

# 210 GARDNER RD, ROCHEDALE



## DEVELOPMENT ASSESSMENT REPORT

Prepared by:

**PRO TOWN PLANNERS**

## **210 Gardner Road, Rochedale QLD 4123**

### **ZONING -**

This site is zoned QPP-EC - EMERGING COMMUNITY ZONE with an area of 37,300m<sup>2</sup>.



**Emerging Community** is a zone where the council expects future development. There may or may not be sufficient council infrastructure located near the site for a development. Roads fronting these sites are usually required to be brought up to a suburban standard, if they are not already up to it. This means, curb and channelling and footpaths are usually required to be paid for by the developer, if they are not already fronting the site. A successful development application has been lodged for a subdivision a few sites to the south of this one (referred to later in this assessment). Although this is not an assurance that there is sufficient infrastructure in place for a development on this site, it is indicative that there should be.

Below are the Overall Outcomes that the council prefers on an Emerging Community zoned site. This site has a Neighbourhood Plan on it. Neighbourhood Plans override standard codes. The Child Care Centre, mentioned in (f) below, would be unlikely to be approved, as the Neighbourhood Plan specifically states this use is not supported.

(2) The purpose of the zone will be achieved through the following overall outcomes:

(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:

(i) Theme 2: Brisbane's outstanding lifestyle and Element 2.2 – Brisbane's housing and accommodation choices;

(ii) Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values;

(iii) Theme 5: Brisbane's CityShape, Element 5.6 – Brisbane's Greenspace System and Element 5.7 – Brisbane's Future Suburban Living Areas.

(b) Development is carried out in an orderly sequence, within the context of the site and the city.

(c) Development creates a sustainable and functional residential community that provides for a mix of housing types appropriate to the site's location within the city and access to services and transport including dwelling houses, dual occupancy, rooming accommodation, multiple dwelling, a residential care facility and a retirement facility.

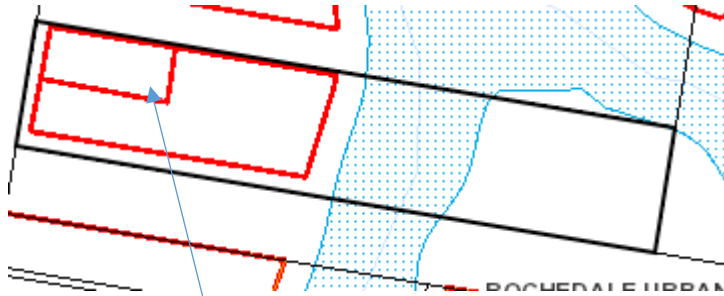
(d) Development for a relocatable home park or tourist park may be established or expanded in the Emerging community zone.

(e) Development for a non-residential use supports the future community and is of a consistent scale with existing and future surrounding development.

- (f) Development creates a vital and contained community where located in accordance with a subdivision arising from a coordinated and integrated structure planning process, including community services and recreational facilities (childcare centre, club, community care centre, community use, educational establishment, emergency services, indoor sport and recreation, outdoor sport and recreation, park, place of worship, substation and utility installation), centres serving the immediate neighbourhood (including shopping centre, shop, office, food and drink outlet, health care service, hotel, bar, small-scale service industry of less than 100m<sup>2</sup> gross floor area, service station and veterinary service) and small-scale non-residential uses.
- (g) Development is compatible with a development constraint and does not adversely affect the character or environmental value of the land (indicated in a neighbourhood plan code or shown on an overlay map).
- (h) Development is well planned and integrated with surrounding land uses and infrastructure.
- (i) Development provides a connected and permeable network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.
- (j) Development does not impinge on an existing or intended use of an adjacent area.
- (k) Development provides an adequate buffer area between incompatible land uses.
- (l) Development for an interim use such as a dwelling house on an existing lot, animal husbandry, animal keeping, aquaculture, cropping or roadside stall does not prejudice future urban development.
- (m) Development provides the infrastructure required to support the development.

## UNITS/TOWNHOUSES –

### ROCHEDALE NEIGHBOURHOOD PLAN AREA –



Please refer to the Rochedale Neighbourhood plan later in this assessment. There is a portion on the North-West part of the site that should be able to have multi-units on it. So, this refers ONLY to that portion.

