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Town planning report

Development application to seeking a development permit for reconfiguring a lot—subdivision of land (1 residential lot into 2 residential lots)

24 Benwerrin Road LOGANHOLME QLD 4129

Prepared for: Conrad Campbell

18 August 2021



Document control

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Town planning report version 6.1 (October 2020)



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1. Summary

1.1. Development application details

Table 1: Development application details

Development application detail	Description
Applicant reference number	1360-P2
Type of approval sought	development permit for reconfiguring a lot—subdivision of land (1 residential lot into 2 residential lots)
Site address	24 Benwerrin Road LOGANHOLME QLD 4129
Real property description	Lot 1 on SP180436
Site area	835m ²
Local government authority	Logan City Council
Assessment manager	Logan City Council
Referrals	None
Owner details	Conrad Campbell
Applicant details	Conrad Campbell care of ABS Town Planning Pty Ltd
Contact details	Anthony Bere-Streeter (ABS Town Planning Pty Ltd)

Table 2: Planning instrument details

Planning instrument detail	Description
Regional plan (designation)	South East Queensland Regional Plan 2017 (urban footprint)
Planning scheme	Logan Planning Scheme 2015 version 8.0
Zone (zone precinct)	Low density residential zone (suburban precinct)
Local plan (local plan precinct)	no local plan (no local plan precinct)
Level of assessment	impact assessable
Applicable overlays	none
Applicable codes	Filling and excavation code Infrastructure code Landscape code Reconfiguring a lot code Servicing, access and parking code



1.2. Executive summary

1.2.1. The development application

This impact assessable development application to Logan City Council is seeking a development permit for reconfiguring a lot—subdivision of land (1 residential lot into 2 residential lots) at 24 Benwerrin Road LOGANHOLME QLD 4129 (Lot 1 on SP180436).

1.2.2. Proposed development details

The proposal is a subdivision of land creating two (2) residential standard format lots with areas of about 414m² (Lot 270) and 420m² (Lot 271) respectively. Each of the proposed lots can accommodate detached dwelling houses. The proposed servicing arrangements are described in Table 8 and depicted on a notated version of the proposed subdivision plan.

1.2.3. Planning considerations

The key issue for this development application is density. The proposed subdivision exceeds the net residential density of 20 dwellings per hectare for the Low density residential zone (suburban precinct) under the Logan Planning Scheme 2015 version 8.0. The proposed subdivision has a net residential density of about 24 dwellings per hectare, which is not a significant departure from that reasonably expected in the suburban precinct.

The site (Lot 1 on SP180436) was created in 2009 by a subdivision of Lot 27 on RP125407 (2219m²) under the Logan Planning Scheme 1997 into three (3) standard format lots of 835m² (Lot 1), 591m² (Lot 2) and 793m² (Lot 3) respectively (RL/21/2005). The net residential density when including Lots 2 and 3 on SP180436 is about 18 dwellings per hectare. Developing the site as two (2) standard format lots of just over 400m² each provides more diverse housing in the suburban precinct at a net density generally consistent with that intended for the zone and precinct.

1.3. Application documents and plans

Table 3: Application documents and plans

Document title	Prepared by	Date	Ref.	Rev.
Administrative documents				
Development application cover letter	ABS Town Planning Pty Ltd	18 August 2021	1360-P2	
DA form 1	ABS Town Planning Pty Ltd	18 August 2021	1360-P2	
Consent	Conrad Campbell	13 July 2021	Nil	
Assessment documents				
Town planning report	ABS Town Planning Pty Ltd	18 August 2021	1360-P2	
Code compliance	ABS Town Planning Pty Ltd	18 August 2021	Nil	
Documents and plans for approval				
Proposed subdivision plan	ABS Town Planning Pty Ltd	9 August 2021	1360-D2	
Proposed subdivision plan with servicing notations	ABS Town Planning Pty Ltd	9 August 2021	1360-D2	



