



Our ref: 20-0143P

Your ref: A006494916

11 October 2024

Brisbane City Council

GPO Box 1434

BRISBANE QLD 4001

Via email: DSPlanningSupport@brisbane.qld.gov.au

Attn: Clifford Shoesmith/Katrina Bogoevski– Senior Urban Planner, Planning Services South

Dear Clifford/Katrina,

RE: Response to Further Advice

Reconfiguring a Lot (ROL) for two (2) into sixteen (16) residential lots, a balance lot and a partial lot
480 and 500 Rochedale Rd, Rochedale, QLD 4123

INTRODUCTION

We refer to your Further Advice letter dated 25 September 2024 in relation to the abovementioned application and provide a response below.

SUPPORTING MATERIAL

This response is supported by the following information:

- Attachment A – Revised Civil Engineering Concept Plans Prepared by Colliers.
- Attachment B – Environmental/Vegetation Matters Response prepared by Wolter Consulting Group.

SUMMARY OF CHANGES

No changes to the site layout are proposed in response to Council's Further Advice letter apart from the removal of temporary stormwater swales. Instead, further clarifying detail is provided from civil engineers, traffic engineers, and environmental consultants. Responses to each requested further advice item are provided in following section.

RESPONSE TO FURTHER ADVICE

Item 1 – Stormwater

Lot 16 cannot be lower than the proposed basin embankment level on the adjacent land at 32 Premier Street. The lot would need to be significantly (>500mm) higher being above 74m AHD(ideally the lot should be 150mm above embankment level) and in all circumstances cannot flood if the basin were to completely block.

The ROL needs to be shown to connect stormwater to the stormwater network through downslope properties and then the trunk stormwater in Ford Road and Gardner Road, not temporary drainage swales. Submit amended plans to show:

- a) Lot 16 level higher than adjacent basin embankment levels.*
- b) Stormwater to connect to the stormwater network through downslope properties and then the trunk stormwater in Ford Road and Gardner Road, not a temporary drainage solution.*
- c) Amend associated earthworks plan to reflect new levels as above.*

Our Response

- a. The drawings in Attachment A illustrates Lot 16 as at least 150mm higher than the embankment level of the adjacent stormwater basin in Stage 5. This measurement aligns with Council's guidance. Additionally, Lot 16 is shown to be 450mm higher than the emergency overflow level of this stormwater basin. In effect, all steps have been taken to avoid the flooding of Lot 16 if this basin were to completely block.
- b. Temporary stormwater swales have been removed. Resultingly, Attachment A displays stormwater as travelling downslope along proposed surface contours and designed network in the adjoining development before reaching the stormwater basin adjacent to Ford Road which connects to the trunk stormwater network. This plan is based on the proposed layouts of the adjoining application (A006169872) and the broader development.
- c. The earthworks plan has been updated within Attachment A to reflect allotment grading levels after raising Lot 16. Also, references to the temporary stormwater swales have been removed from this plan. Refer to Attachment A for further details.

Item 2 – Traffic

The location of the speed platform conflicts with a future road anticipated over 470 Rochedale Road. The speed platform is not considered to be suitable within a T junction and would need to be removed with development of 470 Rochedale Road (likely replaced with a modified T intersection). Requiring the Refuse collection vehicle (RCV) to manoeuvre over the speed platform on the turn out of the temporary turning area as shown in the swept path diagram is also undesirable.

Installing the speed platform at the frontage of proposed Lot 15 would remove the device from the future T intersection. Relocating the device further north is not supported as it would impact on the RCV interim turning area.

- a) Provide amended plans to show the proposed speed platform located on the frontage of Lot 15.

Our Response

We recognise that the location of the speed platform conflicts with the future road anticipated through 470 Rochedale Road to the west. As advised in the Traffic advice and response to Information Request in July of 2024 by Stantec, the speed platform is intended to be temporary in nature and is proposed to be removed as a result of the construction of this western road/intersection. Before construction, the temporary speed platform will function as a traffic calming device in a similar manner and location to that of the future road's T intersection, which would reduce the spacing between adjacent intersections and remove the need for a traffic calming/ speed control device.

To respond to Council's concerns for manoeuvring around the temporary speed platform, an RCV will not need to traverse this platform immediately in exiting the temporary turning area. As demonstrated by Figure 1 below, manoeuvring in and out of the RCV temporary turning area can occur clear of the platform. Nonetheless, we acknowledge that some switch-back will be required for the egressing RCV towards the platform. Most importantly, the implications of this arrangement are minor and temporary, and we note that the RCV would need to traverse the platform in each direction to service the northernmost lots in any case.

