

Planning Report

202 GARDNER ROAD, ROCHEDALE QLD 4123

For: Rochedale Development Partners Pty Ltd

Date: March 2025



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Version History



Version	Description	Author	Reviewed	Signature	Date
1	Final Draft	G. Tomarchio	M.Wood		30.10.2024
2	Final	G. Tomarchio	M.Wood		18.03.2025

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Summary

Site and Planning Framework

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

Table A – Site and Planning Framework Details

Site Details	
Address	202 Gardner Road, Rochedale QLD 4123
Real Property Description	Lot 4 on RP114765
Area	36,760m ²
Owner/s	Tianliang Ma Trustee Under Instrument 716758906
Easement/s	Not Applicable
Local Planning Matters	
Local Government	Brisbane City Council
Planning Scheme	Brisbane City Plan 2014 – Version 32
Zone	Emerging Community Zone
Neighbourhood Plan	Rochedale Urban Community Neighbourhood Plan (Neighbourhood Centre and Business Service Centre precinct / Business Park and Gateway Civic precinct)
Overlays	<ul style="list-style-type: none"> ▪ Airport Environs Overlay ▪ Bicycle Network Overlay ▪ Biodiversity Areas Overlay ▪ Bushfire Overlay ▪ Critical Infrastructure and Movement Network Overlay ▪ Flood Overlay ▪ Industrial Amenity Overlay ▪ Road Hierarchy Overlay ▪ Streetscape Hierarchy Overlay ▪ Waterway Corridors Overlay
Local Government Infrastructure Plan	<ul style="list-style-type: none"> ▪ Priority Infrastructure Area (PIA). ▪ Future road intersection project (ROC-RI-004). ▪ Future trunk bike path (ROC-SP-004).
Temporary Local Planning Instrument/s	Not Applicable
State Planning Matters	
State Planning Policy	<ul style="list-style-type: none"> ▪ Agriculture ▪ Biodiversity ▪ Natural Hazards Risk and Resilience ▪ Transport Infrastructure ▪ Strategic Airports and Aviation Facilities
Development Assessment Mapping	<ul style="list-style-type: none"> ▪ Urban Footprint ▪ Fish Habitat Areas ▪ Water Resources ▪ Koala Priority Area ▪ Koala Habitat in SEQ Region

Development Application Details

Table B below provides an overview of the development application.

Table B – Development Application Details

Development Application Details	
Development Particulars	Development permit – Reconfiguring a Lot
Description	1 into 1 Lot plus new road
Category of Assessment	Impact Assessment
Public Notification	Required – 15 business days
Assessment Manager	Brisbane City Council
Referral(s)	Not Applicable
Applicant Details	
Applicant	Rochedale Development Partners Pty Ltd
Applicant Representative	Therefor Group Pty Ltd
Contact Person	Marnie Wood – Senior Planner (07) 3666 5200 mwood@thereforgroup.com.au
Reference:	24-0181P

Supporting Material

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

Table C – Supporting Material

Document Title	Prepared By	Date
Consent of Owner Form	-	-
DA Form 1 – Development Application Details	-	-
Plan of Reconfiguration	Therefor Group	19.03.2025
Structure Plan	Therefor Group	28.08.2024
Traffic Impact Assessment	TTM Group	02.10.2024
Engineering Services Report	ADG Engineers	19.03.2025
Engineering Drawings	ADG Engineers	19.03.2025
Code Compliance Statements	Therefor Group	30.10.2024
Site Searches	Therefor Group	18.03.2025

1. Introduction

On behalf of Rochedale Development Partners Pty Ltd (Applicant), Therefor Group Pty Ltd has prepared this planning report to accompany a development application for a proposed development made over the land at 202 Gardner Road, Rochedale, formally described as Lot 4 on RP114765 (**site**).

Specifically, this development application is seeking approval for the following aspects of development:

- Development permit – Reconfiguring a Lot (1 into 1 Lot plus new road) (**proposed development**).

The development application is subject to **Impact Assessment**.

This planning report addresses the merits of the proposed development and provides an assessment of the proposed development with respect to the relevant provisions of the Brisbane City Plan 2014 (**City Plan**), the *Planning Act 2016* (**Planning Act**) and other relevant legislation.

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

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

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

2. Proposed Development

2.1 Intent and Rationale

A development approval was granted over 180 (part), 184 and 198 Gardner Road and 56 Farley Road for part of a new Council district road, new lots and a variation approval for multiple dwellings (Council reference: A005747839). The development approval is inclusive of an approved Interim Plan (Drawing no. 21-0260U_03, Version O) and Ultimate Plan (Drawing no. 21-0260U_11, Version B) that are amended in red by Council. Pursuant to the approved plans and condition 46 of the development approval, the temporary access to Gardner Road is to be constructed and utilised until such time that the ultimate access to Gardner Road (District Road) is constructed. However, if the ultimate access is to be constructed first, the temporary access and associated new road is not required to be constructed.

It is noted the approved Ultimate Plan includes land within both 202 and 210 Gardner Road and requires landowner agreement to deliver this outcome. The Applicant has endeavoured to secure Adjoining Landowner agreement with both parties, however only the landowner 202 Gardner Road has agreed to the terms of the Adjoining Landowner agreement. The landowner of 210 Gardner Road has declined to participate in the Adjoining Landowner agreement.