2. Site details

2.1. Site description

Table 4: Site description

Aspect	Description
Existing land use	The site is used for a detached dwelling house.
Existing structures	The site has a detached dwelling house with ancillary structures.
Frontage and access	The site has a frontage of about 30 metres with a single crossover located towards the centre of the site.
Area and dimensions	The site has an area of 835m ² and has a frontage of approximately 30 metres, length of about 33.2 metres, and rear boundary of about 18.4 metres.
Topography and views	The site is very flat with an elevation of about 10 metres Australian Height Datum (AHD) and a slight fall towards the north east corner.
Existing vegetation	The site has some landscaping.
Existing waterways	The site does not contain waterways.
Existing easements	The site does not contain easements.
Existing public transport	The nearest scheduled public transport services two (2) bus stops located on Drews Road near Boeing Street (stops 312550 and 313383) operated by Clarks Logan City Bus Service routes 553 and 566 on behalf of the Department of Transport and Main Roads ¹ . Walking distance is about 750 metres.

2.2. Existing services

Table 5: Existing services

Service type	Benwerrin Road
Water	Far side of Benwerrin Road.
Sewer	North east corner of the site.
Reticulated natural gas	No service provided.
Stormwater	North east corner of the site.
Electricity	Overhead power on far side of Benwerrin Road. Existing pole locations can accommodate overhead power to both lots without using flying foxes or property poles.
Telecommunications	The site is serviced by Hybrid Fibre Coaxial (HFC) telecommunications using overhead lines. ²

2.3. Site history

The site (Lot 1 on SP180436) was created in 2009 by a subdivision of Lot 27 on RP125407 (2219m²) under the Logan Planning Scheme 1997 into three (3) standard format lots of 835m² (Lot 1), 591m² (Lot 2) and 793m² (Lot 3) respectively (RL/21/2005). Lot 1 contains the existing dwelling house (age unknown) constructed prior to the subdivision application in 2005. SP180436 was endorsed by Logan City Council in 2009.

