

Redland
CITY COUNCIL

AGENDA

GENERAL MEETING

Wednesday, 19 January 2022
commencing at 9:30am

The Council Chambers
91 - 93 Bloomfield Street
CLEVELAND QLD

Due to the current COVID-19 situation in Queensland, Council will exercise the provisions under Chapter 8 - Part 2, Division 4 of the *Local Government Regulation 2012*, which allows for some or all Councillors to attend Statutory Meetings of Council by audio visual arrangements to minimise serious risks to the health and safety of persons caused by the public health emergency involving COVID-19.

Statutory Meetings of Council will be closed to the public and public participation will be suspended until further notice.

The audio/video of each Statutory Meeting of Council will be available on Council's website as soon as possible after the conclusion of each meeting.

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1 DECLARATION OF OPENING

On establishing there is a quorum, the Mayor will declare the meeting open.

Recognition of the Traditional Owners

Council acknowledges the Quandamooka people who are the traditional custodians of the land on which we meet. Council also pays respect to their elders, past and present, and extends that respect to other indigenous Australians who are present.

2 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

Motion is required to approve leave of absence for any Councillor absent from today's meeting.

3 DEVOTIONAL SEGMENT

Member of the Ministers' Fellowship will lead Council in a brief devotional segment.

4 RECOGNITION OF ACHIEVEMENT

Mayor to present any recognition of achievement items.

5 RECEIPT AND CONFIRMATION OF MINUTES

General Meeting - 15 December 2021.

6 DECLARATION OF PRESCRIBED CONFLICT OF INTERESTS AND DECLARABLE CONFLICT OF INTERESTS

Councillors are reminded of their responsibilities in relation to a Councillor's Prescribed Conflict of Interest and Declarable Conflict of Interest at a meeting. For full details see Chapter 5B of the *Local Government Act 2009*.

In summary:

Obligation of Councillor with Prescribed Conflict of Interest

Section 150EL of the *Local Government Act 2009* requires Councillors to declare a Prescribed Conflict of Interest in a matter as soon as they become aware of their interest in the matter, either:

- (1) *at a local government meeting, or*
- (2) *as soon as practicable, by giving the Chief Executive Officer written notice of the prescribed conflict of interest.*
- (3) The declaration must include the following particulars:
 - (a) *For a gift, loan or contract – the value of the gift, loan or contract;*
 - (b) *For an application for which a submission has been made – the matters the subject of the application and submission;*
 - (c) *The name of any entity, other than the Councillor, that has an interest in the matter;*
 - (d) *The nature of the Councillor's relationship with the entity mentioned in (c) above;*
 - (e) *Details of the Councillor's, and any other entity's, interest in the matter.*

Dealing with Prescribed Conflict of Interest at a Meeting

Pursuant to section 150EM of the *Local Government Act 2009*, if a Councillor declares a Prescribed Conflict of Interest in a matter, ***the Councillor must leave the place at which the meeting is being held, including any area set aside for the public, and stay away from the place while the matter is discussed and voted on.***

Obligation of Councillor with Declarable Conflict of Interest

Section 150EQ of the *Local Government Act 2009* requires Councillors to declare a Declarable Conflict of Interest in a matter as soon as they become aware of their interest in the matter, either:

- (1) *at a local government meeting, or*
- (2) *as soon as practicable, by giving the Chief Executive Officer written notice of the declarable conflict of interest.*
- (3) The declaration must include the following particulars:
 - (a) *The nature of the declarable conflict of interest;*
 - (b) *If the declarable conflict of interest arises because of the councillor's relationship with a related party:*
 - (i) *The name of the related party; and*
 - (ii) *The nature of the relationship of the related party to the Councillor; and*
 - (iii) *The nature of the related party's interests in the matter;*

- (c) *If the Councillor's or related party's personal interests arise because of the receipt of a gift or loan from another person:*
- (i) *The name of the other person; and*
 - (ii) *The nature of the relationship of the other person to the Councillor or related party; and*
 - (iii) *The nature of the other person's interests in the matter; and*
 - (iv) *The value of the gift or loan, and the date the gift was given or loan was made.*