On this basis, the proposed development seeks to deliver the Gardner Road-Prebble Street intersection and the southern part of the Council District Road within the property bounds of 202 Gardner Road only. The Interim Intersection Road Layout is a temporary arrangement until such time the delivery of the Ultimate Intersection Road Layout can be facilitated on land at 210 Gardner Road.

2.2 Overview

The intent of the proposed development is to primarily deliver a new road connection and the signalised Gardner Road-Prebble Street intersection. The proposed new road is identified as the southern part of the District Road, completing the road network from Gardner Road to approved Road 1 (as per development approval A005747839). The road will be designed to the standards of a District Road with minimum width of 16.97m.

The proposed development also seeks to deliver the Gardner Road-Prebble Street intersection as anticipated by Council's Local Government Infrastructure Plan (Future Road Intersection Project: ROC-RI-004). It is noted that the Interim Intersection Road Layout design will be delivered as a temporary arrangement and will involve a signalised intersection and one (1) lane from the proposed new district road. It will act as an all-movements lane until the ultimate two (2) lane Ultimate Intersection Road Layout design can be constructed on land at 210 Gardner Road.

Importantly, the proposal seeks to facilitate a new road only and does not involve the creation of a new lot/s or any built form. The existing lot will be divided into two (2) parts as a result of the proposed district road connection, resulting in an englobo lot that will be subject to a future development application/s. The extent of the proposed development is limited to the western portion of the site only, adjacent to Gardner Road.

Further information is displayed at **Table D** below and shown on the **Plan of Reconfiguration**.

Table D – Key Aspects of Proposed Development

Component	Development Detail
Proposed new lots	The construction of new road will require the existing lot to be divided into 2 part lots. No new lots will be created.
Proposed lot sizes	<ul style="list-style-type: none">Western part of lot: 4,832m²Eastern part of lot: 27,310m² (2.731ha)
Proposed road frontage dimensions	<ul style="list-style-type: none">Western part of lot: 191.6mEastern part of lot: 99.4m
Gross area of subject land	36,760m ² (3.676ha)
Total area of new road	4,614m ²

2.3 Key Aspects

2.3.1 Description of Proposal

The proposed development seeks approval for the following aspects of development:

- Development Permit for Reconfiguring a Lot (1 into 1 Lot plus new Road).

2.3.2 Structure Planning

The proposed development will provide for the continuation of the established pattern of development and infrastructure networks within Rochedale. The proposed development aligns with the established structure planning in the locality as shown on the **Structure Plan**. The structure planning ensures the proposed development facilitates orderly development of the locality and advances the efficient delivery and integration of key infrastructure to support the local community.

2.3.3 Road Layout

As shown on the **Plan of Reconfiguration**, the proposed development seeks to facilitate a new road connection from Gardner Road to the approved Road 1 (Council reference: A005747839). The proposed road will be constructed to a District standard with a minimum road width of 26.39m where the full road width is to be constructed, and 16.97m where the three quarter road adjacent to 210 Gardner Road is provided. The road construction will include the standard external streetscape improvement works where constructing the full road width and streetscape improvement works will be provided on the northern side of the new road where the three quarter road is constructed, with streetscape works on the southern side of the road to be ultimately provided when 210 Gardner Road is developed.

The proposed development also seeks to deliver the Gardner Road-Prebble Street intersection. As mentioned in Section 2.2 of this planning report, the Interim Intersection Road Layout is proposed until such time that the Ultimate Intersection Road Layout plan can be facilitated.

As per the **Traffic Impact Assessment** prepared by TTM Group, the Interim Intersection Road Layout will include a signalised intersection and one (1) lane from the proposed new district road. It will act as an all-movements lane until the ultimate two (2) lane design can be constructed.

2.3.4 Lot Layout

The proposed development results in the division of the existing lot into two (2) parts either side of the road, as a result of the proposed new road infrastructure. The englobo lot will be subject to a future development application/s for land use and built form aspects.

2.3.5 Earthworks

The proposed development involves earthworks that are limited to the area required to facilitate the new road and the Gardner Road-Prebble Street intersection. Earthworks are not required in the eastern portion of the site.

Please refer to the **Engineering Services Report** prepared by ADG Engineers and the **Engineering Drawings** for further detail.

2.3.6 Provision of Infrastructure

Water

Reticulated water infrastructure will be provided in the new road reserve, servicing both proposed parts of the existing lot. Please refer to the **Engineering Services Report** prepared by ADG Engineers and the **Engineering Drawings** for further detail.

Sewer

Reticulated sewer infrastructure will be provided in the road reserve, connecting to the southern end of the sewer infrastructure in 198 Gardner Road proposed as part of a separate application. Alternatively, sewer infrastructure is proposed to connect to an existing sewer main through the centre of the site. Please refer to the **Engineering Services Report** prepared by ADG Engineers and the **Engineering Drawings** for further detail.

Stormwater

As the proposed development involves the creation of an englobo lot, a stormwater management plan has not been prepared. The relevant reporting will be submitted to accompany a future development application/s. Kerb and channel will be provided within the road reserve. Please refer to the **Engineering Services Report** prepared by ADG Engineers and the **Engineering Drawings** for further detail.