¹ Source: www.anytrip.com.au accessed on 9 August 2021

² Source: www.nbnco.com.au accessed on 9 August 2021

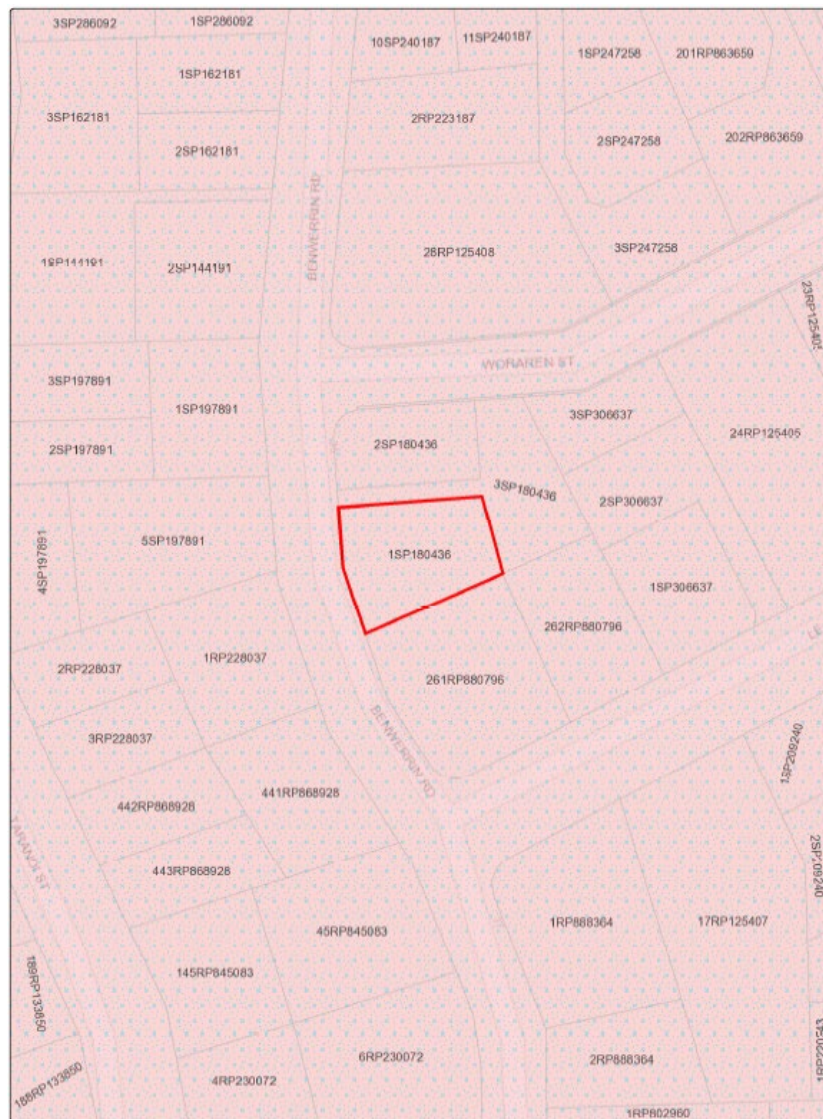


2.4. Surrounding land uses

Table 6: Surrounding land uses

Direction	Description
North	To the north are detached dwelling houses.
South	To the west are detached dwelling houses.
East	To the east are detached dwelling houses.
West	To the west are detached dwelling houses.

2.5. Site location plan



DA Mapping System – Print Screen

Date: 09/08/2021

0 10 20 30 40
Metres

Queensland Government

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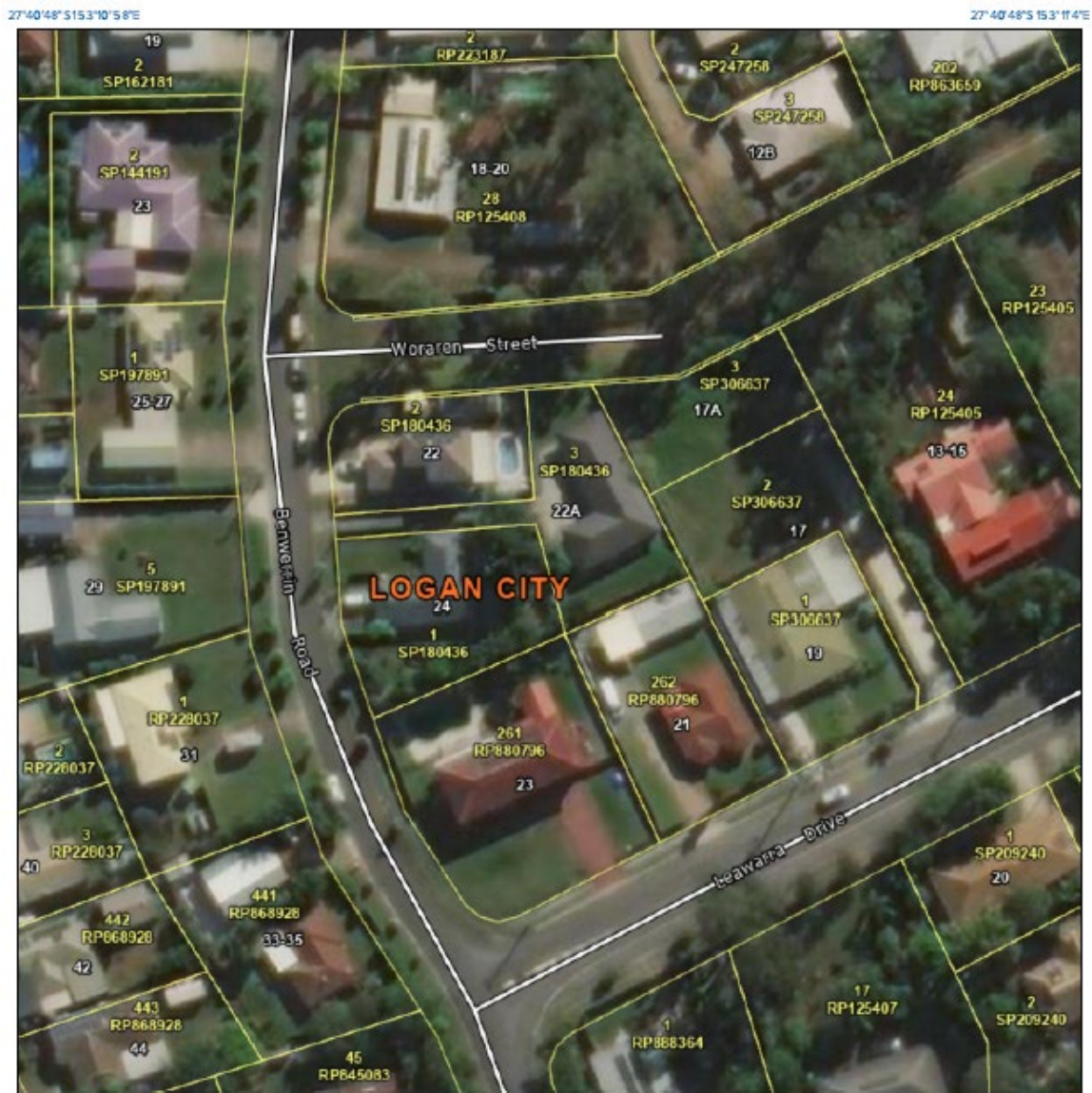
Disclaimer: This map has been generated from the information supplied to the Queensland Government for the purposes of the Development Assessment Mapping System. Note that this is a print screen only. The map generated has been prepared with due care based on the best available information at the time of publication. The State of Queensland holds no responsibility for any errors, inaccuracies or omissions within this document. Any decisions made by other parties based on this document are solely the responsibility of those parties. This information is supplied subject to the full terms and conditions available on the department's website.