Procedure if Councillor has Declarable Conflict of Interest

Pursuant to Section 150ES of the *Local Government Act 2009*, eligible Councillors at the meeting must, by resolution, decide whether the Councillor who has declared the interest:

- (1) *May participate in a decision about the matter at the meeting, including by voting on the matter; or*
- (2) *Must leave the place at which the meeting is being held, including any area set aside for the public, and stay away from the place while the eligible Councillors discuss and vote on the matter.*

Duty to report another Councillor's Prescribed Conflict of Interest or Declarable Conflict of Interest

Pursuant to section 150EW of the *Local Government Act 2009*, a Councillor who reasonably believes or reasonably suspects another Councillor has a Prescribed Conflict of Interest or a Declarable Conflict of Interest in a matter must:

- (1) *Immediately inform the person who is presiding at the meeting about the belief or suspicion; or*
- (2) *As soon as practicable, inform the Chief Executive Officer of the belief or suspicion.*

The Councillor must also inform the person presiding, or the Chief Executive Officer, of the facts and circumstances forming the basis of the belief or suspicion.

Record of Prescribed and Declarable Conflicts of Interest

Where a Councillor informs the meeting of a Prescribed or Declarable Conflict of Interest, section 150FA of the *Local Government Act 2009* requires the following information to be recorded in the minutes of the meeting:

- (1) The name of the Councillor who may have a prescribed or declarable conflict of interest in the matter;
- (2) The particulars of the prescribed or declarable conflict of interest;
- (3) If another Councillor informs the meeting of a belief of suspicion, about another Councillor's Conflict of Interest:
 - (a) The action the Councillor takes;
 - (b) Any decision by eligible Councillors; and
 - (c) The name of each eligible Councillor who voted in relation to whether the Councillor has a declarable conflict of Interest, and how each eligible Councillor voted.
- (4) Whether the Councillor participated in deciding the matter, or was present for deciding the matter;
- (5) For a matter to which the Prescribed or Declarable Conflict of Interest relates:
 - (a) *The name of the Councillor who has declared the conflict of interest;*

- (b) The nature of the personal interest, as described by the Councillor;*
 - (c) The decision made;*
 - (d) Whether the Councillor participated in the meeting under an approval by the Minister;*
 - (e) If the Councillor voted on the matter, how they voted; and*
 - (f) How the majority of Councillors voted on the matter.*
- (6) If the Councillor has a Declarable Conflict of Interest, in addition to the information above, the following information must be recorded in the minutes:
- (a) The decision and reasons for the decision as to whether the Councillor with the Declarable Conflict of Interest may participate in the decision, or must not participate in the decision; and
 - (b) The name of each eligible Councillor who voted on the decision, and how the eligible Councillor voted.

7 MATTERS OUTSTANDING FROM PREVIOUS COUNCIL MEETINGS

7.1 NOTICE OF MOTION - INVESTIGATION AND CONSIDERATION AROUND NEW COMMERCIAL DEVELOPMENTS LOCATED WITHIN EXISTING DISTRICT CENTRES

At the General Meeting 20 October 2021 (Item 17.1 refers), Council resolved as follows:

That Council resolves as follows:

- 1. To investigate and consider the issues related to the new commercial development which is located within existing district centres to include, but not limited to:*
 - a) Vehicular and pedestrian access, safety and lighting*
 - b) Potential reduction in car parking, traffic and amenity impacts on the surrounding road network*
 - c) Neighbourhood and operating characteristics of the use*
 - d) Relevant benchmark provisions of other local government authorities in South East Queensland*
 - e) Options and recommendations relating to the appropriateness of existing assessment benchmarks, including the scale and intensity of the proposed use i.e. number of customer visits and gross floor area, as well as the levels of assessment.*
- 2. Prepare a major amendment as part of the next general amendment package, pursuant to Part 4 of the Minister's Guidelines and Rules under the Planning Act 2016, if required, incorporating the proposed changes to City Plan as supported by Council.*
- 3. That officers prepare a report to Council addressing the above by the end of January 2022.*

A report addressing this matter is listed as Item 14.5 of this agenda.