Electricity, gas and telecommunications

It is anticipated that both electricity and telecommunication services will be proposed within the road reserve. Details of the works will be confirmed post-approval. Please refer to the **Engineering Services Report** prepared by ADG Engineers at for further detail.

2.4 Prelodgement Engagement

Two (2) prelodgement meetings were held with Council to discuss the new district road design at the Gardner Road-Prebble Street intersection. The first meeting was held on 17 June 2024 and presented a T-intersection design over land at 202 and 210 Gardner Road (Council reference: A006518082). Council was unsupportive of this design outcome due to safety concerns relating to the priority turn movements.

The second prelodgement meeting was held on 17 July 2024 and involved discussions regarding interim and ultimate intersection designs (Council reference: A006549294). The matters raised by Council have been considered and incorporated into the proposed development.

3. Site Analysis

3.1 Overview

The site has a total area of 36,760m² (3.676ha) and is primarily comprised of an undeveloped land parcel. Concrete hardstand is located adjacent to the property frontage, in western portion of the site. The site has approximately 85m of frontage to Gardner Road and vehicular access is obtained via an existing crossover at the south-western corner of the site. Please refer to Figure 1 below.

The rectangular site contains vegetation on the western property boundary and part of the southern boundary. A cluster of trees is also located in the south-eastern corner of the site. It is also noted that the site contains a waterway corridor in the eastern portion of the site, traversing in a north-south direction.



Figure 1. Aerial imagery of site (NearMap)

3.2 Site Characteristics and Servicing

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

Table E – Site Characteristics and Servicing Information

Site Characteristics	
Existing Use / Improvements	Generally undeveloped; concrete hardstand adjacent to road frontage
Access and Frontage	The site has approximately 85m of frontage to Gardner Road and vehicular access is obtained via an existing crossover at the south-western corner of the site.
Easement/s	Not Applicable
Topography	The site topography correlates with a waterway corridor located in the eastern portion of the site. Subsequently the site slopes toward the waterway corridor and the lowest ground level is RL32m. The site grades to RL50m at the south-western corner of the site and RL42m at the south-eastern corner of the site.
Vegetation	The site contains minimal vegetation, however there are clusters of trees at the eastern and western portions of the site.
Waterways and Waterbodies	The site contains a waterway corridor located in the rear (east) of the site, which flows towards the north.
Contaminated Land / Environmental Management	The site is not identified on the contaminated land or environmental management register/s (see attached Site Searches).

Servicing Information

Water	The site is connected to the reticulated water network.
Sewer	The site is connected to the reticulated sewer network.
Stormwater	The site is currently not serviced by stormwater infrastructure, however is capable of being serviced.
Electricity, Gas and Telecommunications	The site is serviced or is capable of being serviced by this infrastructure.

3.3 Context

The site is located within the outer Brisbane suburb of Rochedale and is approximately 14km (direct) and 18km (by road) south-east of Brisbane CBD. The site is located within the bounds of the Brisbane City Council local government area.

The status of Rochedale as a developing urban community is reflected by the Rochedale urban community neighbourhood plan. A significant amount of urban development has occurred in the area over the past decade.

The site is well serviced by urban services and community infrastructure as outlined below and shown in Figure 2.

- 2.4km from Mackenzie State Primary School;
- 2.5km from Rochedale Village Shopping Centre;
- 2.6km from Rochedale State School;
- 3.3km from Mansfield State High School;
- 3.5km from Wishart Shopping Village;
- 4.5km from Rochedale State High School;
- 4.8km from Rochedale Shopping Village;
- 6.7km from Westfield Garden City.

The site is highly accessible to major transport infrastructure including the Gateway Motorway (west), Pacific Motorway (South), Mount Gravatt Capalaba Road (west), Mount Cotton Road (north), Rochedale Road (east). The south-east busway is also located to the south of the site.

It is further noted that the site is located opposite the Austral Quarry and the Brisbane Landfill is located approximately 280m north of the site (measured to property boundary). It is also situated on the junction of the Gardner Road and Prebble Street intersection. The land immediately north and south of the site is comprised by large residential lots and associated dwelling houses.