Figure 1: Site location plan (not to scale)³

³ Source: Queensland Government, DA Mapping System, accessed on 9 August 2021



2.6. Aerial photo



27°40'48" S 153°10'58" E 27°40'48" S 153°11'4" E

A product of
Queensland Globe

Legend located on next page



Scale: 1:1000
Printed at: A4
Print date: 9/8/2021
Datum: Geocentric Datum of Australia 1994
Projection: Web Mercator EPSG:102100

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For more information, visit <http://ps://qldglobe.information.qld.gov.au/help-info/contact-us.html>



Figure 2: Aerial photo (not to scale)⁴

⁴ Source: Queensland Government, Queensland Globe, accessed on 9 August 2021



3. Proposed development details

3.1. Description of the proposed development

The proposal is a subdivision of land creating two (2) residential standard format lots with an area of about 414m² (Lot 270) and 420m² (Lot 271) respectively. Each of the proposed lots can accommodate detached dwelling houses. The proposed servicing arrangements are described in Table 8 and depicted on a notated version of the proposed subdivision plan.

3.2. Summary of proposed development

Table 7: Proposed development details (reconfiguring a lot)

Proposed development details	Description
Existing lots	Lot 1 on SP180436 has an area of 835m ² .
Proposed reconfiguration	The proposed subdivision of land will create two (2) standard format lots being: <ul style="list-style-type: none"> Proposed Lot 270 with an area of 414m²; and Proposed Lot 271 with an area of 420m².
Stages (subdivision)	The proposed subdivision does not involve staging.
Intended use of lots	Each lot is for residential purposes.
Proposed site frontage	Each of the proposed lots have a frontage of 15 metres or greater taking advantage of the 30 metre frontage of the site.
Proposed contours	The building pads will be altered to drain to Benwerrin Road if required, which will not involve assessable filling.
Proposed site access	The existing crossover will be removed and reinstated. Each lot will be capable of a crossover in accordance with the Institute of Public Works Australasia Queensland (IPWEAQ) standard drawing RS-050.
Proposed servicing arrangements	See Table 8 for the proposed servicing arrangements. The proposed servicing arrangements are depicted on a notated version of the proposed subdivision plan, drawing number 1360-D2, dated 9 August 2021 and prepared by ABS Town Planning Pty Ltd.
Proposed easements	Easements are not proposed unless a sewer extension is required to service proposed Lot
Structures to be demolished	The existing house and ancillary structures will be demolished and the land reinstated.
Vegetation	The existing ornamental vegetation will be removed. There is some opportunity to retain large trees.