7.2 MAYORAL MINUTE - OLYMPIC LEGACY WORKING GROUP

At the General Meeting 20 October 2021 (Mayoral Minute Item 8.1 refers), Council resolved as follows:

1. *Council requests officers investigate options to establish a Redlands Coast Olympic and Paralympic Legacy Working Group.*
2. *In undertaking these investigations, Officers are asked to consider:*
 - a. *Objectives: Identify objectives for the Redlands Coast Olympic and Paralympic Games Legacy Working Group that help identify and advise on community legacy opportunities created from the Brisbane 2032 Olympic and Paralympic Games.*
 - b. *Governance: Investigate a governance model that supports the overall objectives of the Working Group while also providing the necessary flexibility to ensure it remains dynamic and contemporary throughout the Olympic and Paralympic Games development.*
 - c. *Membership: Investigate membership composition that supports the Legacy Working Group's objectives. This should include external representatives in disciplines including but not limited to; transport, sport and recreation, community and cultural development, education and economic development.*

It is envisaged that membership will be honorary, unremunerated and appointed for a fixed term, with the flexibility to appoint new members as agreed by the Legacy Working Group.

- d. *Reporting: Provide options for the frequency and format of meetings that supports the Working Group's objectives and provides regional legacy opportunities for the Redlands Coast community. This should include options for the Legacy Working Group to communicate with other regional Olympic and Paralympic working groups and authorities.*

The Mayor, as Council's appointed Council of Mayors (SEQ) representative, will utilise the Legacy Working Group's advice and recommendations to advocate for regional legacy opportunities through the Council of Mayors (SEQ) and other stakeholders.

A report addressing this matter is listed as Item 14.1 of this agenda.

7.3 MAYORAL MINUTE - STATE GOVERNMENT BULK WATER REBATE

At the General Meeting 15 September 2021 (Mayoral Minute Item 8.1 refers), Council resolved as follows:

That Council resolves as follows:

- 1. To write to the State Government and Seqwater and request that they support Council's existing concealed leaks policy by implementing a concealed leaks policy and associated processes to cover the State Government's bulk water component of water consumption in Redland City.*
- 2. To seek support for the policy change from Redlands Coast Members of Parliament. Through a petition seeking public support to State Parliament to be published on Council's website and shared through media.*
- 3. To request that any decision by the Government to provide a concealed leaks rebate be conveyed to Council by February 2022, to allow time for Council 2022-23 Budget deliberations.*
- 4. Subject to the State Government implementing a bulk water rebate, Council considers any policy change to complement the State's bulk water rebate to further assist ratepayers.*

A report will be brought to a future meeting of Council by February 2022.

7.4 INVESTIGATIONS TO POTENTIALLY ACQUIRE ADDITIONAL LAND FOR SPORT AND RECREATION PURPOSES

At the General Meeting 18 December 2019 (Item 19.3 refers), Council resolved as follows:

That the petition be received and referred to the Chief Executive Officer for consideration and a report to the local government.

A report addressing this matter is listed as Item 19.3 of this agenda.

7.5 EXPRESSIONS OF INTEREST CAMPAIGN - REDLANDS COAST TOURIST AND COMMUNITY DESTINATION, MACARTHUR ST, ALEXANDRA HILLS

At the General Meeting 2 December 2020 (Item 19.2 refers), Council resolved as follows:

That Council resolves as follows:

- 1. To note the outcomes of the Expressions of Interest Campaign for a Tourist Park and associated community uses that has now finished, and that no tourism-related proposals were received.*
- 2. To hold discussions with proponents of non-tourism related purposes to understand how other proposals may fit into the planning for development of the land that align with Council's policies and plans.*
- 3. To workshop with Councillors, the outcome of these discussions.*
- 4. To provide a further report to Council in regards to the site upon completion of item 3 above.*
- 5. That this report and attachments remain confidential to ensure proposed commercial arrangements and details pertaining to individuals are kept private, subject to maintaining the confidentiality of legally privileged and commercial in confidence information.*

A report will be brought to a future meeting of Council.