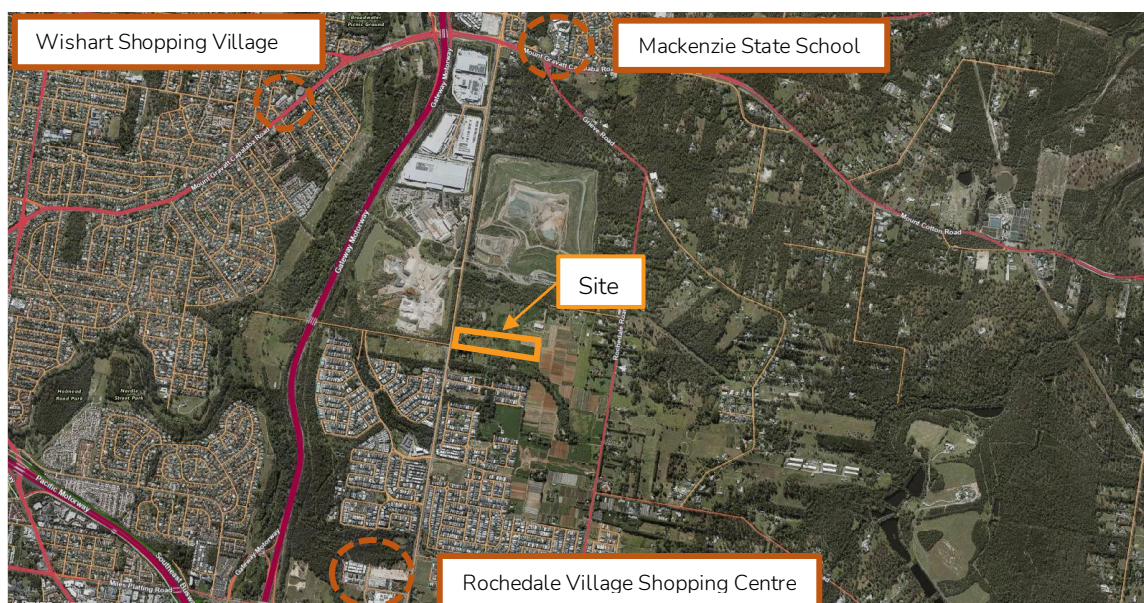


Figure 2. Site Surrounds

3.4 Development Application and Approval History

Subject Site

On 22 December 2023, Brisbane City Council approved a development application over part of 180, 184 and 198 Gardner Road and 56 Farley Road, Rochedale (Council reference: A005747839). Approval was granted for the following aspects of development:

- Development Permit for Reconfiguring a Lot (3 into 5 lots plus new road); and
- Preliminary Approval including a Variation Request to vary the effect of the local planning instrument (s61 PA) for Material Change of Use for Multiple Dwelling.

The approved development includes the establishment of a residential land use (multiple dwelling) over approved Lot 1, and an east-west road connection between Rochedale Road and Gardner Road in lieu of the previously planned (but later removed from the LGIP) Prebble Street extension. The purpose of the east-west road connection is to provide a structure-planned business address to the Business Park and Gateway Civic uses planned in this area, under the Rochedale Urban Community Neighbourhood Plan.

Surrounding Sites

A development application was lodged to Council on 15 March 2024 over land at 56 Farley Road and 180 Gardner Road, Rochedale (Council reference: A006484551). Approved is sought for Reconfiguring a Lot (2 into 5 Lots plus new road).

The purpose of this development application is to facilitate the completion of the partially approved east-west district road from Gardner Road in the west through to Farley Road in the east. The intent is to provide the ultimate road layout as per the above-described development approval (Council reference: A005747839).

4. State Planning Framework

4.1 Planning Act 2016

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

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

- Reconfiguring a Lot.

4.1.1 Category of Assessment

In accordance with section 43 of the Planning Act, the relevant categorising instrument for this development application is the Brisbane City Plan 2014 (City Plan). As identified in Section 5.2 of this planning report, the City Plan categorises the proposed development as **impact assessable**. The Reconfiguring a Lot aspect is to be assessed against the provisions contained in Section 45(5) of the Planning Act.

Section 45(5) of the Planning Act states:

An impact assessment is an assessment that—

- (a) *must be carried out—*
 - (i) *against the assessment benchmarks in a categorising instrument for the development; and*
 - (ii) *having regard to any matters prescribed by regulation for this subparagraph; and*
- (b) *may be carried out against, or having regard to, any other relevant matter, other than a person’s personal circumstances, financial or otherwise.*

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

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

- The matters stated in Schedules 9 and 10 of the Planning Regulation for the development.
- The City Plan (see Section 5).
- The regional plan for the region, to the extent it is not identified in the planning scheme as being appropriately integrated.
- The State Planning Policy, to the extent it is not identified in the planning scheme as being appropriately integrated.
- Any designation applying to the premises.
- Any temporary State Planning Policy applying to the premises.
- Any development approval for, and any lawful use of, the premises or adjacent premises (see Section 3.4).
- The common material.

the following sections of this planning report assess the development application against all relevant matters.

4.2 Planning Regulation 2017

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

As displayed in Figure 3, the Queensland Government’s Development Assessment Mapping System (DAMS) identifies the site within the following State interests. Please refer to the **Site Searches** for further detail.

- SEQ Regional Plan land use categories – Urban Footprint.
- Fish Habitat Areas – Queensland Waterways for waterway barrier works (Low).
- Water Resources – water resource planning area boundaries.
- Native Vegetation Clearing – Regulated Vegetation Management Map – Other Vegetation (Category X).
- Koala Priority Area.
- Koala Habitat in SEQ Region – Identified koala broad-hectare area.



Figure 3. DAMS Mapping

4.2.1 Schedules 9 and 10 (Assessable Development and Referrals)

Schedules 9 and 10 of the Planning Regulation outlines various types of development which are prohibited development, assessable development or development requiring referral agency assessment.

The Planning Regulation has been reviewed in the context of this development and the following is confirmed:

- The proposed development **is not** prohibited development.
- The proposed development **is not** assessable development pursuant to Schedule 9.
- The proposed development does **not** trigger referral agency assessment pursuant to Schedule 10. The site is mapped as Koala Priority Area, however is also identified as a Koala Broad-Hectare Area. Pursuant to Schedule 10, Part 10, Division 6, development in identified koala broad-hectare areas is assessable by the assessment manager (Brisbane City Council), not a referral agency.

