present increased residential development opportunities located in the Urban footprint and assist in meeting projected housing targets. Subdivision of the existing allotment will provide appropriate lot size in consistent with the immediate surrounding with the lot size predominantly 350m² and design for future establishment of small lot housing, creating diverse and interesting neighbourhoods. The Planning Scheme seeks to provide Residential density that is compatible with the local context, transport provision, infrastructure capacity and encouraging affordable and adaptable housing. The subject site is well-located and with easy access to Pacific Motorway and approx. 1.1km to Beenleigh Principal Centre and can be adequately serviced by all necessary infrastructure. The proposed lots are entirely development and do not contain any environmental constraints. As such, the proposed lots sizes are sufficient size to accommodate future development of Dwelling Houses, adequate car parking areas, Private open space and associated landscaping which will ensure the purpose of the precinct being “a block pattern that accommodates traditional backyards and large trees” is protected. The proposed development presents significant opportunity for well-designed and well-located residential lots within the Urban footprint to assist Logan in meeting their target of building over 70,000 new dwellings between 2009 and 2031.
3.5 – Centres	3.5.2 – Principal centre 3.5.3 – Major centre 3.5.4 – District centre 3.5.5 – Local centre 3.5.6 – Neighbourhood centre	The outcomes of ‘Centres’ and subordinate elements are not directly applicable to the assessment of this application. The proposed subdivision does not categorise with any elements from this section. Furthermore, the proposed subdivision will not adversely affect surrounding Centres and does not conflict with any of the theme’s outcomes.

Strategic Theme	Element	Proposal Compliance
	3.5.7 – Specialised centre 3.5.8 – New and expanded centres	
3.6 – Employment	3.6.2 – Employment diversity 3.6.3 – Employment areas 3.6.4 – Natural resources	The outcomes of 'Employment' and subordinate elements are not directly applicable to the assessment of this application. The proposed subdivision does not categorise with any elements from this section. The proposed subdivision will not create adverse impact on surrounding employment and does not conflict with any of the themes outcomes.
3.7 – Community	3.7.2 – Community infrastructure 3.7.3 – Open space and recreation 3.7.4 – Culture and heritage 3.7.5 – Community wellbeing	The outcomes of 'Community' and subordinate elements are not directly applicable to the assessment of this application. The proposed subdivision does not categorise with any elements from this section. The proposed subdivision will not create any adverse impact on community infrastructure.
3.8 – Rural	3.8.2 – Rural production 3.8.3 – Rural enterprise	The outcomes of 'Rural' and subordinate elements are not directly applicable to the assessment of this application. The proposed subdivision does not categorise with any elements from this section. The proposed subdivision will not create any adverse impact on rural land and does not conflict with any of the themes outcomes.
3.9 – Natural environment	3.9.2 – Biodiversity 3.9.3 – Waterway corridors and wetlands	The subject site is not identified on the SFM-02.00 strategic framework map nor does it identify to contain any significant, encumbered vegetation. The subject site does not contain any significant vegetation or overlay constraints, allowing the lots to be entirely developable. The outcomes of 'Natural environment' are not directly applicable to the assessment of this application. The proposed subdivision does not categorise with any elements from this section. The proposal will not create any adverse impact on the natural environment and does not conflict with any of the themes outcomes.
3.10 – Natural hazards and climate change	3.10.2 – Natural hazards and climate change adaption 3.10.3 – Climate change mitigation 3.10.4 – Acid and metal contaminants	The subject site is not identified to be susceptible to natural hazards, as per overlays of the <i>Logan Planning Scheme 2015 (v9.2)</i> . Therefore, the outcomes of 'Natural hazards and climate change' and subordinate elements are not directly applicable to this application. The proposed development does not and will not contain any acid and metal contaminants. The proposal does not conflict with any of the theme's outcomes.
3.11 – Design, place making and amenity	3.11.2 – Design and place making 3.11.3 – Amenity	Whilst the proposal does not include the construction of any buildings or structures, the proposed subdivision provides appropriate lot sizes and design that will appropriately integrate with the local character

Strategic Theme	Element	Proposal Compliance
		and amenity of Eagleby and the Low density residential zone (Suburban precinct). The proposal will not emit any air, light, odour, vibration or acoustic emissions. The proposed lot sizes are adequate size to allow for future development of Dwelling Houses, sufficient parking, private open space and associated landscaping provisions. Therefore, amenity will not be adversely impacted as a result of the proposed development.
3.12 – Transport	3.12.2 – Movement network and car parking 3.12.3 – Active transport 3.12.4 – Public transport 3.12.5 – Road transport and freight	The outcomes of 'Transport' and subordinate elements are not directly applicable to the assessment of this application. The proposed subdivision does not categorise with any elements from this section. The proposed works will not cause any adverse impact to surrounding Transport networks. Subsequently, the proposed development does not conflict with any of the themes outcomes.
3.13 – Infrastructure	3.13.2 – Design and sequencing 3.13.3 – Infrastructure networks 3.13.4 – Key sites and corridors 3.13.5 – Stormwater 3.13.6 – Waste	The outcomes of 'Infrastructure' and subordinate elements are not directly applicable to the assessment of this application. The proposed subdivision does not categorise with any elements of this section. The proposed works will not cause any adverse impact to surrounding Infrastructure networks. Subsequently, the proposed development does not conflict with any of the themes outcomes.

Table 7: Strategic framework assessment

5.6 Low Density Residential Zone Code

The proposal has been assessed against the Low density residential zone code.

The purpose of the Low density residential zone code is to provide for:

- a. *a variety of low density dwelling types, including dwelling houses; and*
- b. *community uses, and small-scale services, facilities and infrastructure, to support local residents*

The purpose of the Low density residential zone code is supported by the relevant Overall outcomes. Overall outcome (3) (i) (vi) reads as follows:

- vi. *Reconfiguring a lot:*
 - A. *creates lot sizes which are consistent with the intended lot size and character of the precinct;*
 - B. *maintains a block pattern that accommodates traditional backyards and large trees;*

Section 3.3.1 of this report demonstrates that the development meets the land use intent for the Low density residential zone. The proposal is for a 1 into 2 subdivision on a corner lot which the proposed lots are suitable for single dwelling development which is consistent with the character of the precinct and the regular shape of the two proposed lots can accommodate traditional backyards and large trees.

The Planning Act 2016 defines Reconfiguring a Lot as:

- (a) *creating lots by subdividing another lot; or*
 (b) *amalgamating 2 or more lots; or*
 (c) *rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or*
 (d) *dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is—*
 (i) *a lease for a term, including renewal options, not exceeding 10 years; or*
 (ii) *an agreement for the exclusive use of part of the common property for a community titles scheme under the Body Corporate and Community Management Act 1997; or*
 (e) *creating an easement giving access to a lot from a constructed road.*

The proposal is to create two lots from the existing lot in accordance with part (a) of the definition.

5.7 Categories of Assessment

The tables of Part 5 of the Planning Scheme identify the categories development and assessment (code or impact) for assessable development. As identified in Table 5.6.1 - Table of assessment for the Low density residential zone, a Reconfiguring a lot for with all proposed lots 400m² or greater is identified as code assessment.

5.8 Applicable Planning Scheme Codes

The following City Plan codes are applicable (or not applicable as discussed) to this application. For detailed assessment please refer to the Code Compliance Statements included at Appendix B.

Code	Initial Response
Overlay Codes	
Landslide hazard and steep slope area overlay code	Complies. Refer to the Code Compliance Statements provided in Appendix C.
Development Codes	
Filling and Excavation Code	Not applicable. All earthworks to create the lots have been conducted in the previous Operational Works (Ref.: OW/405/2017). No further cut and fill work is proposed.
Infrastructure Code	Complies. Refer to the Code Compliance Statements provided in Appendix C.
Landscape Code	Not applicable. The provision of a Landscape site analysis and concept plan is considered unnecessary for the proposed 1 into 2 subdivision. No landscaping work is proposed or required. The provision of street trees can be undertaken in accordance with standard conditions.
Reconfiguring a Lot Code	Complies. Refer to the Code Compliance Statements provided in Appendix C.
Servicing, Access and Parking Code	Complies. Refer to the Code Compliance Statements provided in Appendix C.

Table 7: Code compliance table

5.9 Key Planning Considerations

This section provides a detailed overview of the proposed development including lot design, road frontage and servicing. Significant grounds for approval are presented to warrant approval, despite the

development seeking performance outcomes against several planning scheme requirements, detailed below. The following development considerations are discussed in detail:

- Land Use
- Road Frontage
- Lot Design
- Servicing

5.9.1 Land Use

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The subject site is located within the Low density residential zone, where the purpose of this zone is to:

The purpose of the Low density residential zone code is to provide for:

- a variety of low density dwelling types, including dwelling houses; and*
- community uses, and small-scale services, facilities and infrastructure, to support local residents*

The development meets the land use intent for the Low density residential zone. The proposal is for a subdivision of two lots with lot size of 353m² and 354m² which is designed for establishing single detached dwelling house, higher intensity residential development is not proposed. The proposed lots are consistent in size and shape to the surrounding lots established within Eagleby Rise, providing a development which is consistent and expected within the local surrounding area. The resulting subdivision provides allow for a low concentration of residential development, providing a gentle scattering effect as anticipated by the Scheme.