Table 8: Proposed servicing

Service type	Proposed Lot 270	Proposed Lot 271
Water	New house connection on Benwerrin Road frontage.	Reuse existing house connection of Benwerrin Road frontage (remove water meter when existing house is demolished).
Sewer	Existing house connection on north east corner.	New house connection in north east corner.
Reticulated natural gas	No service provided.	No service provided.
Stormwater	Existing roofwater pit in north east corner or raise building pad to drain to Benwerrin Road.	New roofwater pit in north east corner or raise building pad to drain to Benwerrin Road.
Electricity	Overhead from pole 70046 on the far side of Benwerrin Road north west of site.	Overhead from pole 70045 on the far side of Benwerrin Road south west of site.
Telecommunications	Overhead from pole 70046 on the far side of Benwerrin Road north west of site (HFC).	Overhead from pole 70045 on the far side of Benwerrin Road south west of site (HFC).



4. Planning assessment

4.1. Pre-lodgement meeting

A pre-lodgement meeting has not been held as the application is simple.

4.2. Key issues

The key issue for this development application is density. The proposed subdivision exceeds the net residential density of 20 dwellings per hectare for the Low density residential zone (suburban precinct) under the Logan Planning Scheme 2015 version 8.0. The proposed subdivision has a net residential density of about 24 dwellings per hectare, which is not a significant departure from that reasonably expected in the suburban precinct.

The site (Lot 1 on SP180436) was created in 2009 by a subdivision of Lot 27 on RP125407 (2219m²) under the Logan Planning Scheme 1997 into three (3) standard format lots of 835m² (Lot 1), 591m² (Lot 2) and 793m² (Lot 3) respectively (RL/21/2005). The net residential density when including Lots 2 and 3 on SP180436 is about 18 dwellings per hectare. Developing the site as two (2) standard format lots of just over 400m² each provides more diverse housing in the suburban precinct at a net density generally consistent with that intended for the zone and precinct.

4.3. Grounds for approval despite conflicts

The proposed subdivision is not a significant departure from the density of the Low density residential zone (suburban precinct) and complies with the density of dual occupancies on corner sites within the zone and precinct. Developing the site as a subdivision creating standard format lots promotes housing diversity within an established neighbourhood of Logan City. The site is close to local shops on Leawarra Drive, shops on Drews Road, and Loganholme State School. The site has access to these facilities by formed pathways.

Similar lots sizes can be found at 27 Harrier Avenue (COM/38/2017) and 9 Barah Street (COM/34/2019).

The definition for net density under the Logan Planning Scheme 2015 version 8.0 is closer to site density (number of dwellings ÷ site area × 10,000). The Queensland Planning Provisions do not include a definition for net residential density, which necessitates each local government authority to create their own administrative definition.

The definition of net residential density under the Australian Model Code for Residential Development (AMCORD) 1995 and Growth Centres Development Control Plan 2017 (NSW) includes half the width of adjoining road reserves to calculate net residential density. Using this methodology, the site has a net residential density of approximately 16.5 dwellings per hectare, well below 20 dwellings per hectare.

Site area = 835m²

Site area (835m²) + half the width of adjoining road reserve (7.6 × 30 = 228m²) = 1,215m²

2 ÷ 1,063 × 10,000 = 18.8 dwellings per hectare

Table 9 provides a comparison of net residential density definitions.