4.2.2 Schedule 11

Schedule 11 of the Planning Regulation seeks to regulate development based on mapping affecting the site and the nature of the proposed development. The site is mapped within the Koala broad-hectare area and does not contain any mapped Koala habitat areas, therefore an assessment against the assessment benchmarks in Schedule 11, Part 3 is not required.

4.2.3 Schedule 12A

Schedule 12A of the Planning Regulation identifies the assessment benchmarks for walkable neighbourhood design for particular subdivision. In accordance with Schedule 12A, Part 1 of the Planning Regulation, assessment against the benchmarks contained in Schedule 12A, Part 2 is not required as the proposal does not involve the creation of any new residential lots.

4.3 Regional Plan

The site falls within the bounds of the South East Queensland Regional Plan 2023 (**ShapingSEQ**). ShapingSEQ provides the framework for managing growth, change, land use and development in the SEQ Region to the year 2046. Land within the urban footprint is considered generally suitable for urban development subject to consideration of State and Local planning constraints and assessment matters. The proposed development seeks to facilitate new road and retain an existing commercial/industrial lot and is therefore consistent with the intent of the Urban Footprint.

4.4 State Planning Policy

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

It is identified that the site is affected by the State interests outlined below. As per Part 2.1 of the City Plan, the State Interests are partially integrated into the City Plan and an assessment of each State Interest is provided in the following sections of this Report.

- Agriculture.
- Biodiversity.
- Natural Hazards Risk and Resilience.
- Strategic Airports and Aviation Facilities.
- Transport Infrastructure.

Agriculture

As per Figure 4 below, the site is located within the following sub-section of the Agriculture State interest:

- Agriculture Land Classification – Class A and B.

Pursuant to Part 2.1 of the City Plan, the Agriculture State interest is not relevant to Brisbane City Council as there is no Agricultural Land Classification Class A and B land within the planning scheme area. Therefore, the proposed development does not trigger assessment against the assessment benchmarks in the SPP.



Figure 4. SPP Mapping – Agriculture

Biodiversity

As per Figure 5 below, the site is located within the following sub-section of the Biodiversity State interest:

- MSES – Regulated Vegetation (Intersecting a Watercourse).

This State interest is fully integrated into the City Plan and therefore the proposed development does not trigger assessment against the relevant assessment benchmarks contained within the SPP.

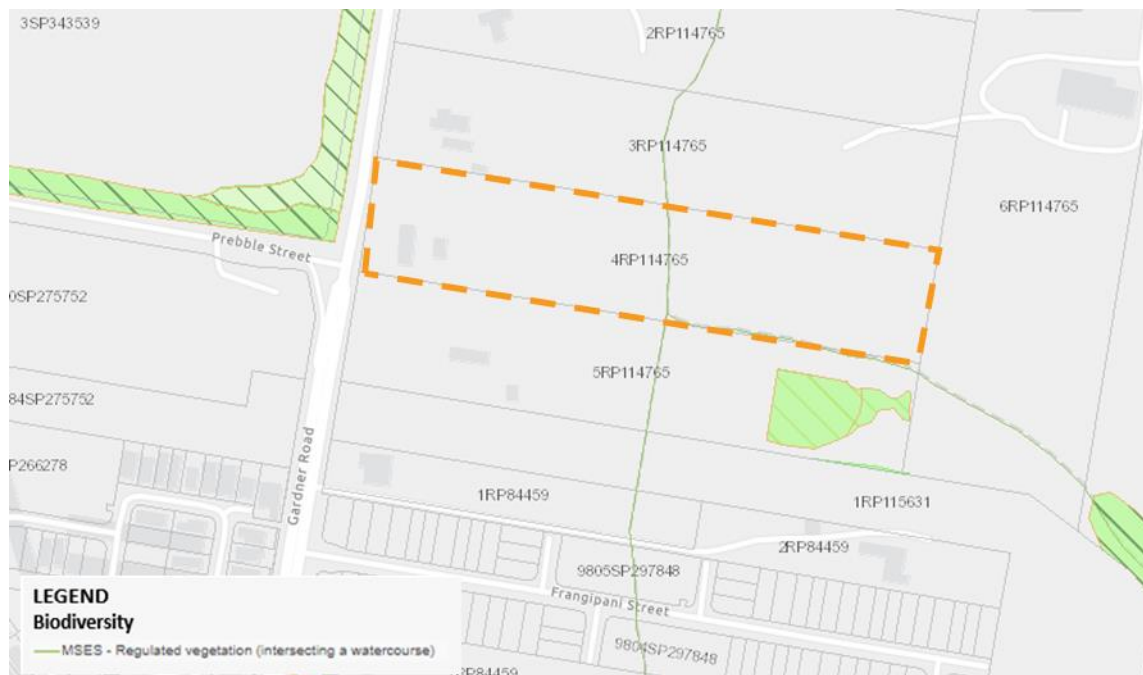


Figure 5. SPP Mapping – Biodiversity

Natural Hazards Risk and Resilience

As per Figure 6 below, the site is located within the following sub-section of the Natural Hazards, Risk and Resilience State interest:

- Flood hazard area – Local Government flood mapping.
- Bushfire prone area – Medium potential bushfire intensity.
- Bushfire prone area – Potential impact buffer.