5.9.2 Lot Design

The proposal is for the 1 into 2 subdivision on a site with an area of 706m². The minimum lot size of subdivision within Low density residential zone (Suburban precinct) is outlined in Table 5.6.1 of the Low density residential zone code as follow:

Reconfiguring a lot:

- in the Small lot precinct creates a lot with a minimum size of 300m²; or*
- in the Suburban precinct:*
 - where not creating a rear lot, has a minimum size of 400m²;**
 - where creating a rear lot, has a minimum size of 500m²; or*

The proposed minimum lot size is 353m² which does not comply with AO3 of the Reconfiguring a lot Code. Assessment against PO3 of the Reconfiguring a lot is provided as below:

Reconfiguring a lot results in lots of a size, shape, dimension and density that are:

- consistent with their intended use and the intended character of the applicable zone, local plan and precinct;*
- safely accessed and serviced.*

Note - Where development is proposed in the Small lot precinct, Suburban precinct or Village precinct of the Low density residential zone, section 6.2.5.2 - Purpose of the Low density residential zone code sets out the intended character of each precinct.

All proposed lots have compliant minimum frontage in accordance with Table 9.4.6.3.2 and the subject site will be connected to the existing private reticulated sewer and water within the common property (Eagleby Rise) which connected to Council network through Bantry Court. The operational work has been conducted (Ref.: OW/405/2017) has been completed with As-con data endorsed in Council. As such, the proposal complies with PO3(b) of the Reconfiguring a lot code.

Assessment against the purpose of the Low density residential zone code is provided below in compliance with PO3(a) of the **Reconfiguring a lot code**. The purpose of the Low density residential zone code is supported by the relevant Overall outcomes. Overall outcome (3) (i) (vi) reads as follows:

vii. *Reconfiguring a lot:*

- A. *creates lot sizes which are consistent with the intended lot size and character of the precinct;*
- B. *maintains a block pattern that accommodates traditional backyards and large trees;*

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Although the proposed lot size does not comply with PO11 of the Low Density Residential Zone Code, the proposed lot size of 353m². HPC note that the proposed lot sizes only represent a marginal shortfall and that the lots are of a sufficient size to accommodate for future development of detached Dwelling House developments with adequate private open space, car parking, landscaping and access requirements. The character of the Suburban precinct is generally dominated by Dwelling House developments, which the proposed lot size is intended to accommodate for. Further, the lot size of surrounding properties recently established are predominantly 350m². As such, the proposed lot size is consistent with the character of the neighbourhood.

The proposed lots present a typical rectangular/square shape, which is consistent with the shape of surrounding allotments. Despite the minor short fall in meeting the minimum rear lot requirements, the lot sizes still contain adequate space to facilitate traditional backyards with large trees.

Further assessment against Section 3.4.3.1 Item 3 of the Strategic Framework is provided as below:

3. *Reconfiguring a lot results in:*

- a. *lots that are of an appropriate size and dimension to suit their intended use and complement the intended character and pattern of development in the surrounding area;*
- b. *a diverse lot mix with appropriate sizes and frontages that facilitate a range of housing types.*

The proposed lot size is appropriate to accommodate single detached dwelling houses which suit the intended use of Low Density Residential Zone (Suburban Precinct) and the lot size is consistent with the pattern of development in the surrounding area. As such, the proposal complies with Section 3.4.3.1(3) of the Strategic Framework.

5.9.3 Road Frontage

The required minimum road frontage of a subdivided lot within Low density residential zone - Suburban precinct is 12.5m for normal lots, in accordance with Table 9.4.6.3.2 of the Reconfiguring a Lot Code.

Proposed Lot 6 has road frontage 19m while the frontage of proposed Lot 7 is 19.487m². The two proposed lots comply with the minimum frontage requirement in accordance with AO3 of the Reconfiguring a Lot Code.

5.9.4 Development Engineering

The subdivision has been designed to make use of existing infrastructure. Each lot will be connected to reticulated water, reticulated sewer, electricity and telecommunications through the existing private connections. The surrounding lots within Eagleby Rise is currently servicing through private water and sewer network established in the previous subdivision approval and connect to Council network at Bantry Court. Associated plumbing and drainage application will be lodged at the civil work stage.

Two lawful points of discharge of stormwater have been established for Lot 60 to accommodate a 1 into 2 lots subdivision (Council Ref.: OW/405/2017). The lawful point of discharge of each lot will be achieved at the kerb and channel.

For details please refer to Appendix E – Stamped Approved Plans (OW/405/2017).

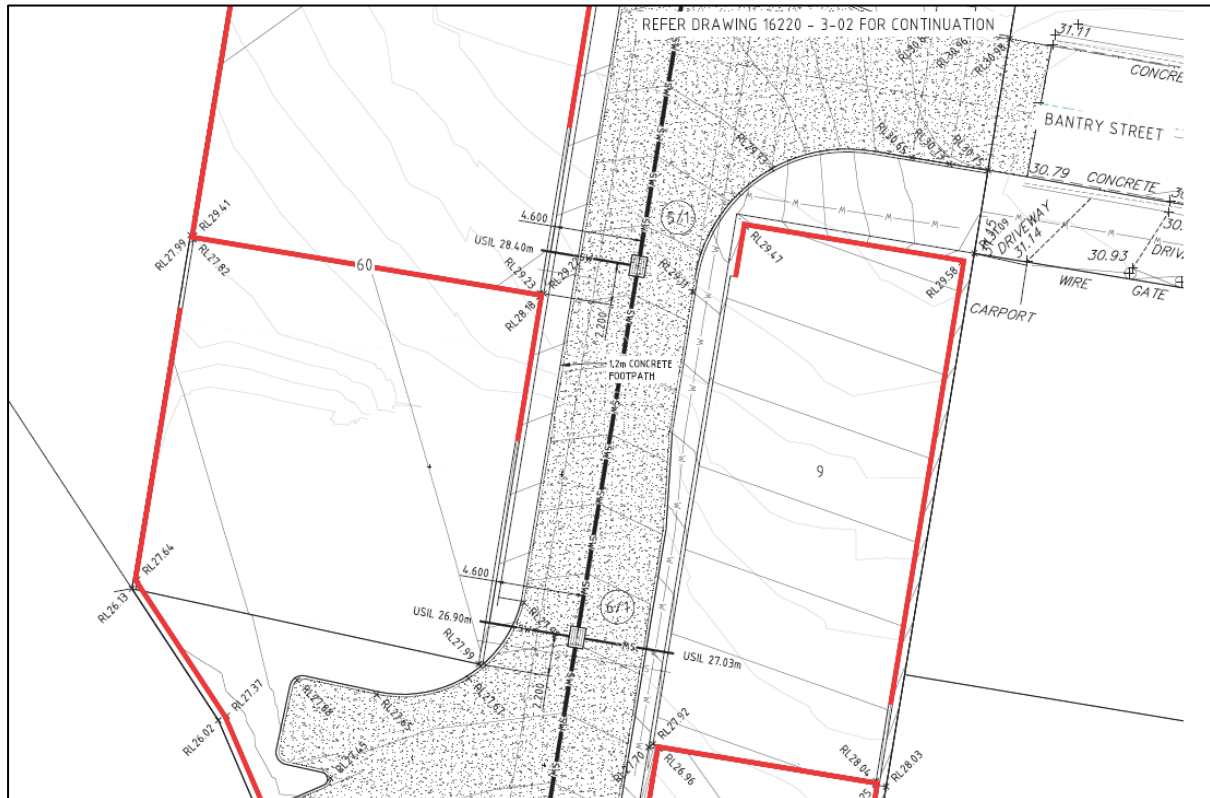


Figure 7: Stamped approved Site Grading & Drainage Plan (OW/405/2017)
Source: CLA Consultants

5.9.5 Overlays

The subject site is partially overlaid within the Landslide hazard and steep slope area overlay. A Slope Stability Risk Assessment has been conducted on 6 March 2017 for the previous Eagleby Rise subdivision included the subject site. The hazard risk of the natural slope was considered to be 'Low or Better'. As such, the subject site is geologically stable in the long term and not at risk from landslide.

6 Conclusion

This town planning report has been prepared on behalf of the Applicant, in support of a development application seeking a Development Permit for Reconfiguring of lot (1 into 2 subdivision) over land at 3/6 Bantry Court, Eagleby QLD 4207, described as Lot 60 on SP305652.

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The application has been assessed against the relevant requirements of the *Logan Planning Scheme 2015 (v9.2)* and is demonstrably appropriate for the subject site. The proposal is generally consistent with the relevant codes and outcomes of the *Planning Scheme* and has sufficient merit to warrant approval. Consequently, the application is recommended for approval subject to reasonable and relevant conditions.

This town planning report has demonstrated the following key town planning grounds as the basis for the above recommendation:

- The proposal is consistent with the land use intent for the Low density residential zone.
- The proposed lot sizes and configuration are consistent with surrounding residential properties;
- The proposed development has been assessed against all of the relevant provisions of the *Logan Planning Scheme (v9.2)* in the preceding sections of this report and the Code Compliance Statements attached demonstrating that the relevant Performance / Acceptable Outcomes are complied with;
- All essential urban services are available for connection to the proposed lots; and
- The proposed development is considered an appropriate infill development opportunity providing affordable low concentration infill housing options within the Urban Footprint designation of the ShapingSEQ (South East Queensland Regional Plan).

In conclusion, it is recommended that a Development Permit for Reconfiguring of Lot (1 into 2 subdivision) be granted in accordance with the plans and documentation submitted.