Table 9: Definitions of net residential density

Planning instrument	Definition
Logan Planning Scheme 2015	Net density—The number of equivalent dwellings divided by the site area in hectares.
Queensland Planning Provisions	No definition provided.
Australian Model Code for Residential Development (AMCORD) 1995	Net residential density represents the ratio of the number of dwellings to the area of land they occupy (including internal streets plus half the width of adjoining access roads that provide vehicular access to dwellings, but excluding public open space and non-residential land areas).
Growth Centres Development Control Plan 2017 (NSW)	Net Residential Density means the net developable area in hectares of the land on which the development is situated divided by the number of dwellings proposed to be located on that land. Net Developable Area means the land occupied by the development, including internal streets plus half the width of any adjoining access roads that provide vehicular access, but excluding land that is not zoned for residential purposes.

4.4. Assessment benchmarks

Table 10: Assessment benchmarks

Assessment benchmark	Applicability
State Planning Policy (SPP), Part E to the extent not appropriately reflected in the planning scheme	The State Planning Policy July 2017 is not identified as being reflected in the Logan Planning Scheme 2015 version 8.0, however, changes to the State Planning Policy since the commencement of the Logan Planning Scheme 2015 version 8.0 do not materially impact the proposed development.
The regional plan for a region to the extent it is not appropriately reflected in the planning scheme	The South East Queensland Regional Plan 2017 is not identified as being reflected in the Logan Planning Scheme 2015 version 8.0, however, as the proposed development is for an urban purpose in the urban footprint no detailed assessment is required.
The planning scheme	The proposed development is assessable against the Logan Planning Scheme 2015 version 8.0.
Any preliminary approval that includes a variation approval that relates to the land the subject of the development application	There are no preliminary approvals including a variation approval that affect the site.

4.5. Development application referrals

The development application does not require referrals.

4.6. Public notification

The proposed development is impact assessable and requires public notification for 15 business days.



4.7. Logan Planning Scheme 2015 version 8.0

4.7.1. Introduction

The proposed development is impact assessable against the Logan Planning Scheme 2015 version 8.0.

4.7.2. Strategic framework

Table 11: Strategic framework

Strategic framework element	Applicant response
3.2 Strategic intent	
3.2.1 Settlement pattern	
(1) The settlement pattern comprises the Urban footprint, the Future urban area, the Priority development area, the Regional landscape and rural production area and the Rural living area identified on SFM–01.00–Strategic framework map.	Complies with strategic intent The proposed development creates residential lots in the urban footprint.
3.2.2 Residential	
(1) Over 70,000 new dwellings are built in Logan between 2009 and 2031. Residential development provides a range of housing sizes, types and tenures. Residential density is provided at an intensity that is compatible with the local context, public transport provision and infrastructure capacity. Specialised residential accommodation is provided to meet the needs of those with special accommodation needs. Rural residential development continues to provide a lifestyle housing choice in Logan.	Complies with strategic intent The proposed development creates residential lots commensurate with the low density surrounding environment and within reasonable proximity to the principal centre at Beenleigh and major centre at Shailer Park. The creation of two (2) standard format lots enhanced housing diversity within the neighbourhood.
3.2.8 Natural hazards	
(1) People and premises are protected from and are resilient to the potential risks associated with natural hazards. Greenhouse gas emissions, and the community's reliance on greenhouse gas emitting energy sources, are reduced. Acid and metal contaminants do not adversely affect the natural and built environment, and human health and safety.	Complies with strategic intent The proposed subdivision provides two (2) standard format lots in proximity to services and public transport, which reduces reliance on private cars and supports the reduction in greenhouse gas emissions.
3.2.9 Design, place making and amenity	
(1) Logan has a high quality, well designed built environment that provides places for people that are attractive, functional, safe and accessible. The built and natural environment provides people with a high level of amenity, where the qualities of the environment enhance the physical and social wellbeing of people.	Complies with strategic intent The proposed subdivision creates two (2) standard format lots of a regular size and shape, which will contribute to an attractive place.
3.2.10 Transport	
(1) Development is designed to encourage walking, cycling and the use of public transport, and reduce reliance on private vehicles. High quality pedestrian and cycle infrastructure is provided in locations of	Complies with strategic intent The proposed subdivision creates two (2) standard format lots in reasonable proximity to services and transport. Benwerrin Road has a pathway.