- Up to 1,500m<sup>2</sup> of Gross Floor Area can be built. Gross Floor Area does not include car parking or balconies.
- Units can build to 3 storeys and up to 12m.
- A basement car park can be built, and this does not count in the allowable unit floor area.
- Setbacks – Front setback is to be 6m to a wall and 4m to a balcony. The rear setback is to be 6m to a wall and 4.5m to a balcony. The side setbacks for habitable rooms are to be 1.5m up to 4.5m in building height, 2m if building height is between 4.5m and 7.5m and then an additional .5m for every 3m above this. Non-habitable rooms, such as a garage, can be built to the boundary on one side.
- Each ground floor unit is to have a Private Open Space of at least 35m<sup>2</sup> and a minimum of 3m wide.
- Above ground units are to have a Private Open Space, which can be a balcony, which is at least 12m<sup>2</sup> and 3m wide.
- Communal Open space is to be 40m<sup>2</sup> or 5%, whichever is the greater.
- Deep tree planting. At least 10% of the site is to be able to accommodate deep tree planting.
- Access for rear lots – 3.5m is required for up to 3 units. 4m is required for 4 or 5 units and 6.5m is required for 6 or more units.
- Parking requirements are as per below in red. The visitor car park/s can be in the open and so does not have to be included in the allowable building area. Any fractions have to be rounded up. Eg - if you have a 1 bedroom, a 2 bedroom and a 3-bedroom unit on the site, 3.75 car parks are required, which means you have to have 4 car parks under the units. You also need to have .45 spaces for visitors, which would be 1 car park.

1 space per 1-bedroom dwelling

1.25 spaces per 2 bedroom dwelling

1.5 spaces per 3 or more bedroom dwelling

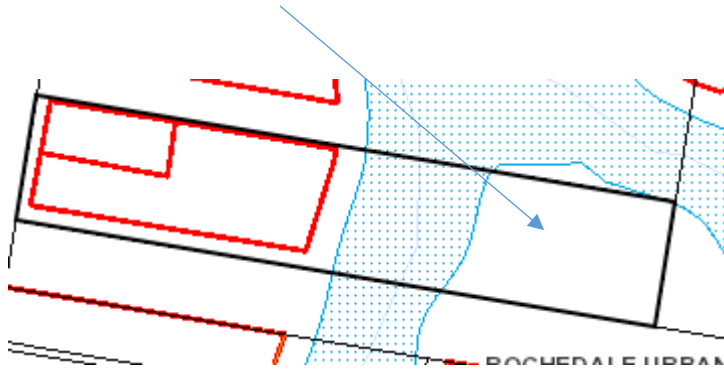
0.15 spaces per dwelling for visitor parking

Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling.

At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.



#### AREA OUTSIDE THE NEIGHBOURHOOD PLAN –



The area to the east of the Waterway Corridor (shown as dotted blue), should be able to be developed into units/townhouses or should be able to be subdivided. This area is not included in the neighbourhood plan and consists of approximately 10,960m<sup>2</sup>. As mentioned later in this assessment, there are a few options for this area to connect to Gardner Road. As such, there should be two options –

#### OPTION 1 UNITS –

Units in this area should be able to build to similar specifications as on previous page of this assessment, EXCEPT –

- The Gross Floor Area would not be restricted to 1,500m<sup>2</sup>. Instead this area should be able to build up to 45% site coverage.
- Units would be restricted to 9.5 metres and most likely only 2 storeys would be allowed.

#### OPTION 2 SUBDIVISION –

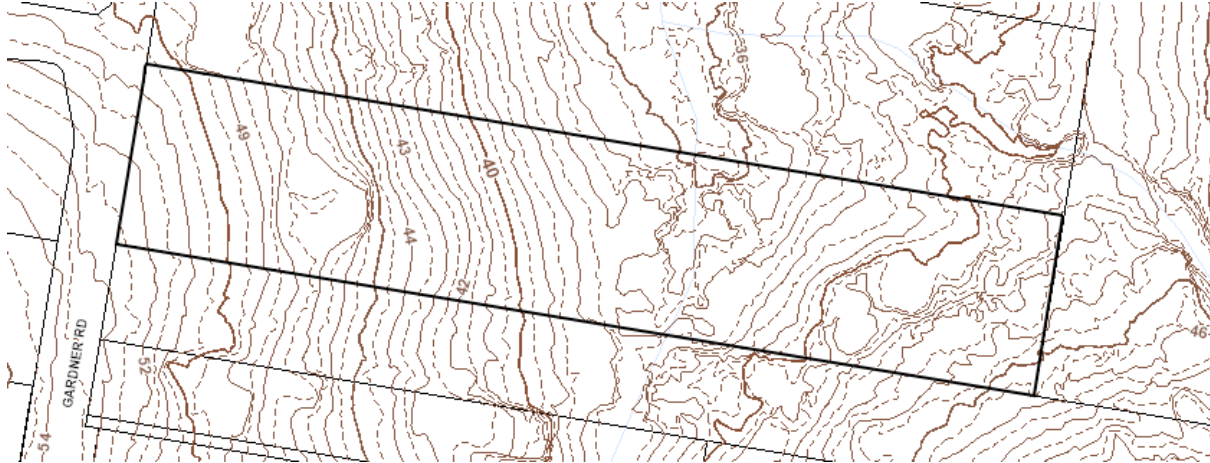
Subdivision should be allowed in this area. The lots would need to adhere to the following table –