Yours sincerely,

HPC Planning

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CODE COMPLIANCE STATEMENT

3/6 Bantry Court, Eagleby QLD 4207

Lot 60 on SP305652

March 2026

Part 8 Overlay Codes

8.2.8 Landslide hazard and steep land area overlay code

8.2.8 Landslide hazard and steep slope area overlay code

Table 8.2.8.3.1—Landslide hazard and steep slope area overlay code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development (subject to requirements) and assessable development			
Natural physical processes and safety of people and premises			
PO1 Development on premises in a Steep slope area identified on Landslide hazard and steep slope area overlay map OM-08.00: a. takes into account the risks associated with the natural physical processes of land movement and erosion; b. is located so that it is geologically stable in the long term and not at risk from landslide.	AO1 Development on premises in a Steep slope area identified on Landslide hazard and steep slope area overlay map OM-08.00 is carried out in accordance with a site-specific geotechnical report: a. prepared in accordance with section 2.2.6 of Planning scheme policy 5 - Infrastructure and is provided to the local government; b. that assesses the suitability of the proposed development based on existing geotechnical conditions of the site; c. identifies all risk mitigation measures required to ensure the development remains geologically stable in the long term; d. that includes a certification by a Registered Professional Engineer of Queensland specialising in geotechnical engineering that the development the subject of the report has a factor of safety greater than 1.5 against geotechnical failure.	Complies	Refer to Slope Stability Risk Assessment Report prepared by <i>Protest Geotechnical</i> which confirmed the hazard risk of the natural slope within the subject site is considered to be 'Low or Better'. This was prepared for the original subdivision application RL/113/2017.
PO2 Development protects the safety of people and property and the environment from the impacts of landslide on hazardous materials stored or handled on the premises.	AO2 Storage of hazardous materials is in compliance with AS1940 - The storage and handling of flammable and combustible liquids.	Not Applicable	The proposal is for a 1 into 2 lots subdivision of a residential lot. Storage of hazardous materials is not proposed.
Design			

Part 8 Overlay Codes

8.2.8 Landslide hazard and steep land area overlay code

Performance outcomes	Acceptable outcomes	Complies	Comments
PO3 Development in a Steep slope area identified on Landslide hazard and steep slope area overlay map OM-08.00 is designed to be responsive to: a. the topography of the premises; b. the visual amenity of adjoining premises, the streetscape and the locality.	AO3 Development in a Steep slope area identified on Landslide hazard and steep slope area overlay map OM-08.00 does not involve cut and fill.	Complies	Cut and fill is not proposed.
PO4 The undercroft of a building or structure located in a Steep slope area identified on Landslide hazard and steep slope area overlay map OM-08.00 is screened when viewed from: a. adjoining premises; b. a road.	AO4 The undercroft of the building or structure in a Steep slope area identified on Landslide hazard and steep slope area overlay map OM-08.00 has: a. skirting or landscape screening to the full height of the undercroft; b. a maximum height at the perimeter of the building or structure of three metres above ground level.	Not applicable	The proposal is for a 1 into 2 lots subdivision.
Stormwater drainage			
PO5 Development in a Steep slope area identified on Landslide hazard and steep slope area overlay map OM-08.00 ensures that stormwater runoff does not increase the susceptibility of the site and neighbouring sites to landslide.	AO5 Development in a Steep slope area identified on Landslide hazard and steep slope area overlay map OM-08.00 manages stormwater drainage (including roof guttering and rainwater tank overflows) to avoid, on the site and on neighbouring sites: a. redirection of the flow of surface water or groundwater; b. concentration of surface water or groundwater.	Complies	Refer to the stamped approved 'Site Grading & Drainage Plan, Sheet 3 of 3' prepared by <i>CLA Consultants</i> (Council Ref.: OW/405/2017).

Part 9 Development Codes

9.4.3 Infrastructure code

9.4.3 Infrastructure code

Table 9.4.3.3.1—Infrastructure code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development (subject to requirements) and assessable development			
Provision, design, construction and location of infrastructure			
PO1 Development is demonstrated to be capable of being serviced by necessary infrastructure.	AO1 Reports, plans and drawings are provided in accordance with part 2 of Planning scheme policy 5 - Infrastructure.	Complies	Refer to the Stamped approved plans of OW/405/2017.
PO2 Development: a. provides necessary infrastructure to service the development; b. provides that the design, construction and location of necessary infrastructure: i. protects existing and planned infrastructure networks; ii. services proposed development; iii. integrates with existing and planned infrastructure networks; iv. delivers a standard of service that is efficient and equitable; v. minimises the cost to the community for the life of the infrastructure by providing a suitable design life, ease of maintenance and ease of replacement; vi. protects personal health, safety and premises; vii. protects environmental values.	AO2 Development: a. in a water supply service area connects to the water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; b. not in a water supply service area provides a tank with a minimum storage capacity of 45,000 litres; c. in a sewerage supply service area connects to the waste water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; d. not in a sewerage supply service area complies with part 1 of the Queensland Plumbing and Wastewater Code; e. provides stormwater infrastructure in accordance with part 3.6 of Planning scheme policy 5 - Infrastructure; f. provides a movement network infrastructure in accordance with part 3.4 of Planning scheme policy 5 - Infrastructure; g. provides parks in accordance with part 3.12 of Planning scheme policy 5 - Infrastructure;	Complies	The private reticulated sewer and water network has been established within the Common property of Eagleby Rise in the previous Operational Works (OW/405/2017). Associated Plumbing and drainage application will be lodged after the subdivision has been approved.

Part 9 Development Codes

9.4.3 Infrastructure code

Performance outcomes	Acceptable outcomes	Complies	Comments
	h. provides road lighting in accordance with part 3.5 of Planning scheme policy 5 - Infrastructure; i. provides electricity reticulation in accordance with part 3.8 of Planning scheme policy 5 - Infrastructure; j. provides gas and telecommunications reticulation in accordance with part 3.9 of Planning scheme policy 5 - Infrastructure. k. is consistent with the general planning layouts in part 7.2 of Planning scheme policy 5 - Infrastructure. Editor's note - The delivery of any part of a network identified in the plans for trunk infrastructure is governed by Part 4 - Local government infrastructure plan.		
Location of development			
PO3 Development is located to protect trunk infrastructure networks.	AO3 Development is located outside a network identified in Local government infrastructure plan map LGIP-03.00 to 08.00 Plans for trunk infrastructure in Schedule 3 - Local government infrastructure plan mapping and tables.	Not applicable	
Fire fighting			

Part 9 Development Codes

9.4.3 Infrastructure code

Performance outcomes	Acceptable outcomes	Complies	Comments
PO4 Development in a water service area accessed by common private title provides: - fire hydrant infrastructure; - unimpeded access for emergency services vehicles. Editor's note - The term common private title refers to areas such as access roads in community title developments or strata title unit access, which are private and under group or body corporate control.	AO4 Development in a water service area involving a material change of use or reconfiguring a lot where, or to be, accessed by common private title ensures that fire hydrant placement and technical requirements for streets and access ways are in accordance with: - Australian Standard (AS) 2419.1 - 2005 <i>Fire hydrant installations</i>; - QFES: <i>Fire Hydrant and vehicle access guidelines for residential, commercial and industrial lots</i>.	Complies	Fire hydrants have been established at intervals within Eagleby Rise. Refer to the Stamped approved plans of OW/405/2017.
PO5 Development not in a water service area provides sufficient water storage with adequate pressure, volume and flow to service development for fire fighting purposes.	AO5 Development: - is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics for fire fighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or - has on-site water storage in accordance with Table 9.4.3.3.2 - Water storage for fire fighting, dedicated or retained for fire fighting purposes that is made of fire resistant materials and is: - a separate tank; or - a reserve section in the bottom part of the main water supply tankwater tank. Editor's note - The requirement in AO5 is: - in addition to the requirement for potable water supply/storage in AO2 in Table 9.4.3.3.1 - Infrastructure code: accepted development (subject to requirements) and assessable development; - reflected in AO5 in Table 8.2.3.3.1 - Bushfire hazard overlay code: accepted development (subject to requirements) and assessable development.	Complies	The private reticulated water network has been established within the Common property of Eagleby Rise in the previous Operational Works (OW/405/2017). Associated Plumbing and drainage application for private water connection will be lodged after the subdivision has been approved.

Part 9 Development Codes

9.4.3 Infrastructure code

Performance outcomes	Acceptable outcomes	Complies	Comments
Waste management			
PO6 Development provides refuse and recycling collection and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO6.1 Development provides refuse and recycling collection and storage facilities in accordance with Planning scheme policy 9 - Waste management.	Not applicable	The proposal is for a 1 into 2 lots subdivision.
	AO6.2 Development ensures that the location and design of refuse and recycling collection and storage facilities does not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note - Planning scheme policy 9 - Waste management provides guidance on how to achieve this outcome.	Not applicable	The proposal is for a 1 into 2 lots subdivision.
Disposal of trade waste			
PO7 The disposal of trade waste in a sewerage supply service area does not adversely affect the sewerage network.	AO7 The disposal of trade waste in a sewerage supply service area complies with the sewer admission standards in section 3.2.6 - Sewer admission standards in Planning scheme policy 3 - Environmental management.	Not applicable	The proposal is for a 1 into 2 lots subdivision.
Roof water drainage and surface water drainage			
PO8 Development provides stormwater infrastructure for the drainage of the premises so as not to cause any of the following: a. ponding of stormwater on the premises; b. a hazard to personal health and safety; c. damage to premises; d. an increased risk of flooding to premises within the catchment.	AO8 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	Not applicable	The proposal is for a 1 into 2 lots subdivision. This will be addressed in the future development.