<p>good accessibility. An efficient public transport network is provided and integrated with development. An efficient road hierarchy and network is provided and integrated with development.</p>	
<p>3.3 Settlement pattern</p>	
<p>3.3.1 Strategic outcomes</p>	
<p>(1) The Urban footprint, as identified on SFM–01.00–Strategic framework map: (a) provides high quality places for people to live, work, learn and play; (b) accommodates predominantly urban development; (c) includes land that may not be suitable for urban development.</p>	<p>Complies with strategic outcome The proposed subdivision creates two (2) standard format lots capable of accommodating detached dwelling houses in the urban footprint.</p>
<p>3.4 Residential</p>	
<p>3.4.1 Strategic outcomes</p>	
<p>(1) Logan has a sufficient housing supply and has a range of housing sizes, housing types and housing tenures to: (a) meet the community's projected housing needs; (b) create socially diverse neighbourhoods.</p>	<p>Complies with strategic outcome The proposed development creates residential lots commensurate with the low density character of the neighbourhood and within reasonable proximity to services and transport. The creation of two (2) standard format lots enhances housing diversity within the neighbourhood.</p>
<p>(2) Residential density is of an intensity compatible with the local context, public transport provision and infrastructure capacity where: (a) medium or high density residential development is provided: (i) in centres and areas of good public transport accessibility and infrastructure capacity; (ii) where compatible with the intended character of the area; (b) low density residential development is provided: (i) in locations of limited public transport accessibility or infrastructure capacity; or (ii) where consistent with the intended subdivision pattern, built form, and character of the area.</p>	<p>Complies with strategic outcome The proposed development creates residential lots commensurate with the low density character of the neighbourhood and within reasonable proximity to services and transport. The creation of two (2) standard format lots enhances housing diversity within the neighbourhood.</p>
<p>3.4.2 Element—Housing supply and diversity</p>	
<p>3.4.2.1 Specific outcomes</p>	
<p>(1) A range of lot sizes and dwellings types including traditional housing, small lot housing, dual occupancy, auxiliary unit living, and terrace houses are provided to create diverse neighbourhoods with a range of household types.</p>	<p>Complies with specific outcome The creation of two (2) standard format lots enhances housing diversity within the neighbourhood.</p>
<p>3.4.3 Element—Density</p>	
<p>3.4.3.1 Specific outcomes</p>	
<p>(1) Residential density is in accordance with the intent of the relevant zone except that higher density development might be provided on</p>	<p>Complies with specific outcome The proposed development creates residential lots commensurate with the low density surrounding</p>



<p>premises, other than in a local plan area, in a lower density residential zone or Emerging community zone with sufficient infrastructure capacity:</p> <p>(a) that:</p> <p>(i) fronts a road on the transit oriented development corridor as identified in Figure 3.10–Transit oriented development; or</p> <p>(ii) is in a walkable catchment of a transit oriented development hub as identified in Figure 3.10–Transit oriented development; or</p> <p>(b) where:</p> <p>(i) environmental land or community infrastructure is secured for public benefit; or</p> <p>(ii) affordable housing or adaptable housing is secured;</p> <p>(c) transitions to be compatible with an adjoining lot in a Residential zone category land.</p>	<p>environment and in reasonable proximity to services and transport. The creation of two (2) standard format lots enhances housing diversity within the neighbourhood.</p>
<p>3.11.3 Element—Amenity</p>	
<p>3.11.3.1 Specific outcomes</p>	
<p>(1) The level of amenity to be expected varies throughout Logan where:</p> <p>(a) ...</p> <p>(b) in suburban locations, such as in a Low density residential zone, the level of amenity is commensurate with a suburban environment and noise is primarily associated with domestic living environments;</p> <p>(c) ...</p> <p>(d) ...</p>	<p>Complies with specific outcome</p> <p>The proposed subdivision creates two (2) standard format lots capable of accommodating detached dwelling houses in the urban footprint at a domestic scale.</p>
<p>(4) Residential amenity is provided by creating residential environments that:</p> <p>(a) protect the privacy of residential living by preventing unacceptable overlooking;</p> <p>(b) provide adequate access to sunlight and daylight;</p> <p>(c) are not adversely affected by overshadowing;</p> <p>(d) provide adequate private and shared outdoor amenity space for residents.</p>	<p>Complies with specific outcome</p> <p>The proposed subdivision creates two (2) standard format lots capable of accommodating detached dwelling houses with good access to privacy, daylight, and ventilation.</p>
<p>3.12 Transport</p>	
<p>3.12.1 Strategic outcomes</p>	
<p>(1) Development is designed to:</p> <p>(a) encourage walking, cycling, and use of public transport;</p> <p>(b) reduce reliance on private vehicles.</p>	<p>Complies with strategic outcome</p> <p>The proposed subdivision creates two (2) standard format lots within reasonable proximity of services and transport. Benwerrin Road has a pathway.</p>