**Table 9.4.10.3.B Part 3—Emerging community zone <sup>(1)</sup>**

Average lot size (m <sup>2</sup> ) <sup>(11)</sup>	Minimum lot size (m <sup>2</sup> ) <sup>(12)</sup>		Minimum average lot width (m)						Lots to contain minimum rectangle dimension (m)		
			Std <sup>(12)</sup>	Rear <sup>(4)</sup> (12)	Small ≥400m <sup>2</sup>	Small <400m <sup>2</sup> (13) (15)	Small <400m <sup>2</sup> (14) (15)	Small rear <sup>(4)</sup> (15)			
350	450	600	15	15	10	7.5	6.0	10	14x20	9x15	6x15

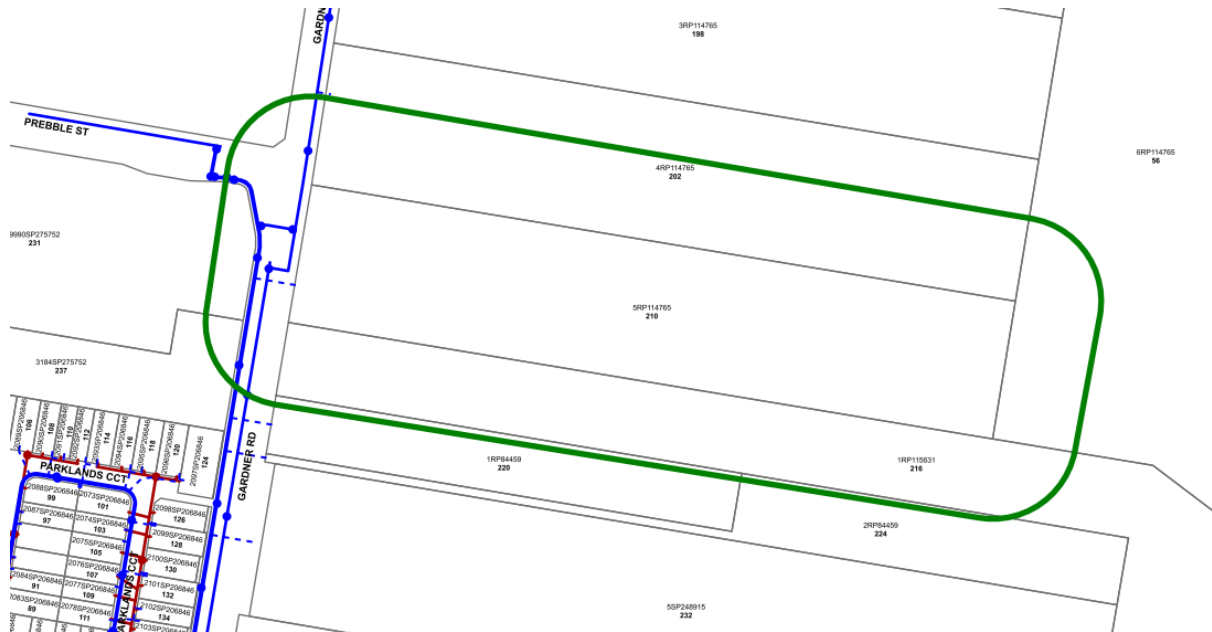
## CONTOURS

The site slopes from the western and eastern boundaries down towards the middle of the site. This lowest point then slopes towards the north.



## SEWERAGE

The sewerage line is depicted by the red lines below. As you will see, there are no sewerage lines on this site at present. However, an email was sent to Qld Urban Utilities and the response to this email is under the plan below.