Part 9 Development Codes

9.4.3 Infrastructure code

Performance outcomes	Acceptable outcomes	Complies	Comments
Natural flow of surface water			
PO9 Development provides that the natural flow of surface water is: a. not altered so as to cause a risk to personal health and safety or damage to property; b. not increased in intensity, velocity or frequency; c. not concentrated onto adjoining premises.	AO9 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	Complies	Two lawful points of discharge has been constructed for Lot 60 connected to the stormwater main within Eagleby Rise. Refer to the Stamped approved plans of OW/405/2017.
Water sensitive urban design			
PO10 Development which provides stormwater infrastructure incorporates water sensitive urban design principles having regard to: a. protecting existing natural features and ecological processes; b. protecting the natural hydrologic behaviour of catchments; c. protecting the existing natural flow and water quality regimes of waterways; d. protecting water quality of surface and ground waters; e. minimising demand on the water network; f. minimising sewage discharges to the natural environment; g. integrating water into the landscape to enhance visual and ecological values.	AO10 Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	Complies	Two lawful points of discharge has been constructed for Lot 60 connected to the stormwater main within Eagleby Rise. Refer to the Stamped approved plans of OW/405/2017.
Movement network			

Part 9 Development Codes

9.4.3 Infrastructure code

Performance outcomes	Acceptable outcomes	Complies	Comments
PO11 The projected traffic levels for a use do not adversely affect the planned standards of service for a road or intersection.	AO11 Development does not cause or contribute to projected traffic levels: a. exceeding the maximum vehicle trips per day in Table 3.4.1.4.2 in Planning scheme policy 5 - Infrastructure; or b. exceeding the maximum control delays through intersections in peak periods in Table 3.4.1.4.3 in Planning scheme policy 5 - Infrastructure.	Complies	The proposal is for a 1 into 2 lots subdivision for residential lots.
Integrated movement concept report			
PO12 Development which generates more than 3,000 vehicle trips per average weekday is designed to integrate the movement network to minimise the transportation costs required to service the use.	AO12 Development which generates more than 3,000 vehicle trips per average weekday provides an integrated movement concept report which integrates the planning of the movement network in accordance with part 2 and 3 of Planning scheme policy 5 - Infrastructure.	Not applicable	The proposal is for a 1 into 2 lots subdivision for residential lots and will not generate more than 3,000 vehicle trips per average weekday.
For assessable development only			
Land use and transport integration			

Part 9 Development Codes

9.4.3 Infrastructure code

Performance outcomes	Acceptable outcomes	Complies	Comments
PO13 Development within 400 metres of existing or future public passenger transport facilities where the total site area is 5,000m² or more: a. supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities; b. enhances connectivity between existing and future public passenger transport facilities and other transport modes; c. optimises the walkable catchment to existing and future public passenger transport facilities; d. provides for direct and safe access to and use of existing or future public passenger transport facilities. Note - SPP code: Land use and transport integration in Appendix 4 of the state planning policy provides guidance to achieve this outcome.	AO13 No acceptable outcome provided.	Not applicable	The subject site is not located within 400m of existing or future public passenger transport facilities.

Part 9 Development Codes

9.4.6 Reconfiguring a lot code

9.4.6 Reconfiguring a lot code

Table 9.4.6.3.1—Reconfiguring a lot code: assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For assessable development			
Boundary realignment			
PO1 A boundary realignment results in lots that are consistent with the size and dimension of lots in the zone and precinct.	AO1 A boundary realignment complies with the standards specified in Table 9.4.6.3.2 - Reconfiguring a lot and Table 9.4.6.3.3 - Reconfiguring a lot: local plans.	Not Applicable	The proposed reconfiguration of a Lot does not include/require any boundary realignment.
PO2 A boundary realignment ensures a use and its necessary associated infrastructure are located on the same lot.	AO2 A boundary realignment ensures that a building or structure that is not intended for common use and sharing by a formal title arrangement is not located across a boundary or within a setback required elsewhere in the planning scheme.	Not Applicable	The proposed reconfiguration of a lot does not include/require any boundary realignment.
Design			
PO3 Reconfiguring a lot results in lots of a size, shape, dimension and density that are: a. consistent with their intended use and the intended character of the applicable zone, local plan and precinct; b. safely accessed and serviced. Note - Where development is proposed in the Small lot precinct, Suburban precinct or Village precinct of the Low density residential zone, section 6.2.5.2 - Purpose of the Low density residential zone code sets out the intended character of each precinct.	AO3 Unless involving an approved Multiple dwelling, a new lot complies with: a. Table 9.4.6.3.2 - Reconfiguring a lot; or b. Table 9.4.6.3.3 - Reconfiguring a lot: local plans; or c. a preliminary approval for reconfiguring a lot.	Complies with PO3	Refer to section 5.9.2 of the Town Planning Report for assessment against PO3 of the Reconfiguring a lot code.

Part 9 Development Codes

9.4.6 Reconfiguring a lot code

Performance outcomes	Acceptable outcomes	Complies	Comments
PO4 Reconfiguring a lot results in functional lots that: a. can be safely accessed and egressed by vehicles; b. provide for safe and efficient on-site refuse collection; c. contain the necessary on-site utilities and infrastructure without impacting, or being impacted by, vehicle access and servicing; d. provide durable site access constructed to withstand heavy vehicles.	AO4.1 Where a passing bay is identified as required in Table 9.4.6.3.4 - Additional requirements for rear lots, lots with driveway access exceeding 30 metres in length provide: a. one passing bay for every 30 metres of length; b. passing bays with a width of 2.5 metres (total driveway width of 5.5 metres) and length of 6 metres with 45 degree tapers as identified in Figure 3.4.5.1.3 - Passing bay dimensions.	Not Applicable	The proposed development does not require passing bays.
	AO4.2 Where on-site refuse collection is identified as required in Table 9.4.6.3.4 - Additional requirements for rear lots, lots provide for: a. a refuse collection vehicle to enter and exit the site in a forward gear; b. a 10.3 metre long refuse collection vehicle to undertake a maximum three point turning manoeuvre with sufficient clearance to any obstructions; c. the access driveway (including crossover) to be designed to withstand heavy vehicles.	Not Applicable	Rear lots are not proposed. On site collection occurs within the subdivision currently.
PO5 Reconfiguring a lot is designed to: a. protect significant natural features; b. protect landscape amenity values; c. minimise the amount of excavation and filling. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	AO5 No acceptable outcome provided.	Complies with PO5	Consequently, the property does not contain any significant natural features, landscape amenity values, and earthworks has been completed in the previous Operational Works of the original subdivision (OW/405/2017).

Part 9 Development Codes

9.4.6 Reconfiguring a lot code

Performance outcomes	Acceptable outcomes	Complies	Comments
PO6 Reconfiguring a lot facilitates a movement network that: a. is permeable; b. supports active transport. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	AO6 No acceptable outcome provided.	Complies with PO6	The proposed lot design enables a functional movement network, offering safe and practical access to and from the private access driveway. The proposed lot design does not detriment the use of active transport, remaining a viable method of travelling to and from the property.
PO7 Reconfiguring a lot provides that the orientation of a road and lot facilitates the development of energy efficient buildings that respond to local climatic conditions. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	AO7 No acceptable outcome provided.	Complies with PO7	The proposed lot configuration will enable 2 functional allotments, provided with direct easterly sun exposure via the access driveway. Through suitable future Dwelling Houses designs, each lot will be able to achieve morning/afternoon breezes and sun exposure as well.
PO8 The location and orientation of residential lots enables the siting of buildings to mitigate potential adverse impacts from rural activities, Medium impact industry, High impact industry or Special industry.	AO8 A lot for a residential purpose is not created within the distances stated for any of the following: a. 1,500 metres of a Special industry; or b. 500 metres of a High impact industry; or c. 500 metres of an Intensive animal industry; or d. 300 metres of an Intensive horticulture or Wholesale nursery; or a. 250 metres of a Medium impact industry.	Complies with AO8	The proposal does not appear to be located within the distances prescribed under AO8 (Through a PD Hub and Google Streetview analysis of the surrounding area).
Where creating 10 or more lots in the Small lot precinct, Suburban precinct or Village precinct of the Low density residential zone			

Part 9 Development Codes

9.4.6 Reconfiguring a lot code

Performance outcomes	Acceptable outcomes	Complies	Comments
PO9 Reconfiguring a lot achieves a diverse lot mix and high quality streetscape by: a. providing a wide variety of frontages; b. providing lots with noticeable frontage variation when observed from the street. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	AO9.1 Reconfiguring a lot is developed in accordance with the diversity standards specified in Table 9.4.6.3.5 - Frontage requirements. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome. Note - For the purpose of Table 9.4.6.3.5 - Frontage requirements, the frontage of a corner lot is measured from the back of the truncation along the nominated road frontage to the side boundary of the adjoining lot. Planning scheme policy 8 - Urban design provides guidance for measuring the frontage of a corner lot.	Not Applicable	The proposal does not include the creation of 10 or more lots. The proposed development is for the establishment of two (2) lots (1 into 2 Lot Subdivision).
	AO9.2 Reconfiguring a lot results in no more than three adjoining lots with the same frontage.	Not Applicable	The proposal does not include the creation of 10 or more lots. The proposed development is for the establishment of two (2) lots (1 into 2 lot Subdivision).
Access easement			
PO10 An access easement: a. is fit for its particular purpose; b. has a safe access point; c. provides access and manoeuvring for on-site refuse collection where creating four or more rear lots for residential activities; d. does not adversely affect adjoining premises having regard to any of the following: i. traffic; or ii. accessibility; or iii. parking; or iv. privacy; or v. amenity Editor's note - Planning scheme policy 5 - Infrastructure provides guidance on the design standards for access driveways.	AO10 No acceptable outcome provided.	Not applicable	An access easement is not proposed. The subject Reconfiguration of a Lot is within a current is a Body Corporate estate.