4.7.3. Definitions and level of assessment

Table 12: Definitions and level of assessment

Development aspect	Definition	Level of assessment
reconfiguring a lot	<p><i>reconfiguring a lot means—</i></p> <p><i>(a) creating lots by subdividing another lot; or</i></p> <p><i>(b) amalgamating 2 or more lots; or</i></p> <p><i>(c) rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or</i></p> <p><i>(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></p> <p><i>(i) a lease for a term, including renewal options, not exceeding 10 years; or</i></p> <p><i>(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</i></p> <p><i>(e) creating an easement giving access to a lot from a constructed road.</i></p>	impact assessable

4.7.4. Zone and precinct codes

Zone and precinct codes do not apply to reconfiguring a lot.

4.7.5. Local plan codes

There are no local plan codes applicable to the site.

4.7.6. Overlay codes

Table 13: Overlay codes

Overlay code	Applicability
Acid sulfate soils overlay code	<p>Not applicable</p> <p>The site is identified in the acid sulfate soils overlay, however, no excavation will occur below 5 metres AHD and therefore the code does not apply to the proposed subdivision.</p>

4.7.7. Development codes

Table 14: Development codes

Development code	Applicability
Filling and excavation code	<p>Not applicable</p> <p>Although the proposed development triggers assessment against the Filling and excavation code no earthworks are proposed.</p>
Infrastructure code	<p>Applicable</p> <p>The proposed subdivision has been assessed against and complies with the applicable performance outcomes and acceptable outcomes of the Infrastructure code.</p>



Landscape code	Not applicable Although the proposed development triggers assessment against the Landscape code no landscape work is proposed.
Reconfiguring a lot code	Applicable The proposed subdivision has been assessed against and generally complies with the applicable performance outcomes and acceptable outcomes of the Reconfiguring a lot code. Although to proposed subdivision has a net residential density of about 24 dwellings per hectare, which exceeds a net residential density of 20 dwelling per hectare for the Low density residential zone suburban precinct it complies with the density provisions of the planning scheme when Lots 2 and 3 on SP180436 are included in the calculations. Therefore, the proposed subdivision is consistent with the density expectations for the zone and precinct.
Servicing, access and parking code	Not applicable Although the proposed development triggers assessment against the Servicing, access and parking code there are no performance outcomes or acceptable outcomes applicable to the proposed subdivision.

4.8. Associated development applications and approvals

There are no associated development applications or approvals.



5. Conclusion

The proposed development permit for reconfiguring a lot—subdivision of land (1 residential lot into 2 residential lots) at 24 Benwerrin Road LOGANHOLME QLD 4129 (Lot 1 on SP180436) represents an appropriate outcome consistent with state and local planning provisions. The proposal more effectively utilises well located and well serviced urban land in proximity to public transport and a wide cross section of amenities. The proposed development is consistent with the applicable performance outcomes or acceptable outcomes of the relevant codes under the Logan Planning Scheme 2015 version 8.0, therefore, the application is recommended for approval by Logan City Council subject to reasonable and relevant conditions.