RESPONSE FROM QLD URBAN UTILITIES RECEIVED ON THE 3<sup>RD</sup> APRIL 2018 (all written in purple) -

There is a proposed sewer in the PIP which is planned to go through your property to service upstream properties.

It can be seen on the BCC interactive map with water and sewerage turned on under the 'Local Government Infrastructure Plan' tab on the left under 'Map Contents'.

It is identified as ROC-MN-004. This sewer will be built by a developer.



Timing is generally dependent on a developer needing the sewer to service their development, and that developer obtaining the necessary permission to enter to construct the sewer through all downstream properties the sewer traverses.

Upstream developers of you have had permission to enter issues to construct the sewer through downstream properties. QUU has stepped in and is obtaining the necessary permissions. It is my understanding that QUU will now build the necessary trunk sewer 'ROC-MN-004' hopefully next financial year but currently has no budget due to next year's capital works budget having already been set.

So the answer I can give at this moment is that at best the necessary sewer 'ROC-MN-004' required to service your development will be built next financial year subject to sourcing of funds otherwise it will likely be the year after.



## STORMWATER

Stormwater drains are indicated by dark blue lines. Stormwater is to be directed to a 'Lawful Point of Discharge'. A street is a lawful point of discharge or a Waterway Corridor. As there is a Waterway Corridor going through the middle of this site, I would not expect stormwater removal to prevent a successful application. Please look at the site north of yours. This shows stormwater drains connecting to the Waterway Corridor. I would expect the council to require something similar on your site. Due to the size of your development, I would also expect the council to require stormwater treatment on your site.



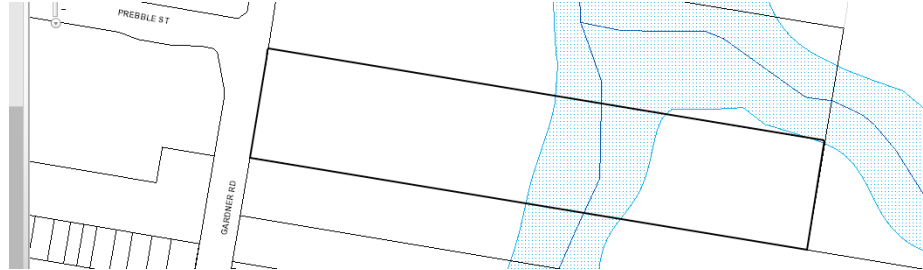
**CONSTRAINTS.** These are the constraints and overlays that the council has on this site –

## QPP-WAO - WATERWAY CORRIDORS OVERLAY

This is one of the most restrictive overlays the council has. It is unlikely than any development would be allowed in this corridor.

- ▶ Regional infrastructure corridors and substations
- ▶ Road Hierarchy
- ▶ Significant landscape tree
- ▶ Streetscape hierarchy
- ▶ Traditional building character
- ▶ Transport air quality corridor
- ▶ Transport noise corridor
- ▶ Water resource catchment
- ▶ Waterway corridors

- ☒ All
- ☒ Brisbane River corridor
- ☒ Citywide waterway corridor
- ☒ Local waterway corridor
- ☒ Brisbane River corridor - section boundary
- ☒ Waterway centreline



## QPP-SHO - STREETSCAPE HIERARCHY OVERLAY -

This is an overlay concerning the land between the site and the road. This overlay will have to be adhered to when you build roads on the development. There are specifics in here about planting street trees, putting up street lights, constructing kerb and channelling, constructing footpaths etc.

## QPP-CIO - CRITICAL INFRASTRUCTURE AND MOVEMENT NETWORK (CIMN) OVERLAY -

This overlay concerns having access to emergency services in times of a disaster and should have no bearing on your development.

## QPP-AEO-PANS - AIRPORT ENVIRONS OVERLAY - PROCEDURES AIR NAV SERVICES-AIRCRAFT OPS SURFACES SUB-CATEGORIES

This is a standard overlay when you are located within the specified distances of the airport. This should not have any effect on your development.

## QPP-RHO - ROAD HIERARCHY OVERLAY

Gardner Road is classified as a Suburban Road. Suburban Roads come under the Major Road definition. This prevents unlimited access to this road. Depending on the development you propose, I would expect only one access to be allowed to the site, or one road accessing the site.

## QPP-AEO - AIRPORT ENVIRONS OVERLAY -

This is similar the other airport ones and should not have any effect on your development.