This State interest is fully integrated into the City Plan, with the exception of the bushfire prone area sub-section. The extent of the proposed development is located outside of the Bushfire prone area and therefore assessment is not required. A future development application on the eastern portion of the site will provide an assessment against this State interest.



Figure 6. SPP Mapping – Natural Hazards, Risk and Resilience

Strategic Airports and Aviation Facilities

As per Figure 7 below, the site is located within the following sub-section of the Strategic Airports and Aviation Facilities State interest:

- Wildlife buffer zone – 13km.

This State interest is fully integrated into the City Plan and therefore the proposed development does not trigger assessment against the relevant assessment benchmarks contained within the SPP.

5. Local Planning Framework

5.1 Planning Scheme

This development application is required to be assessed against the relevant provisions of the City Plan (version 32). A detailed assessment of these provisions is carried out in the following sections of this planning report.

5.2 Category of Assessment and Assessment Benchmarks

5.2.1 Category of Assessment

In accordance with Table 5.6.1 of the City Plan, Reconfiguring a Lot in the Emerging Community zone is subject to **Impact Assessment** as the proposed reconfiguration is less than 10 hectares and is not associated with a Material Change of Use. The applicable neighbourhood plan and overlays do not change the category of assessment.

5.2.2 Summary

Table F below summarises the category of assessment for the proposed development and the relevant assessment benchmarks of the planning scheme.

Table F – Category of Assessment and Assessment Benchmarks

Provision	Category of Assessment	Assessment Benchmark/s	Response Location
Emerging Community Zone Code	Impact Assessment	Emerging Community Zone Code	Refer to Code Compliance Statements
		Subdivision Code	Refer to Code Compliance Statements
		Filling and Excavation Code	Refer to Engineering Services Report
		Infrastructure Design Code	Refer to Engineering Services Report
		Landscape Work Code	Not Applicable – The proposed development will provide external streetscape works as a condition of approval.
		Outdoor Lighting Code	Not Applicable – The proposed development will provide external streetscape works as a condition of approval.
		Stormwater Code	Refer to Engineering Services Report
		Transport, Access, Parking and Servicing Code	Refer to Traffic Impact Assessment.
Rochedale Urban Community Neighbourhood Plan	No Change	Rochedale Urban Community Neighbourhood Plan Code	Refer to Code Compliance Statements
Airport Environs Overlay	No Change	Airport Environs Overlay Code	Not Applicable – Refer to Section 5.2.5 of this planning report.
Bicycle Network Overlay	No Change	Bicycle Network Overlay Code	Refer to Code Compliance Statements
Biodiversity Areas Overlay	No Change	Biodiversity Areas Overlay Code	Not Applicable – Refer to Section 5.2.5 of this planning report.
Bushfire Overlay	No Change	Bushfire Areas Overlay Code	Not Applicable – Refer to Section 5.2.5 of this planning report.

Critical Infrastructure And Movement Network	No Change	Critical Infrastructure and Movement Network Overlay Code	Not Applicable – Refer to Section 5.2.5 of this planning report.
Flood Overlay	No Change	Flood Overlay Code	Not Applicable – Refer to Section 5.2.5 of this planning report.
Industrial Amenity Overlay	No Change	Industrial Amenity Overlay Code	Not Applicable – Refer to Section 5.2.5 of this planning report.
Road Hierarchy Overlay	No change	Road Hierarchy Overlay Code	Refer to Code Compliance Statements
Streetscape Hierarchy Overlay	No change	Streetscape Hierarchy Overlay Code	Refer to Code Compliance Statements
Waterway Corridors Overlay	No Change	Waterway Corridors Overlay Code	Refer to Code Compliance Statements

5.2.3 Zone

As shown in Figure 9 below, the site is located in the Emerging community zone. More broadly, the surrounding area is also predominantly Emerging Community zone. The land parcel to the north is identified in the Special purpose (Utility services) zone, reflects the existing land use as Brisbane City Council’s landfill facility. The land in the north-west located within the Industry Investigation zone reflects the existing land use as the Austral Bricks Rochedale Plant.

The purpose of the Emerging Community zone is to:

- (a) Identify land that is intended for an urban purpose in the future; and
- (b) Protect land that is identified for an urban purpose in the future from incompatible uses; and
- (c) Provide for the timely conversion of non-urban land to land for urban purposes.

The proposed development is consistent with the intent and purpose of the Emerging Community zone to provide for the timely conversion of non-urban land for urban purposes. A full response to the Emerging Community zone code is provided within the **Code Compliance Statements**.