Performance outcomes	Acceptable outcomes	Complies	Comments
Lots adjoining an urban arterial road			
PO11 Reconfiguring a lot is designed to enhance the visual amenity of an urban arterial road and avoids creating a streetscape that is likely to be dominated by fencing ancillary to future land uses.	AO11 Reconfiguring a lot that results in lots that adjoin an urban arterial road provides: a. a land dedication of a road for public use to Council between the lot/s adjoining the urban arterial road and the urban arterial road that: i. is a minimum of 3 metres wide; ii. extends for the full length of the lot boundaries that adjoin the urban arterial road; iii. is landscaped with native, locally endemic species at a density sufficient to screen the development from view from the urban arterial road; or b. a constructed road between the lot/s adjoining an urban arterial road and the urban arterial road; or c. a constructed road in accordance with section 7.2 of Planning scheme policy 5 - Infrastructure where located within a general planning layout area. Note - AO11(c) only applies to development identified in a general planning layout in section 7.2 of Planning scheme policy 5 - Infrastructure.	Not Applicable	The existing subject site does not adjoin an urban arterial road.
Approved multiple dwellings			

Part 9 Development Codes

9.4.6 Reconfiguring a lot code

Performance outcomes	Acceptable outcomes	Complies	Comments
PO12 Reconfiguring a lot where material change of use has been granted for three or more multiple dwellings does not compromise the lawfulness and function of the approved use.	AO12 Reconfiguring a lot where material change of use has been granted for three or more dwellings: a. ensures the dwellings are completed in accordance with the approved plan of development associated with the material change of use; b. does not result in a building that straddles a boundary; c. does not compromise the use of a multiple dwelling as a self-contained residence.	Not Applicable	The proposed development does not include any approved multiple dwellings.
PO13 Reconfiguring a lot where a material change of use has been granted for three or more dwellings: a. is in the form of a community title scheme with a body corporate to ensure equitable and ongoing maintenance of any shared facilities or infrastructure; or b. establishes freehold lots only if: i. all the proposed lots have direct road frontage to a dedicated constructed road; ii. equitable and ongoing maintenance of any shared facilities or infrastructure is provided.	AO13 No acceptable outcome provided.	Not Applicable	The proposed development does not include any approved multiple dwellings.
Where within a regulated access area			
PO14 Development within Figure 9.4.6.3.1 - Regulated access area: a. does not result in additional lots gaining vehicular access from Beenleigh-Redland Bay Road or California Creek Road; b. supports the extension of the local access road network.	AO14 Development is designed to comply with Figure 9.4.6.3.1 - Regulated access area.	Not Applicable	The current subject site is not located within a regulated access area.

Part 9 Development Codes
 9.4.6 Reconfiguring a lot code

Performance outcomes	Acceptable outcomes	Complies	Comments
Where within a local plan area			
PO15 Development provides streetscape elements in accordance with the streetscape sections specified in the relevant local plan.	AO15 No acceptable outcome provided.	Not Applicable	The proposal is not located within a local plan area.

Part 9 Development Codes

9.4.7 Servicing, access and parking code

9.4.7 Servicing, access and parking code

Table 9.4.7.3.1—Service, access and parking code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development (subject to requirements) and assessable development			
Provision of parking spaces for vehicles			
PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to: a. the particular circumstances of the premises including the: i. nature, intensity and hours of operation of the use; ii. desirability of providing a car park and attracting vehicles to the premises; iii. maximum number of employees and customers to be on the premises at any one time; iv. size, levels and dimensions of the premises; b. the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.	AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: a. for a use listed in Table 9.4.7.3.2 - Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. for a use not listed in Table 9.4.7.3.2 - Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of Planning scheme policy 5 - Infrastructure. Editor's note - For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5 - Carparking spaces for people with a disability in the Building Code of Australia.	Not Applicable	The proposal is for a residential subdivision and does not involve any provisions for vehicle parking for a particular use at this stage of development. However, the proposed lot design will ensure adequate car parking can be provided for future development of the lots.
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate where: a. for an Accommodation activity; or b. not for an Accommodation activity, access to car parking areas is obstructed during hours of operation.	AO2 Development with a security gate provides visitor vehicle parking that complies with Table 9.4.7.3.4 - Visitor parking spaces for uses incorporating a security gate.	Not Applicable	The proposal does not include a security gate.

Part 9 Development Codes

9.4.7 Servicing, access and parking code

Performance outcomes	Acceptable outcomes	Complies	Comments
PO3 A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.	AO3 A use, other than a Residential activity or a Parking station, provides vehicle parking that: a. is kept, used and maintained exclusively for car parking; b. is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge; c. does not have a gate, door or similar device that restricts vehicular access by employees or visitors.	Not Applicable	The proposal is for a residential subdivision and does not include any parking provisions for a particular use at this stage of development. Facilitation of parking spaces will be established as part of a future material change of use application.
Provision of motorcycle parking			
PO4 Motorcycle parking is provided that is safe and functional.	AO4 Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004 - Parking facilities - Off street car parking.	Not Applicable	The proposal is for a residential subdivision and does not include any parking provisions for a particular use at this stage of the development. Parking facilities will be established as part of a future material change of use application.
Provision of bicycle parking			
PO5 Bicycle parking facilities are provided that: a. satisfy the likely demand for bicycle parking; b. are functional; c. are located close to a pedestrian entry to a building.	AO5 Bicycle parking facilities comply with: a. the rate specified in column 7 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. AS2890.3-1993 - Bicycle parking facilities.	Not Applicable	The proposal is for a residential subdivision and does not involve the provision of bicycle parking for a particular use at this stage of the development. Parking facilities are to be established as part of a future material change of use.
Provision of vehicle manoeuvring area			
PO6 Development provides a safe and functional vehicle manoeuvring area.	AO6 Development provides a vehicle manoeuvring area that: a. enables vehicles to enter and exit the site in a forward motion where the development:	Not Applicable	The proposal is for a residential subdivision and does not involve the provision of vehicle manoeuvring areas for a particular use at this stage of the development. Onsite manoeuvring area

Part 9 Development Codes

9.4.7 Servicing, access and parking code

Performance outcomes	Acceptable outcomes	Complies	Comments
	i. is non-residential development; or ii. is for five or more dwellings; b. accommodates the design vehicle specified in Table 9.4.7.3.5 - Design vehicle for a manoeuvring area; c. complies with section 3.4.4.10 - Manoeuvring areas of Planning scheme policy 5 - Infrastructure.		will be established as part of future material change of use.
Vehicle washing bay			
PO7 A vehicle washing bay does not cause environmental harm.	AO7 A vehicle washing bay provides that run off is discharged to: a. a grassed area or permeable landscape area; or b. the sewerage system.	Not Applicable	The proposal is for a residential subdivision and does not involve the provision of vehicle washing bays at this stage of development. Furthermore, washing bays are not required for residential uses.
Car park access			
PO8 Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.	AO8 Vehicular queuing space to a car parking area: a. does not provide a turning movement, intersecting aisle or a speed hump in a queuing area; b. complies with Table 9.4.7.3.3 - Queuing spaces; c. complies with Table 9.4.7.3.6 - Queuing requirements for particular uses.	Not Applicable	The proposal is for a low-density residential subdivision which is not anticipated to require vehicle queuing space.
Access and driveways			
PO9 A driveway is safe, functional and does not adversely affect infrastructure.	AO9 A driveway is designed and constructed to comply with section 3.4.5 - Design standards for access and driveways of Planning scheme policy 5 - Infrastructure.	Complies with PO9	Driveways will be established as part of a future material change of use application. However, the proposed lot design and dimensions enable the proposed

Part 9 Development Codes

9.4.7 Servicing, access and parking code

Performance outcomes	Acceptable outcomes	Complies	Comments
			allotments to each gain adequate access to the street. Refer to the attached
Design and construction of a car parking area			
PO10 A car parking area is designed to: a. provide easy way finding for pedestrians, cyclists and motorists; b. provide appropriately sized and line marked spaces in accordance with relevant Australian standards; c. provide a convenient and safe pedestrian network; d. provide safe and efficient vehicle circulation; e. provide a progressive reduction in the speed environment in moving between the road and a parking space; f. provide a safe sight distance at a potential conflict point; g. provide for efficient and simple parking space search patterns; h. provide for uncongested public transport and service vehicle movements through the premises; i. keeps a heavy vehicle out of a parking aisle; j. ensure no heavy vehicle reverses across a pathway; k. prevent parking off a circulation road; l. prevent an adverse impact on the safety and efficiency of the existing or planned movement network; m. prevent a motorist from reversing on a road; n. prevent an unnecessary space that encourages illegal parking;	AO10 A car parking area is designed and constructed in accordance with section 3.4.6 - Design standards for car parking of Planning scheme policy 5 - Infrastructure.	Not Applicable	The proposal is for a residential subdivision and does not include any parking provisions for a specified land use at this stage of the development. Car parking facilities will be established as part of a future material change of use application. However, the proposed lot design will enable adequate areas for car parking to be provided in the future.