## QPP-AEO-BBS - AIRPORT ENVIRONS OVERLAY - BIRD AND BAT STRIKE ZONE SUB-CATEGORIES -

Similar to the other airport ones but with this one it states you are not allowed to leave food out to feed the birds and bats.

## QPP-FO - FLOOD OVERLAY -

This is the standard flooding overlay heading. The codes will be covered in one of the more specific Flood Overlays.

## QPP-FO-OF - FLOOD OVERLAY - OVERLAND FLOOD PLANNING AREA SUB-CATEGORY -

Roughly, an overland flood planning area is where the water runs in a large storm. As can be seen by the plan below, this overland flow is in the same area as the Waterway Corridor. As development is not allowed in a Waterway Corridor anyway, this overlay will not add any further restrictions to your development potentials.



## QPP-BNO - BICYCLE NETWORK OVERLAY

There is a Secondary Cycle Route along Gardner Road. This development is not to interfere with this cycle way. I would not expect this overlay to cause a problem.

## QPP-BIO - BIODIVERSITY AREAS OVERLAY -

This is covered in the other biodiversity overlay constraint below.

## QPP-BIO-H - BIODIVERSITY AREAS OVERLAY - HIGH ECOLOGICAL SIGNIFICANCE SUB-CATEGORY

The High Ecological Significance area is also located in the Waterway Corridor, so the dark area below cannot be developed anyway. Therefore, this overlay should not add any further restrictions to this site.



## QPP-BIO-G - BIODIVERSITY AREAS OVERLAY - GENERAL ECOLOGICAL SIGNIFICANCE SUB-CATEGORY

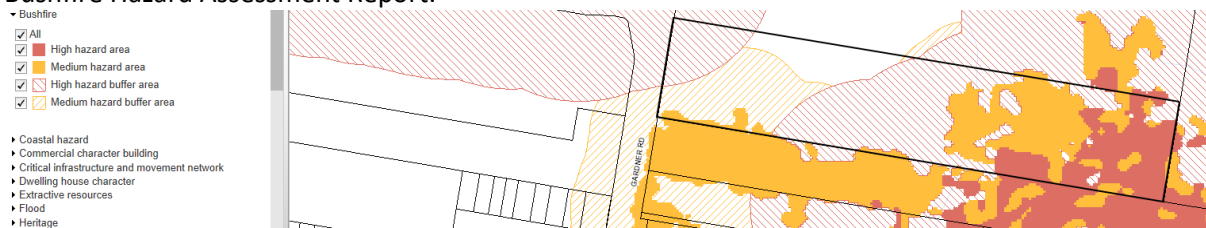
Please refer to the light green area above. Development should be allowed in this area; however, an ecological report would have to support this development and native trees would need to be retained in this area.

## QPP-CIO-CIM - CRITICAL INFRASTRUCTURE AND MOVEMENT NETWORK (CIMN) OVERLAY - CIMN PLANNING AREA SUB-CATEGORY -

This is similar to the other critical infrastructure overlay and should not have any effect on your development.

## QPP-BO - BUSHFIRE OVERLAY

As can be seen the site has varying degrees of bushfire overlay on it. Doing a development on this site will require a Bushfire Hazard Assessment Report done by someone qualified to do this. Most reports done by professionals normally cost between \$2,000 and \$4,000 and so this should be taken into account when working out the feasibility of the development. There are other codes that may add some additional cost onto the development, but it should not be excessive. Eg. any fences should be made from incombustible material. There is a code that states that the development should not cause the increase of more than 10% in the number of people living or visiting the site. However, it then states that if you do increase the number of people by more than 10%, then an Approved Bushfire Management Plan needs address this. This plan should be included with the Bushfire Hazard Assessment Report.



## QPP-BO-HBU - BUSHFIRE OVERLAY - HIGH HAZARD BUFFER AREA SUB-CATEGORY

This is already covered in the other bushfire overlay constraint.

## QPP-BO-HH - BUSHFIRE OVERLAY - HIGH HAZARD AREA SUB-CATEGORY

This is already covered in the other bushfire overlay constraint.

## QPP-BO-MH - BUSHFIRE OVERLAY - MEDIUM HAZARD AREA SUB-CATEGORY -

This is similar to the other bushfire overlay and has already been explained.

## QPP-BO-MBU - BUSHFIRE OVERLAY - MEDIUM HAZARD BUFFER AREA SUB-CATEGORY

This is already covered in the other bushfire overlay constraint.