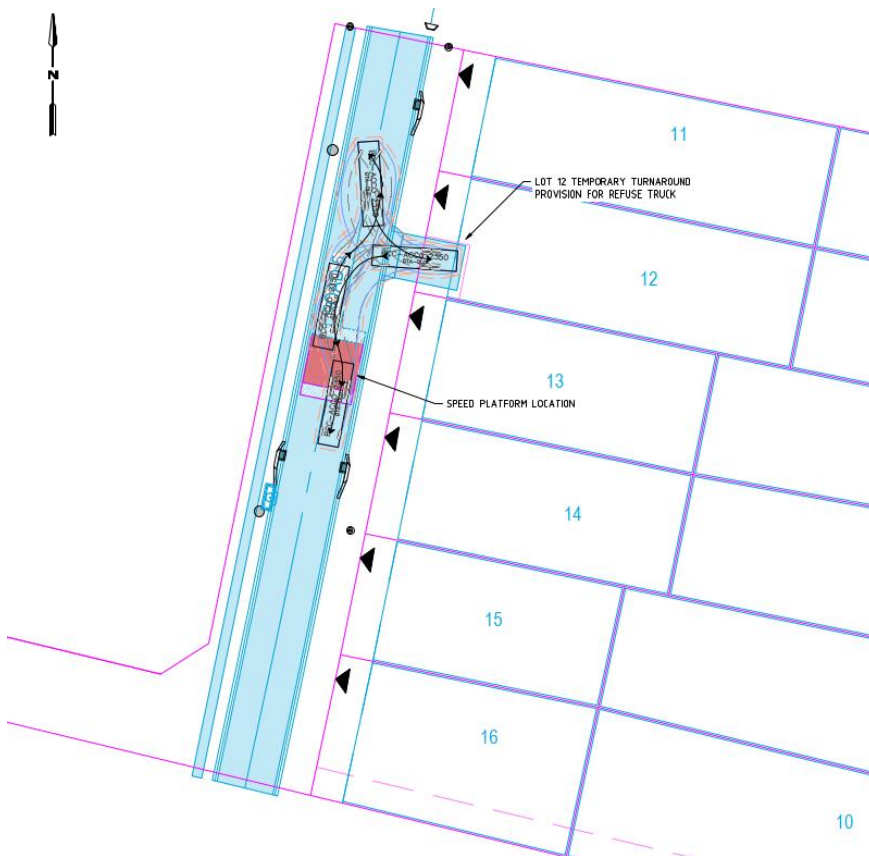


Figure 1: Swept Path Assessment (In Relation to RCV Manoeuvring and Temporary Speed Platform Location)

(Source: Stantec - Excerpt from Traffic Engineering Response to Brisbane City Council Information Request)

We maintain that the location of the temporary speed platform to the frontage Lot 13 is appropriate and that there would be limited practical benefit in relocating the temporary platform to the frontage of Lot 15. Since the speed platform is intended to be temporary, the platform does not need to be positioned away from the T intersection which will remove/replace it.

Item 3 – Significant Vegetation

Based on the submitted information T16, T25, T26 and T29 are likely to meet criteria 4) Landscape character (site cooling and amenity) and/or criteria 5) Cultural/historical value (Rochedale history of market gardens/orchards) of the Vegetation Planning scheme policy (VPSP). These trees are not likely to be impacted by underground services (water/sewer/drainage) and are within an area with limited proposed cut and fill. It appears that the development could consider amalgamation of proposed Lots 11 and 12 to allow for a building envelope to be defined outside of the Tree Protection Zone (TPZ) and to allow for retention of significant vegetation and development to occur. In accordance with PO2 of the Rochedale urban community neighbourhood plan, PO19 of the Subdivision code and the VPSP, submit revised plans and additional information which provides:

- a) Additional images, comments and information by a suitably qualified arborist (AQF Level 5) regarding the general health, character and form of Trees T25, T26 and T29;*
- b) Further justification and explanatory notes and images on individual trees or stands of trees where removal is considered warranted;*
- c) Revised development plans, including Tree Retention and Removal Plan and Tree Survey Table which illustrates the retention of significant vegetation through appropriate development design, layout, construction and operational measures;*
- d) Where works are proposed within the Tree Protection Zone (TPZ) of significant vegetation to be retained, demonstrate that the proposed development and construction methodology will not exceed a 10% encroachment within the TPZ or adversely affect the long-term health of these trees.*

Our Response

Overall, we see the Environment Information Request Response provided in July 2024 as comprehensive in its assessment. This assessment is again supported in the Response to Environmental/Vegetation Matters prepared by Wolter Consulting Group (Attachment B) in response to this further advice letter.

Further to the Environmental/Vegetation Matters response provided as Attachment B, the suggestion for lot amalgamation to protect these trees does not give fair weight to the necessity for an appropriate density of residential development in the well-serviced suburb of Rochedale. It's irrational for Council to suggest amalgamating or losing lots in an area that is clearly identified under the Rochedale urban community neighbourhood plan (RUCNP) for residential housing product given there is a massive land shortage and housing crisis currently on-going within the Brisbane LGA.

The applicant has noted that during the last 20+ years of developing within Rochedale, Pask have never been asked to retain Mango Trees within a residential development area that is allocated for housing.

The original RUCNP was established to create extensive environmental and scenic areas such as:-

1. Habitat areas & ecological corridors
2. Environmental Protection Areas
3. Rural with habitat and Ecological value Areas
4. Core and Fringe Waterway Corridors
5. Local Recreation and District Sports Parks

It is considered that these areas of the RUCNP are most suited to facilitate the retention and regeneration of significant vegetation as alluded to in the Environmental/Vegetation Matters response (Attachment B), with the nearby Pinnacle Park integrating vegetation into an open space / local park development outcome.

Please refer to the Environmental/Vegetation Matters Response prepared by Wolter Consulting Group (Attachment B) for further detail in response to this requested item.

CONCLUSION

Thank you for your attention to this matter. We trust that this has addressed your queries and request that Council resume their assessment of the development application.

Should you have any further queries regarding this application, please do not hesitate to contact the undersigned on (07) 3666 5200.

Yours sincerely,



Toby Heap
Senior Planner

Wolter Consulting Group