Part 9 Development Codes

9.4.7 Servicing, access and parking code

Performance outcomes	Acceptable outcomes	Complies	Comments
o. address safety of users through appropriate lighting; p. be appropriately landscaped; q. be surfaced so as to be useable in all weather conditions; r. manage stormwater flows.			
Waste management			
PO11 Development layout provides for refuse servicing which: a. is located wholly within the site; b. is clearly defined, safe and easily accessible; c. is designed to contain potential adverse impacts of servicing within the site; d. does not detract from the aesthetics or amenity of the surrounding area.	AO11.1 Development ensures that an on-site service bay for refuse collection is designed: a. to cater for the relevant refuse collection vehicle in Planning scheme policy 9 - Waste management; b. to ensure that the refuse collection vehicle can enter and exit the site in a forward motion; c. to be located away from street frontages and screened from adjoining premises.	Not Applicable	The proposal is for a 1 into 2 residential subdivision. The proposed lots will be serviced by kerbside collection. On-site refuse collection is not anticipated as required.
	AO11.2 Development provides on-site refuse collection and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in Planning scheme policy 5 - Infrastructure.	Not Applicable	The proposal is for a 1 into 2 residential subdivision. The proposed lots will be serviced by kerbside collection. On-site refuse collection is not anticipated as required.
For assessable development			
Vehicle queuing			
PO12 Queuing associated with a drive through facility (including Service stations and Car washes) does not cause blockages to traffic on the road network. Note - Planning scheme policy 5 - Infrastructure provides guidelines on how to achieve this outcome.	AO12 No acceptable outcome provided.	Not Applicable	The proposal is for a 1 into 2 lot residential subdivision. Subsequently, drive through facilities are not required.

ADDITIONAL INFORMATION

3/6 Bantry Court, Eagleby QLD 4207

Lot 60 on SP305652

March 2026

Property Report

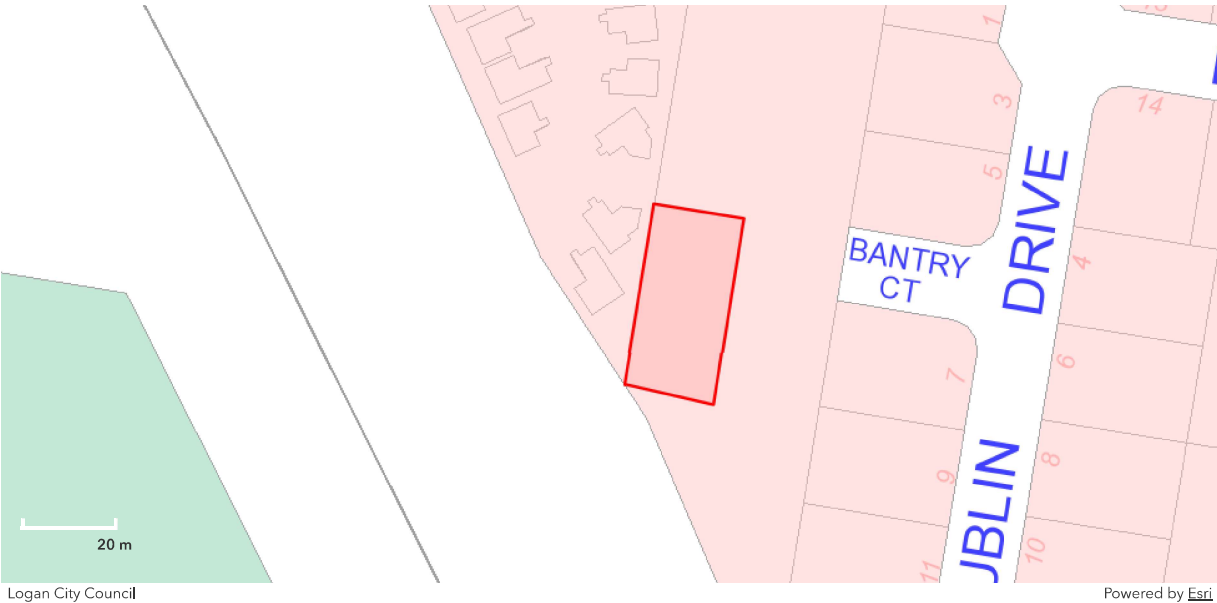
Logan Planning Scheme 2015 V9.0 with TLPI 1/2023

Property Details

Address:	3/6 Bantry Court EAGLEBY QLD 4207
Lot/Plan:	Lot 60 SP 305652
Property Key:	403267
Property Size:	707 m ² (survey plan area) 705.6 m ² (shape area)
Covenants and Easements:	Please view the survey plan to check if a covenant (CV) or easement (EA) applies to this property. Covenants and easements are rights or interests that may restrict usage of the land.
Division:	12 Mayor and Councillors

Zone and precinct:	Low Density Residential - Suburban
For further information, please see Part 6 of the Logan Planning Scheme .	

Local plan:	N/A
Local plan precinct:	N/A
For further information, please see Part 7 of the Logan Planning Scheme .	



Overlays

Overlay	Area affected	Portion affected
OM - 08.01 - Landslide >= 15% slope	385.7 m ²	54.7 %
OM - 10.00 - Residential overlay	705.6 m ²	100 %
OM - 12.00 - Transport noise corridor categories - State Roads	705.6 m ²	100 %

Please note: the area affected for each overlay is calculated based on the spatial area of the property; slight differences between the survey plan area and the spatial / shape area may exist for some properties. The survey plan area prevails for planning and/or legal purposes/decisions. Where properties have been recently created or re-surveyed, slight changes in boundary alignment may impact the calculation of overlay impact and the alignment of some overlay maps. This may also impact alignment in the zoning map illustrated at the top of this report, as cadastral changes (for property, road and watercourse boundaries) occur more frequently than planning scheme mapping amendments.

Flood risk: whether or not the Flood Hazard Overlay is identified in the list above, please refer to the Flood Report to check the latest available information from recently completed flood studies about the flood risk on this property.

For further information about the impact of these overlays on any proposed development, see Part 5 and Part 8 of the [Logan Planning Scheme](#).

Local Government Infrastructure Plan (LGIP)

Please note: : The LGIP represents Council's intentions for the provision of trunk infrastructure, based on assumptions about changing population, employment and development (i.e. the increasing type, scale and location of demand for this infrastructure). This information is subject to change and should not be relied upon to indicate the exact location and nature of future (proposed) infrastructure. For further information please refer to Part 4 of the [Logan Planning Scheme](#), or contact Council.

LGIP - 06.00 - Existing trunk road

Please note: This report does not form part of the Logan Planning Scheme. While all reasonable care has been taken in producing this information, Council does not warrant the accuracy, completeness or currency of this information and accepts no responsibility for, or in connection with, any loss of damage suffered as a result of any inaccuracies, errors or omissions, or your reliance on this information.

Logan City Council

PO Box 3226 Logan Central QLD 4114

Generated: Wednesday, 17 July 2024 11:36 AM

Phone: (07) 3412 5269

Email: council@logan.qld.gov.au

Web: logan.qld.gov.au



Development Enquiry Tool

Property Details

Lot Plan	Lot 60 SP 305652
Property Key	403267
Address	3/6 Bantry Court EAGLEBY 4207
Division	12
Status	Current



Linked applications

There are no applications linked to this property.

PROPERTY REPORT

"EAGLEBY RISE SOMMUNITY TITLES SCHEME CMS 55873" 6 BANTRY COURT, EAGLEBY, QLD

6 BANTRY COURT, EAGLEBY, QLD 4207



Owner Details

Owner Name(s): BODY CORPORATE FOR EAGLEBY RISE SOMMUNITY TITLES SCHEME CMS 55873

Owner Address: C/- CJ STRATA, PO BOX 283, CURRUMBIN QLD 4223

Phone(s):

Owner Type:

Owner Occupied

Property Details

Property Type: Unit - Freehold [Issuing]

RPD: L2-5,8-13,60 SP305652

Valuation Amount: \$1,250,000 - Site Value on 30/06/2023

Valuation Amount: \$910,000 - Site Value on 23/05/2023

Land Use: GROUP TITLE (PRIMARY USE ONLY)

Zoning

Council: LOGAN CITY

Features:



Area: 6,269 m²

Area \$/m²:

Water/Sewerage:

Property ID: 1520161798 /

UBD Ref: UBD Ref: 264 F18

Sales History

Sale Amount:	Sale Date:	Vendor:	Area:	Sale Type:	Related:
\$ 270,000	19/12/2023		350 m ²	Normal Sale	No
\$ 270,000	02/11/2023		350 m ²	Normal Sale	No
\$ 265,000	25/10/2023		350 m ²	Normal Sale	No
\$ 270,000	25/09/2023		350 m ²	Normal Sale	No

Sales History

EAGLEBY RISE, 8/6 BANTRY CT, EAGLEBY



Sale Price: \$270,000 (Normal Sale)

Sale Date: 19/12/2023

Parties Related: No

RPD: L13 SP305652

Property Type: Unit

Land Use: GROUP TITLE (PRIMARY

Zoning:

Valuation Amount: \$0

Council: LOGAN CITY

Area: 350 m²

Features:

Area \$/m2: \$771

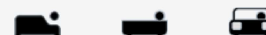
Vendor: BOSS DEVELOPMENTS (QLD) PTY LTD

Vendor Address: 50 JAMES STREET, BURLEIGH HEADS, QLD, 4220, AUS

Purchaser: MARY JANE ALISBO GARRINO; ROXANNE ASIS BALDEVIESO

Purchaser Address: 47 HOWSAN STREET, MOUNT GRAVATT EAST, QLD, 4122, AUS

EAGLEBY RISE, 2/6 BANTRY CT, EAGLEBY



Sale Price: \$270,000 (Normal Sale)

Sale Date: 02/11/2023

Parties Related: No

RPD: L8 SP305652

Property Type: Unit

Land Use: GROUP TITLE (PRIMARY

Zoning:

Valuation Amount: \$0

Council: LOGAN CITY

Area: 350 m²

Features:

Area \$/m2: \$771

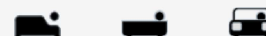
Vendor: BOSS DEVELOPMENTS (QLD) PTY LTD

Vendor Address: 50 JAMES STREET, BURLEIGH HEADS, QLD, 4220, AUS

Purchaser: MICHAEL DAVID & REBECCA GLADYS LYNCH

Purchaser Address: 6 BANTRY COURT, EAGLEBY, QLD, 4207, AUS

EAGLEBY RISE, 9/6 BANTRY CT, EAGLEBY



Sale Price: \$265,000 (Normal Sale)

Sale Date: 25/10/2023

Parties Related: No

RPD: L12 SP305652

Property Type: Unit

Land Use: GROUP TITLE (PRIMARY

Zoning:

Valuation Amount: \$0

Council: LOGAN CITY

Area: 350 m²

Features:

Area \$/m2: \$757

Vendor: BOSS DEVELOPMENTS (QLD) PTY LTD

Vendor Address: 50 JAMES STREET, BURLEIGH HEADS, QLD, 4220, AUS

Purchaser: DARREN LEE & DONNA LORRAINE PORTELLI

Purchaser Address: 4 GRANGE COURT, GISBORNE, VIC, 3437, AUS

EAGLEBY RISE, 6/6 BANTRY CT, EAGLEBY



Sale Price: \$270,000 (Normal Sale)

Sale Date: 25/09/2023

Parties Related: No

RPD: L3 SP305652

Property Type: Unit

Land Use: GROUP TITLE (PRIMARY

Zoning:

Valuation Amount: \$0

Council: LOGAN CITY

Area: 350 m²

Features:

Area \$/m2: \$771

Vendor: BOSS DEVELOPMENTS (QLD) PTY LTD

Vendor Address: 50 JAMES STREET, BURLEIGH HEADS, QLD, 4220, AUS

Purchaser: MINJI KIM; VALENTINO HUANG

Purchaser Address: 13 RUSHCUTTER AVENUE, OXENFORD, QLD, 4210, AUS

Nearby Planning & Development

Address	Description	Distance	Date
15 Melwood Street Eagleby 4207, QLD	SP348552 Building Format Plan (1 into 2 Lots) + Common... (SP/97/2024)	686m	15/07/2024
11/6 Bantry Court Eagleby 4207, QLD	Domestic - Dwelling (PD/2064/2024)	22m	11/07/2024
84 Logan Street Beenleigh 4207, QLD	Building Work (Community Residence) (CAR/279/2024)	625m	10/07/2024
74A Milne Street Mount Warren Park 4207, QLD	Demolition of Dwelling & Ancillary Structures (BW/6525/2024)	1.6km	11/07/2024
74 Milne Street Mount Warren Park 4207, QLD	Demolition of Dwelling & Ancillary Structures (BW/6524/2024)	1.5km	11/07/2024
11/6 Bantry Court Eagleby 4207, QLD	Dwelling & garage (BW/6505/2024)	22m	11/07/2024
93 Fryar Road Eagleby 4207, QLD	Retrospective Class 10B SPA/POOL & SPA/POOL Fence (BW/6504/2024)	658m	11/07/2024
39-49 Logan River Road Beenleigh 4207, QLD	Tenancy 4 fitout for Fitness Cartel Gym & Merse Wellness... (BW/6441/2024)	1.9km	09/07/2024
93 Fryar Road Eagleby 4207, QLD	Retrospective Class 1A Dwelling Alterations & Additions... (BW/6416/2024)	658m	08/07/2024
33 Saverin Road 33 Saverin Road Eagleby 4207, QLD	Detached extension (BW/6333/2024)	464m	04/07/2024

Note: These Planning & Development Applications should be used as a guide only. Source: PlanningAlerts.org.au

For Sale History

Current Listing Status:	N/A	Days Listed:		% Listing Change:	
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No for sale information available for this property.

For Rent History

Current Rental Status:	Not For Rent
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No rental information available for this property.

EAGLEBY - Sales Statistics (Units)

Year	# Sales	Median	Growth	Low	High
2006	88	\$ 151,000	0.0 %	\$ 104,587	\$ 279,000
2007	264	\$ 265,000	75.5 %	\$ 100,000	\$ 675,000
2008	114	\$ 274,000	3.4 %	\$ 80,000	\$ 590,000
2009	145	\$ 312,900	14.2 %	\$ 80,000	\$ 625,000
2010	106	\$ 306,500	-2.0 %	\$ 80,000	\$ 870,000
2011	129	\$ 324,900	6.0 %	\$ 80,000	\$ 842,500
2012	114	\$ 308,450	-5.1 %	\$ 81,000	\$ 533,650
2013	75	\$ 300,000	-2.7 %	\$ 85,500	\$ 808,000
2014	72	\$ 218,000	-27.3 %	\$ 75,000	\$ 605,000
2015	100	\$ 216,000	-0.9 %	\$ 48,500	\$ 720,000
2016	103	\$ 235,000	8.8 %	\$ 78,000	\$ 550,000
2017	101	\$ 245,000	4.3 %	\$ 78,000	\$ 550,000
2018	119	\$ 252,000	2.9 %	\$ 85,000	\$ 735,000
2019	89	\$ 226,000	-10.3 %	\$ 73,500	\$ 675,000
2020	78	\$ 220,000	-2.7 %	\$ 138,000	\$ 390,000
2021	208	\$ 260,000	18.2 %	\$ 84,500	\$ 1,001,000
2022	264	\$ 320,000	23.1 %	\$ 80,000	\$ 940,000
2023	191	\$ 350,000	9.4 %	\$ 135,000	\$ 545,000
2024	55	\$ 429,500	22.7 %	\$ 140,000	\$ 603,000

Median Sale Price

\$380k

Based on 153 recorded Unit sales within the last 12 months (Financial Year 2024)

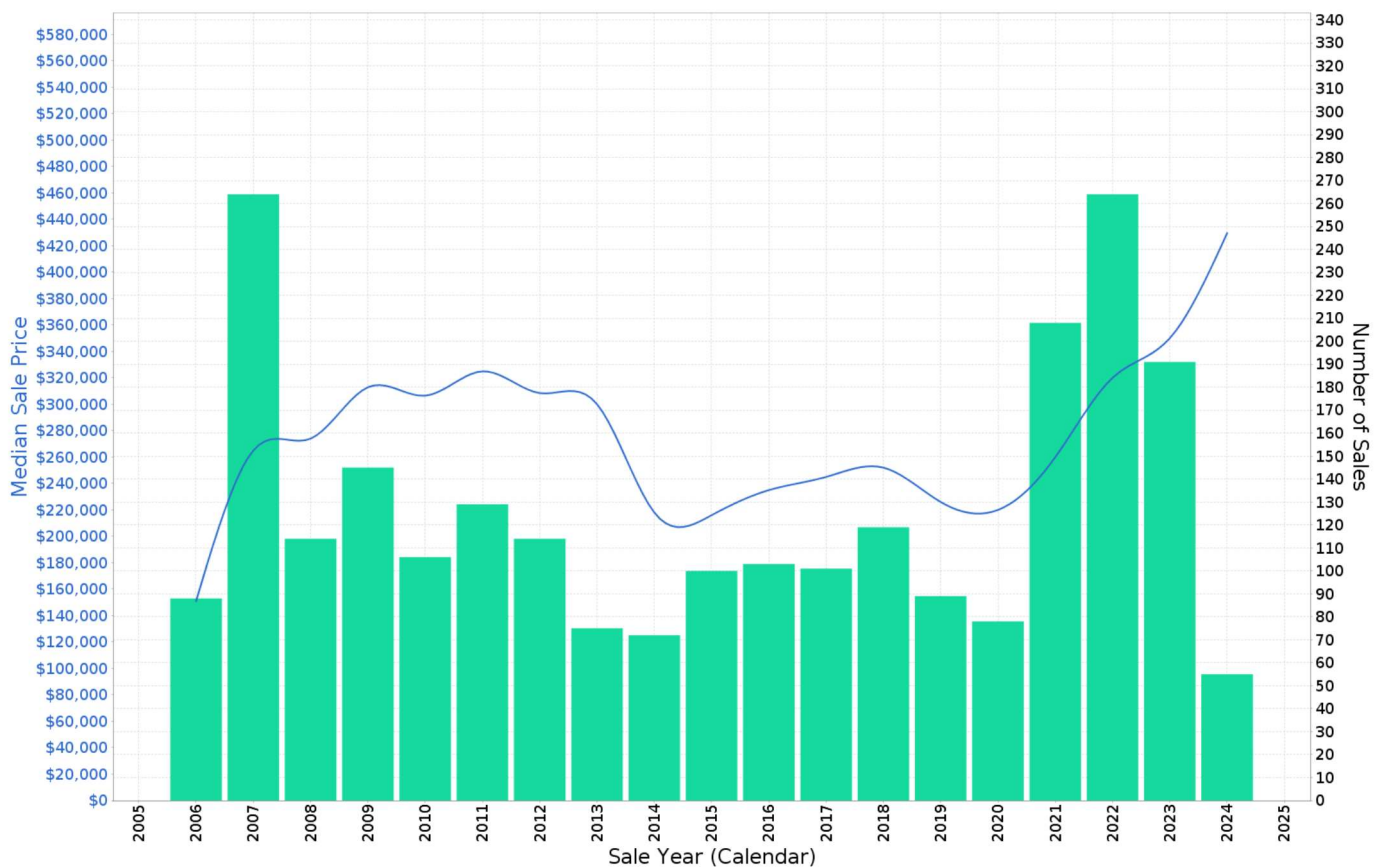
Based on a rolling 12 month period and may differ from calendar year statistics