## QPP-RNP - ROCHEDALE URBAN COMMUNITY NEIGHBOURHOOD PLAN

This is the heading for this Neighbourhood Plan. More details will be provided in the sub-precincts.

#### QPP-IAO - INDUSTRIAL AMENITY OVERLAY

This code states that a sensitive use cannot not be located a specified distance away from industry. The definition of a sensitive use is –

A use that is child care centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care services, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility, rooming accommodation, short term accommodation or tourist park.

Here are the specified distances allowed –

Development for a sensitive use is located no closer than:

(a) 150m to a medium impact industry A;

(b) 250m to a medium impact industry B;

(c) 500m to a high impact industry;

(d) 1500m to a special industry.

This overlay is due to the brickworks located north of your site. This business is classified as a High Impact Industry. Although the site is only located diagonally from your site, the actual buildings are located over 650 metres away. As such, I would not expect this to prevent a successful development on your site, however, a Pre-Lodgement Meeting would determine if the council would put any conditions on a development on your site due to the proximity to the brickworks.



#### QPP-IAO-A - INDUSTRIAL AMENITY OVERLAY - INDUSTRIAL AMENITY INVESTIGATION AREA SUB-CATEGORY

This is already covered in the other Industrial Amenity overlay constraint.

#### QPP-AEO-S13 - AIRPORT ENVIRONS OVERLAY - BBS SUB-CATEGORIES - DISTANCE FROM AIRPORT 8-13KM SUB-CATEGORY

This is similar the other airport ones. It indicates that you are between 8 and 13km from the airport.

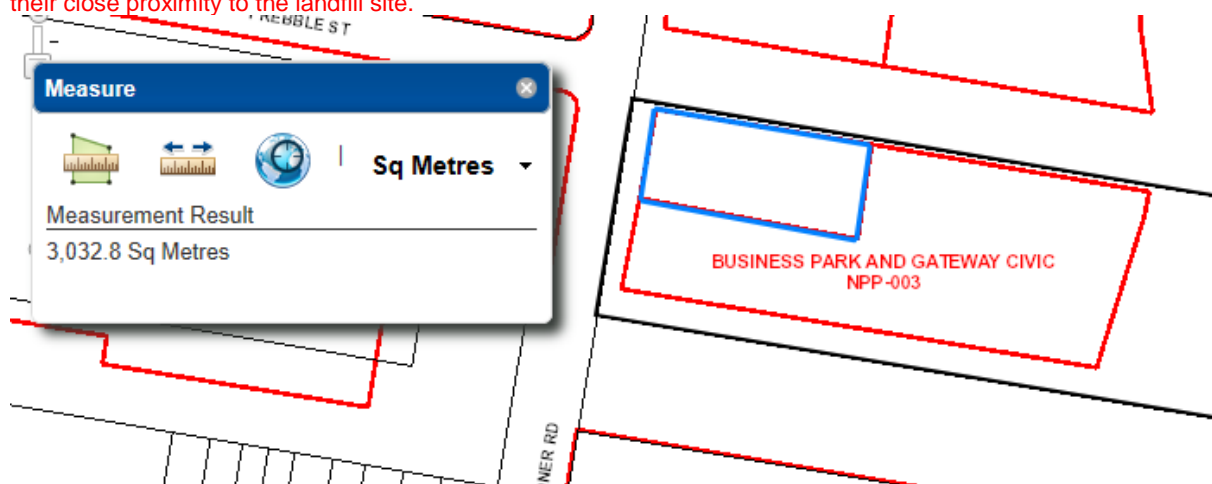
#### QPP-WAO-LC - WATERWAY CORRIDORS OVERLAY - LOCAL WATERWAY CORRIDOR SUB-CATEGORY

This waterway corridor is probably the most restrictive overlay on this site. No development is allowed in this waterway. No paths or roads are normally allowed to dissect this waterway. However, the development to the south of this site did create fauna movement culverts and was successfully able to build a connecting road through this corridor. As this site received this relaxation, I would expect your site to also achieve this outcome.

#### QPP-RNP-2 - ROCHEDALE URBAN COMMUNITY NP - NEIGHBOURHOOD CENTRE AND BUSINESS SERVICE CENTRE PRECINCT

**VERY IMPORTANT-** Neighbourhood plans override all other codes, so this is the **PREFERRED** development the council would like on your site. The blue area below is where the council would prefer -

Business service centres, as identified in Figure a, are small convenience centres that provide local services to the surrounding business community. These services include small food outlets, support office uses for businesses and limited retail. Childcare facilities are not considered compatible with these centres because of their close proximity to the landfill site.