7.6 OUTCOMES OF ECONOMIC NEEDS ASSESSMENT - SHORT STAY FACILITIES FOR SELF-CONTAINED RECREATIONAL VEHICLES AND CARAVANS ON THE REDLANDS COAST

At the General Meeting 19 May 2021 (Item 15.2 refers), Council resolved as follows:

1. *To note the contents of the report including the executive summary of the Economic Needs Assessment at Attachment 1.*
2. *To endorse Council's role as facilitator or advocate for the establishment of a short stay facilities for self-contained recreational vehicles and caravans.*
3. *To invite Expressions of Interest in accordance with s.228 of the Local Government Regulation 2012 from community or not-for-profit organisations to operate and manage a short stay facility for self-contained recreational vehicles and caravans for Council owned or managed land identified as preferred sites within the report.*
4. *That a report be brought back to Council outlining the outcomes of the Expressions of Interest process.*
5. *To continue to support and work with existing commercial campground and caravan park operators.*

A report addressing this matter is listed as Item 19.4 of this agenda.

7.7 SOUTHERN THORNLANDS POTENTIAL FUTURE GROWTH AREA (STPFGA)

At the General Meeting 15 December 2021 (Item 14.5 refers), Council resolved as follows:

That Item 14.5 Southern Thornlands Potential Future Growth Area (STPFGA) be deferred to a future meeting of Council, with a report back to Council before 31 March 2022.

A report addressing this matter is listed as Item 14.6 of this agenda.

8 MAYORAL MINUTE

In accordance with s.6.9 of Council Meeting Standing Orders, the Mayor may put to the meeting a written motion called a 'Mayoral Minute', on any matter. Such motion may be put to the meeting without being seconded, may be put at that stage in the meeting considered appropriate by the Mayor and once passed becomes a resolution of Council.

9 PUBLIC PARTICIPATION

Statutory Meetings of Council will be closed to the public and public participation will be suspended until further notice.

10 PETITIONS AND PRESENTATIONS

Councillors may present petitions or make presentations under this section.

11 MOTION TO ALTER THE ORDER OF BUSINESS

The order of business may be altered for a particular meeting where the Councillors at that meeting pass a motion to that effect. Any motion to alter the order of business may be moved without notice.

12 REPORTS FROM THE OFFICE OF THE CEO

Nil

13 REPORTS FROM ORGANISATIONAL SERVICES

13.1 DECEMBER 2021 MONTHLY FINANCIAL REPORT

Objective Reference: A6361788

Authorising Officer: Deborah Corbett-Hall, Chief Financial Officer

Responsible Officer: Deborah Corbett-Hall, Chief Financial Officer

Report Author: Udaya Panambala Arachchilage, Corporate Financial Reporting Manager

Attachments: 1. Monthly Financial Report RCC Dec 21 [↓](#)

PURPOSE

To note the year to date financial results as at 31 December 2021.

BACKGROUND

Council adopts an annual budget and then reports on performance against the budget on a monthly basis. This is not only a legislative requirement but enables the organisation to periodically review its financial performance and position and respond to changes in community requirements, market forces or other outside influences.

ISSUES

Capital carryover budget 2020-21

Council adopted a carryover budget on 18 August 2021 to accommodate capital works straddling two financial years. The attached monthly financial report for December includes the carryover budget adopted by Council. The differences between the carryover budget figures contained in the attached report and those published on 18 August 2021 are due to the actual opening balances on 1 July 2021. The final audited opening balances, together with other revisions to the budget, will be adopted as part of the revised budget in early 2022, and will reconcile to the financial management system and end of year accounts finalisation process.

Monitoring of the capital program progress

As mentioned in the risk management section below, the Executive Leadership Team reviews the progress of the capital program on a regular basis. Over the last twenty-one months, the global pandemic has played a role in the procurement lead time, availability of contractors and price of materials. Constant focus, review and mitigation where possible is occurring by the organisation's senior leaders and these factors are considerations when management reviews the organisation risk registers.

2021-22 Budget review

Council officers are currently compiling submissions for a budget review. The monthly analysis will be consolidated to update Council's budget for the 2021-22 financial year. Officers are planning to table a revised budget for Council's consideration in February 2022.