Suburb Growth

+15.5%

Current Median Price: \$380,000
Previous Median Price: \$329,000

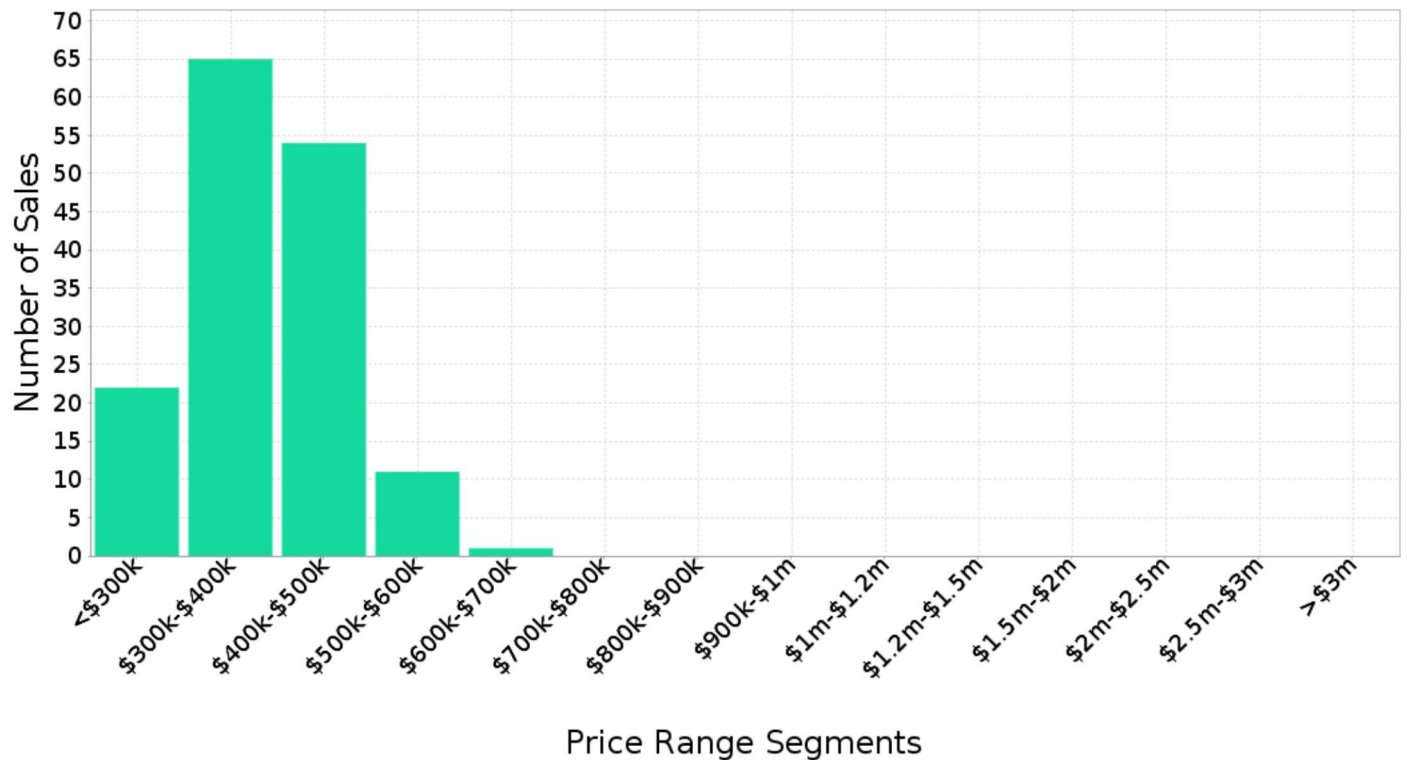
Based on 352 recorded Unit sales compared over the last two rolling 12 month periods



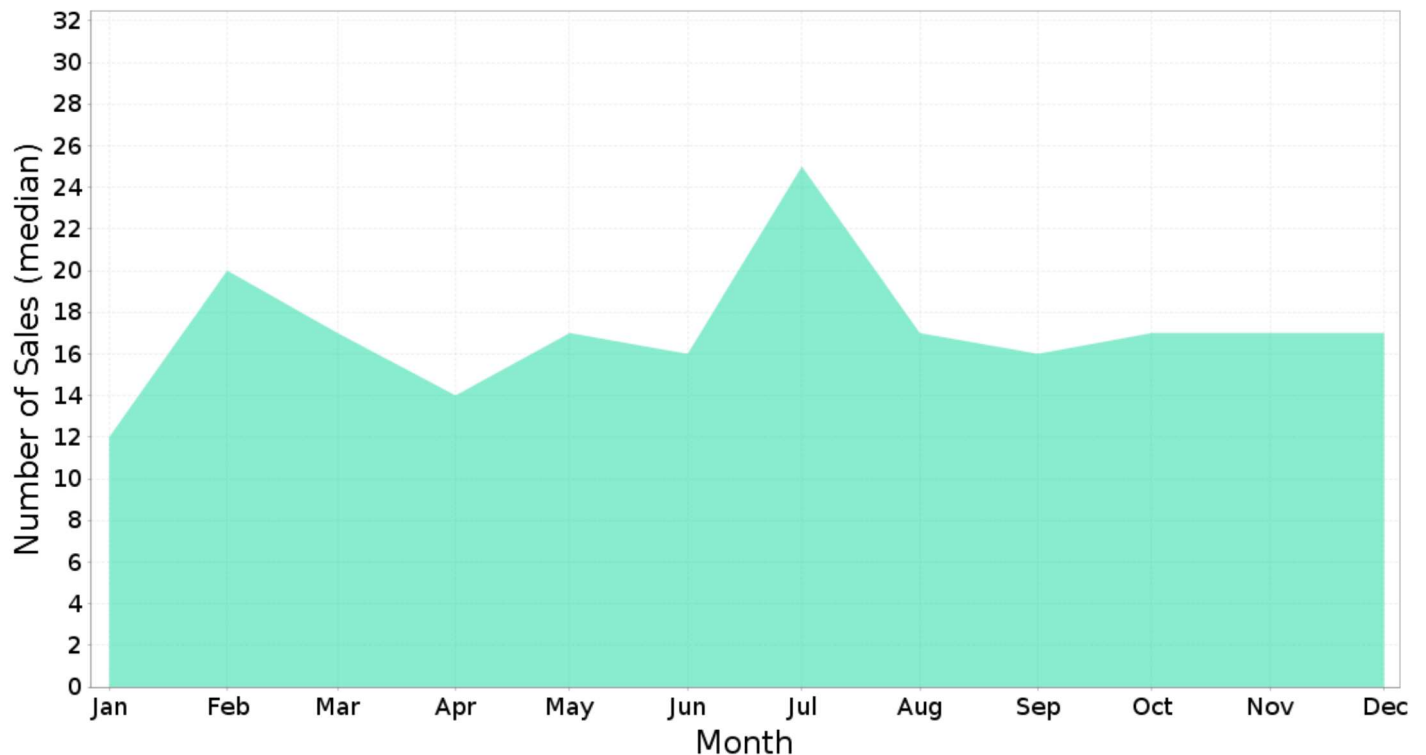
Prepared on 17/07/2024 by Find A Site Town Planning. © Property Data Solutions Pty Ltd 2024 (pricefinder.com.au)

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Price Segmentation

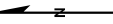


Peak Selling Periods





Date: 17/07/2024



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Legend

Drawn Polygon Layer

Override 1

Cadastral



Cadastral

Water resource planning area boundaries



Water resource planning area boundaries

Area within 25m of a State-controlled road



Area within 25m of a State-controlled road

SEQ Regional Plan land use categories



Regional Landscape and Rural Production Area



Rural Living Area



Urban Footprint



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DA Mapping System – Print Screen

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State Planning Policy

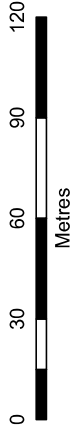
Making or amending a local planning instrument
and designating land for community infrastructure

Date: 17/07/2024

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Legend

Drawn Polygon Layer

Override 1

Cadastral



Cadastral

Flood hazard area - local government flood mapping area



Flood hazard area - local government flood mapping area



Queensland Government

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State Planning Policy
Making or amending a local planning instrument
and designating land for community infrastructure

Date: 17/07/2024

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