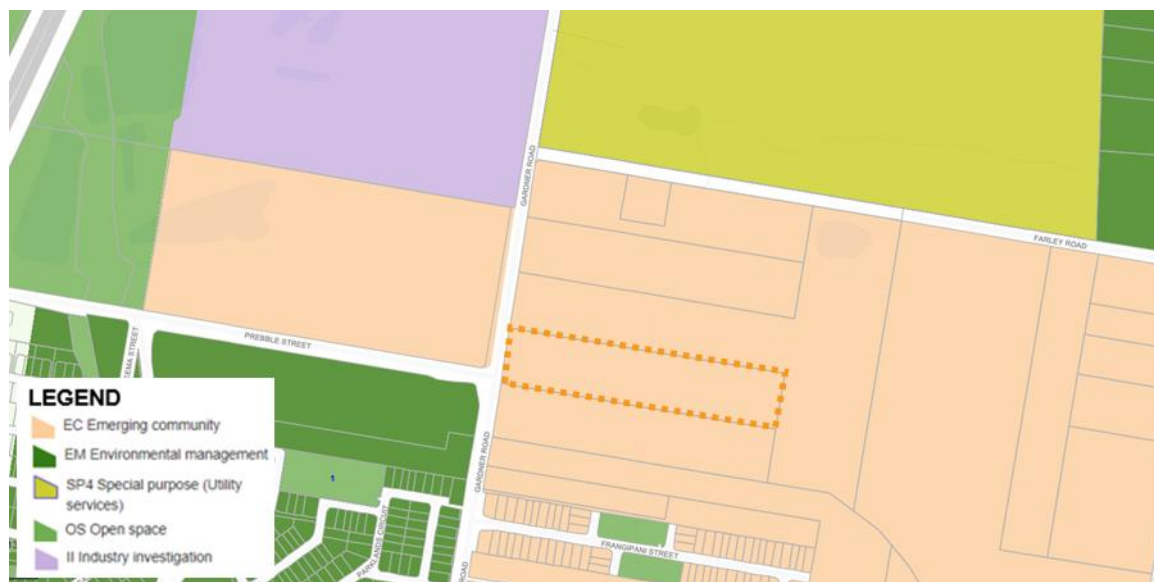


Figure 9. Zoning map (Brisbane City Plan 2014 Interactive Mapping)

5.2.4 Neighbourhood Plan

The site falls within the bounds of the Rochedale Urban Community Neighbourhood Plan. As shown in Figure 10 below, it is partially located within the Business Park and Gateway Civic (NPP-003) precinct and Neighbourhood Centre and Business Service Centre (NPP-002) precinct.

The purpose of the Rochedale Urban Community Neighbourhood Plan is to provide finer grained planning at a local level. Pursuant with Table 5.9.59.B of the City Plan, it is noted that the neighbourhood plan does not change the level of assessment for the development application for Reconfiguring a Lot.

A full assessment against the Rochedale Urban Community Neighbourhood Plan code is provided within the **Code Compliance Statements**.



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

5.2.5 Overlays

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

Table G – Summary of Overlays

Overlay Mapping	Summary
<p>LEGEND</p> <ul style="list-style-type: none"> Procedures for air navigation surfaces (PANS) BBS zone – Distance from airport 8-13km 	<p>Airport Environs Overlay</p> <p>The site is located in the following sub-categories of the Airport Environs Overlay:</p> <ul style="list-style-type: none"> Procedures for air navigation surfaces (PANS). Bird and Bat Strike Zone – Distance from airport 8-13km. <p>Pursuant to Table 5.10.2 of the City Plan, a development application for Reconfiguring a Lot does not trigger assessment against the Airport Environs Overlay code. Therefore, no further assessment is required.</p>



Bicycle Network Overlay

The Gardner Road frontage and southern lot boundary is identified as a secondary cycle route.

In accordance with Table 5.10.3 of the City Plan, a development application for Reconfiguring a Lot triggers assessment against the Bicycle Network Overlay.

A full response to the Bicycle Network Overlay code is provided in the **Code Compliance Statements**.



Biodiversity Areas Overlay

The site is located in the following sub-categories of the Biodiversity Areas Overlay:

- High Ecological Significance Strategic sub-category.
- Koala Habitat Area sub-category.
- Matters of State Environmental Significance Lines (MSES) sub-category.

Pursuant to Table 5.10.4 of the City Plan, a development application for Reconfiguring a Lot triggers assessment against the Biodiversity Areas Overlay code.

Further assessment is not considered necessary on the following basis:

- The proposed development seeks to deliver the Gardner Road-Prebble Street Intersection in the location nominated on Council’s Local Government Infrastructure Plan (Future Road Intersection Project: ROC-RI-004).
- The proposal involves minimal tree clearing to facilitate the Gardner Road-Prebble Street Intersection and the new district road.
- The proposed development is located outside of the mapped High Ecological Significance area.
- The site is not identified as significant vegetation on the DAMS mapping.



Bushfire Overlay

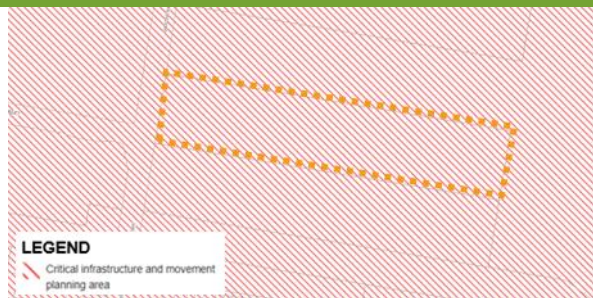
The site is located in the following sub-categories of the Bushfire Overlay:

- High hazard area sub-category.
- Medium hazard area sub-category.
- High hazard buffer area sub-category.
- Medium hazard buffer area sub-category.

Pursuant to Table 5.10.5 of the City Plan, a development application for Reconfiguring a Lot triggers assessment against the Bushfire Overlay code.