There are some Impact Assessable uses that the council would most likely approve in the blue area. These are a multi-unit development and all Centre Activities, apart from a Child Care Centre. All of these uses are to have a maximum of 1,500m<sup>2</sup> of Gross Floor Area. The building can go to 3 storeys and have a maximum of 80% site coverage.

This is a list of the Centre Activities allowed –

- caretaker's accommodation
- club
- community care centre
- community use
- dwelling unit
- educational establishment
- emergency services
- food and drink outlet
- function facility
- health care service
- indoor sport and recreation
- office
- parking station, if bicycle parking



- place of worship
- sales office
- service industry, if less than a gross floor area of 100m<sup>2</sup>
- shop
- shopping centre
- short-term accommodation
- substation
- telecommunications facility, if a broadcasting station or television station
- theatre
- veterinary service

#### QPP-RNP-3 - ROCHEDALE URBAN COMMUNITY NP - BUSINESS PARK AND GATEWAY CIVIC PRECINCT

The codes are VERY vague on what can be done on this portion of the site. There are two sub-precincts that give more detail on what can be done in each of them. However, your site is not located in either of these sub-precincts. The only reference to what can be done in this area is –

- a) This precinct accommodates specialised employment opportunities within Rochedale.

As the name suggest a Business Park and the only codes refer to employment opportunities, it is a possibility that only business uses to be allowed in this area. A Pre-Lodgement Meeting would clarify this.



**POSSIBLE CONVENTION CENTRE LOCATION**

Your site has been specifically earmarked as a possible Convention Centre Location. Please refer to the plan below.



#### LOSS OF LAND TO FUTURE ROAD WIDENING

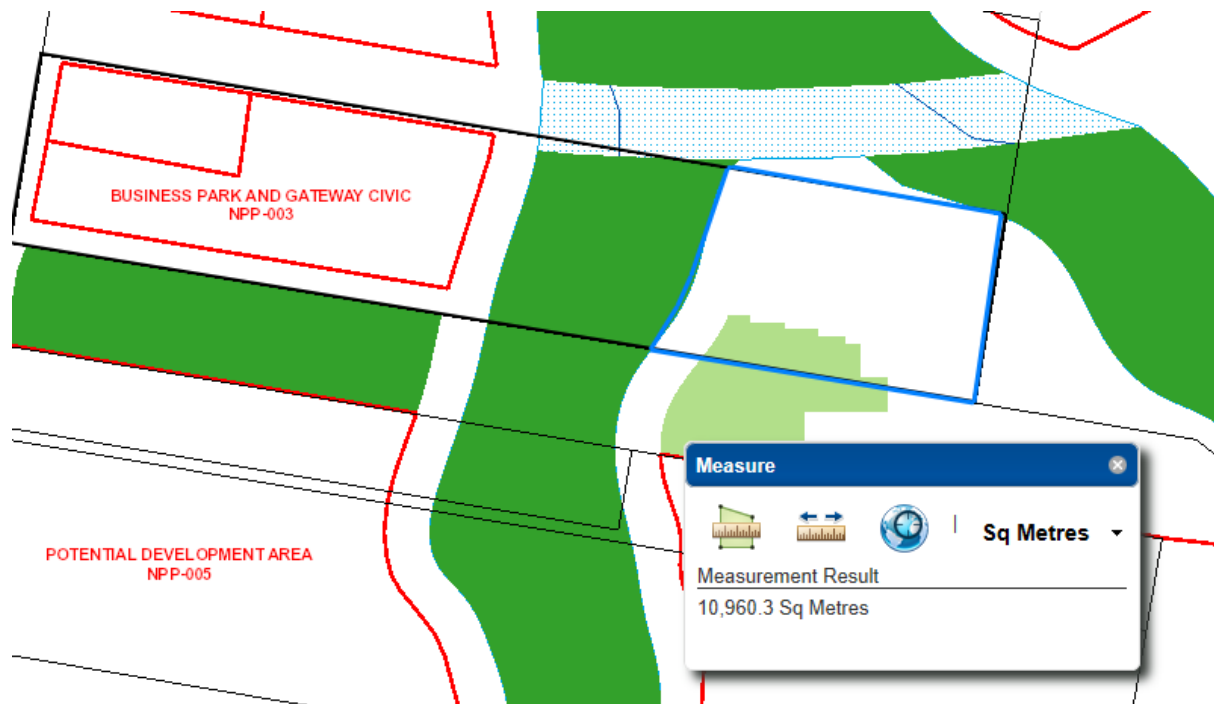
Please refer to the plan below. Have a look at the site a few lots south and then also the numerous smaller sites further south. You will see their street frontages are indented from the rest of the street. This is normally indicative of future road widening. As such, I would expect this portion of your site to be resumed.



#### SUMMARY ON HOW MUCH OF THE SITE CAN BE DEVELOPED

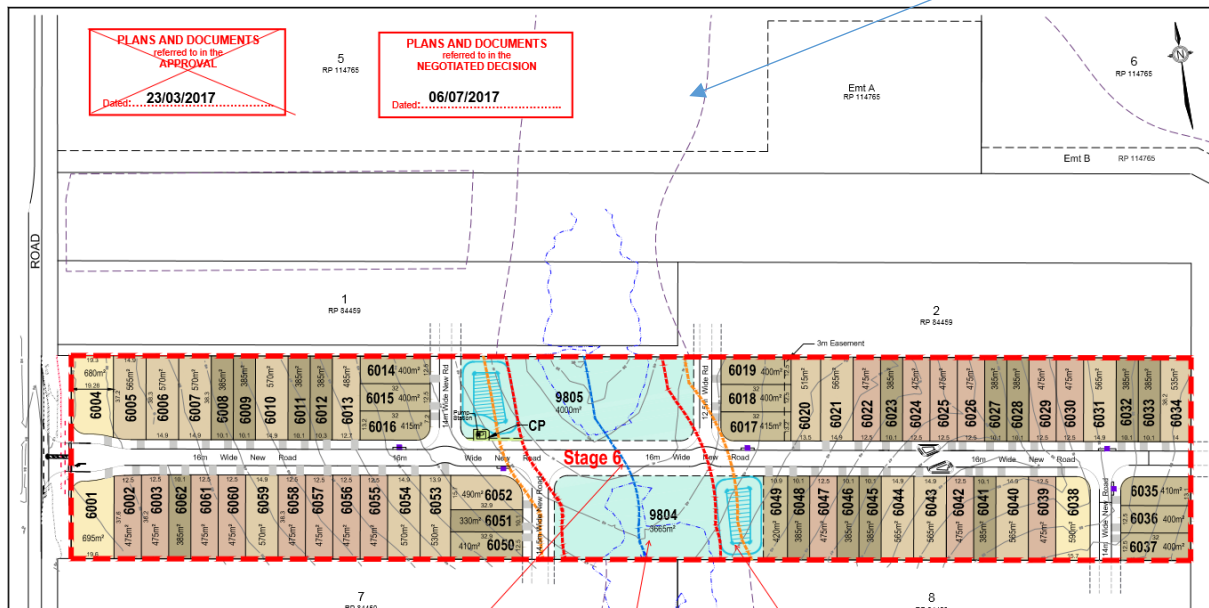
The development potential of the area of the site fronting the street has already been explained in the Neighbourhood Plan section.

Normally it would be difficult to gain access to the rear of this site, which consists of approximately 10,960m<sup>2</sup>, as there is a Waterway Corridor (shown in the green section below), which is difficult to transverse.



However, please refer to the next page.

The plan below is a development approved on a site below yours. This is your site.



The blue section is the Waterway Corridor. They got approval to build a road across this corridor, as there are culverts under this road to allow fauna movements. If your site follows the same conditions as this development, then this type of access should also be approved. However, if you look to the east of this corridor above, there is a road that the rear of your site may be able to connect to and, if so, this would alleviate the need to build across your Waterway Corridor.

**SUMMARY –**

There are three developable areas on this site. Two of these are covered by a Neighbourhood Plan. I would expect all three of these areas to be approved for developments, provided codes are adhered to. The uses available on these sites have been explained in the preceding pages. I would not expect any development to be approved in the Waterway Corridor.

A Pre-Lodgement Meeting with the council should be held before any development application is lodged to ascertain what requirements need to be addressed to receive an approval for the development. This is the usual procedure when lodging an application on a site like this one.

**PLEASE NOTE –**

This assessment does not involve any contact with state agencies. Eg If you are developing next to a railway line, then Qld Rail also needs to give approval.

Anything written in red in this report is copied directly from the council codes.

**ASSESSMENT DONE BY –**

**Brett Richards**  
**Senior Town Planner**  
**Pro Town Planners**  
**Ph 0427 561 663**  
**16/03/18**