Further assessment is not considered necessary on the following basis:

- The proposed development seeks to deliver the district road connection and Gardner Road-Prebble Street Intersection. Built form is not included as part this application and does not increase the risk to persons safety.
- The SPP mapping identifies the bushfire prone area within the eastern portion of the site. The extent of the proposed development is located outside of the mapped State interest.



Critical Infrastructure and Movement Network Overlay

The site is located in the Critical infrastructure and movement planning area sub-category of the Critical Infrastructure and Movement Network Overlay.

Pursuant to Table 5.10.8 of the City Plan, a development application for Reconfiguring a Lot does not trigger assessment against the Critical Infrastructure and Movement Network Overlay code. Therefore, no further assessment is required.



Flood Overlay

The site is located in the following sub-category of the Flood Overlay:

- Overland flow flood planning area.

Pursuant to Table 5.10.11 of the City Plan, a development application for Reconfiguring a Lot triggers assessment against the Flood Overlay code. The extent of the proposed works is located outside of the mapped flood area and therefore assessment is not required.



Industrial Amenity Overlay

The site is located in the following sub-category of the Industrial Amenity Overlay:

- Industrial amenity investigation area.

Pursuant to Table 5.10.13 of the City Plan, a development application for Reconfiguring a Lot triggers assessment against the Industrial Amenity Overlay code.

The proposed development seeks to facilitate a new road, however will not be establishing any new sensitive uses. It is therefore considered the proposed development complies with the Industrial amenity overlay code. As such, no further assessment has been provided at this time.



Road Hierarchy Overlay

Gardner Road is identified as a Suburban Road on the Road Hierarchy Overlay.

Pursuant to Table 5.10.18 of the City Plan, a development application for Reconfiguring a Lot triggers assessment against the Road Hierarchy Overlay code.

A full response to the Road Hierarchy Overlay code is provide in the **Code Compliance Statements**.



Streetscape Hierarchy Overlay

Gardner Road is identified as a Neighbourhood Street Minor on the Streetscape Hierarchy Overlay.

Pursuant to Table 5.10.20 of the City Plan, Reconfiguring a Lot triggers assessment against the Streetscape Hierarchy Overlay code.

A full response to the Streetscape Hierarchy Overlay code is provide in the **Code Compliance Statements**.

**Waterway Corridors Overlay**

The site is located in the following sub-category of the Waterway Corridors Overlay:

- Local waterway corridor.

Pursuant to Table 5.10.25 of the City Plan, a development application for Reconfiguring a Lot triggers assessment against the Waterway Corridors Overlay code. The extent of the proposed works is located outside of the mapped waterway corridor and therefore assessment is not required.

5.3 Temporary Local Planning Instrument/s

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

5.4 Planning Scheme Policies

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

5.5 Local Government Infrastructure Plan

The site is located within the Priority Infrastructure Area (PIA) and is currently mapped as containing a future road intersection project (ROC-RI-004) a future trunk bike path (ROC-SP-004). Further detail is provided in the sub-sections below.

Future Road Intersection Project

The intent of the proposed development is to primarily deliver a new road connection and the signalised Gardner Road-Prebble Street intersection. The proposed new road is identified as the southern part of the District Road, completing the road network from Gardner Road to approved Road 1 (as per development approval A005747839 and included within the draft LGIP Amendment 1B mapping).

To provide a safe and functional road connection at Gardner Road, the proposed development also seeks to deliver the Gardner Road-Prebble Street intersection, identified as a future road intersection project. It is noted that the Interim Intersection Road Layout design will be delivered as a temporary arrangement and will involve a signalised intersection and one (1) lane from the proposed new district road. It will act as an all-movements lane until the ultimate two (2) lane Ultimate Intersection Road Layout design can be constructed on land at 210 Gardner Road.

Future Trunk Bike Path

The future trunk bike path is identified as a secondary cycle route. The trunk bike path will connect into the on-road bike lane approved as part of the development approval to the north (Council reference: A005747839).

6. Conclusion

This development application is for Reconfiguring a Lot (1 into 1 Lot plus new road). The application is made over land located at 202 Gardner Road, Rochedale QLD 4213 and formally described as Lot 4 on RP114765.

It seeks approval for the following:

- Development Permit for Reconfiguring a Lot (1 into 1 Lot plus new road).

This planning report and supporting information provide a comprehensive assessment of the proposed development in accordance with the relevant provisions of the City Plan, the Planning Act and other relevant legislation. The assessment demonstrates that the development application should be approved. The reasons for approval are, in summary:

- The proposed development and road layout is a logical and integrated extension of the structure of the established locality and development pattern.
- The proposed development and road layout has previously been contemplated and assessed by Council as part of the previous approval over the site (Council ref: A005747839).
- The proposed development provides the Gardner Road-Prebble Street Intersection as anticipated by the LGIP.
- The proposal substantially, or completely, complies with the relevant assessment benchmarks. This includes:
 - State Development Assessment Provisions.
 - ShapingSEQ.
 - State Planning Policy.
 - Brisbane City Plan 2014 (version 32).
- The proposal is consistent with the infrastructure available or planned to be delivered in the vicinity of the site, as per the LGIP.

It is expected that conditions will be imposed on a development approval for the development application, in accordance with section 65 of the Planning Act.



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