STRATEGIC IMPLICATIONS

Council has either achieved or favourably exceeded the following key financial stability and sustainability ratios as at the end of December 2021.

- Operating surplus ratio
- Net financial liabilities
- Level of dependence on general rate revenue
- Ability to pay our bills – current ratio
- Ability to repay our debt – debt servicing ratio
- Cash balance
- Cash balances – cash capacity in months
- Longer term financial stability – debt to asset ratio
- Interest coverage ratio
- Operating performance

The following ratio did not meet the target at the end of December 2021:

- Asset sustainability ratio

The asset sustainability ratio continues to be a stretch target for Council with renewal spends of \$13.04M and depreciation expense of \$29.31M year to date on infrastructure assets. This ratio is an indication of how Council currently maintains, replaces and renews its existing infrastructure assets as they reach the end of their useful lives. Capital spend on non-renewal projects increases the asset base and therefore increases depreciation expense, resulting in a lower asset sustainability ratio.

Council's Capital Portfolio Prioritisation Administrative Directive demonstrates its commitment to maintaining existing infrastructure and the adoption of a renewal strategy for its existing assets ahead of 'upgrade' and/or 'new' works.

Legislative Requirements

The December 2021 financial report is presented in accordance with the legislative requirement of section 204(2) of the *Local Government Regulation 2012*, requiring the Chief Executive Officer to present the financial report to a monthly Council meeting.

Risk Management

The December 2021 financial report has been noted by the Executive Leadership Team and relevant officers who can provide further clarification and advice around actual to budget variances.

Financial

There is no direct financial impact to Council as a result of this report; however it provides an indication of financial outcomes at the end of December 2021.

People

Nil impact expected as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Environmental

Nil impact expected as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Social

Nil impact expected as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Human Rights

There are no human rights implications for this report as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Alignment with Council's Policy and Plans

This report has a relationship with the following items of Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond*:

Efficient and effective organisation objectives

7.1 Improve the efficiency and effectiveness of Council's service delivery to decrease costs, and enhance customer experience and community outcomes.

7.4 Demonstrate good governance through transparent, accountable processes and sustainable practices and asset management.

CONSULTATION

Consulted	Date	Comment
Council departmental officers	Year to date December 2021	Consulted on financial results and outcomes.
Financial Services Group officers	Year to date December 2021	Consulted on financial results and outcomes.
Executive Leadership Team and Senior Leadership Team	Year to date December 2021	Recipients of variance analysis between actual and budget. Consulted as required.

OPTIONS

Option One

That Council resolves to note the financial position, results and ratios for December 2021 as presented in the attached Monthly Financial Report.

Option Two

That Council resolves to request additional information.

OFFICER'S RECOMMENDATION

That Council resolves to note the financial position, results and ratios for December 2021 as presented in the attached Monthly Financial Report.

Monthly Financial Report



Monthly Financial Report

December 2021



Monthly Financial Report

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1. EXECUTIVE SUMMARY

This monthly report illustrates the financial performance and position of Redland City Council compared to its adopted budget at an organisational level for the period ended 31 December 2021. The year to date annual revised budget referred to in this report incorporates the changes from budget capital carryovers adopted by Council on 18 August 2021.

Key Financial Highlights and Overview

Key Financial Results (\$000)	Annual Revised Budget	YTD Budget	YTD Actual	YTD Variance	YTD Variance %	Status Favourable ✓ Unfavourable ✗
Operating Surplus / (Deficit)	43	3,784	9,133	5,349	141%	✓
Recurrent Revenue	310,942	155,857	156,393	536	0%	✓
Recurrent Expenditure	310,899	152,073	147,260	(4,813)	-3%	✓
Capital Works Expenditure	102,732	40,592	26,933	(13,659)	-34%	✓
Closing Cash & Cash Equivalents	196,457	190,976	202,311	11,335	6%	✓

Council reported a year to date operating surplus of \$9.13M which is favourable to budget by \$5.35M mainly on account of higher fees income, lower than budgeted expenditure on materials and services and lower depreciation due to timing of asset capitalisations.

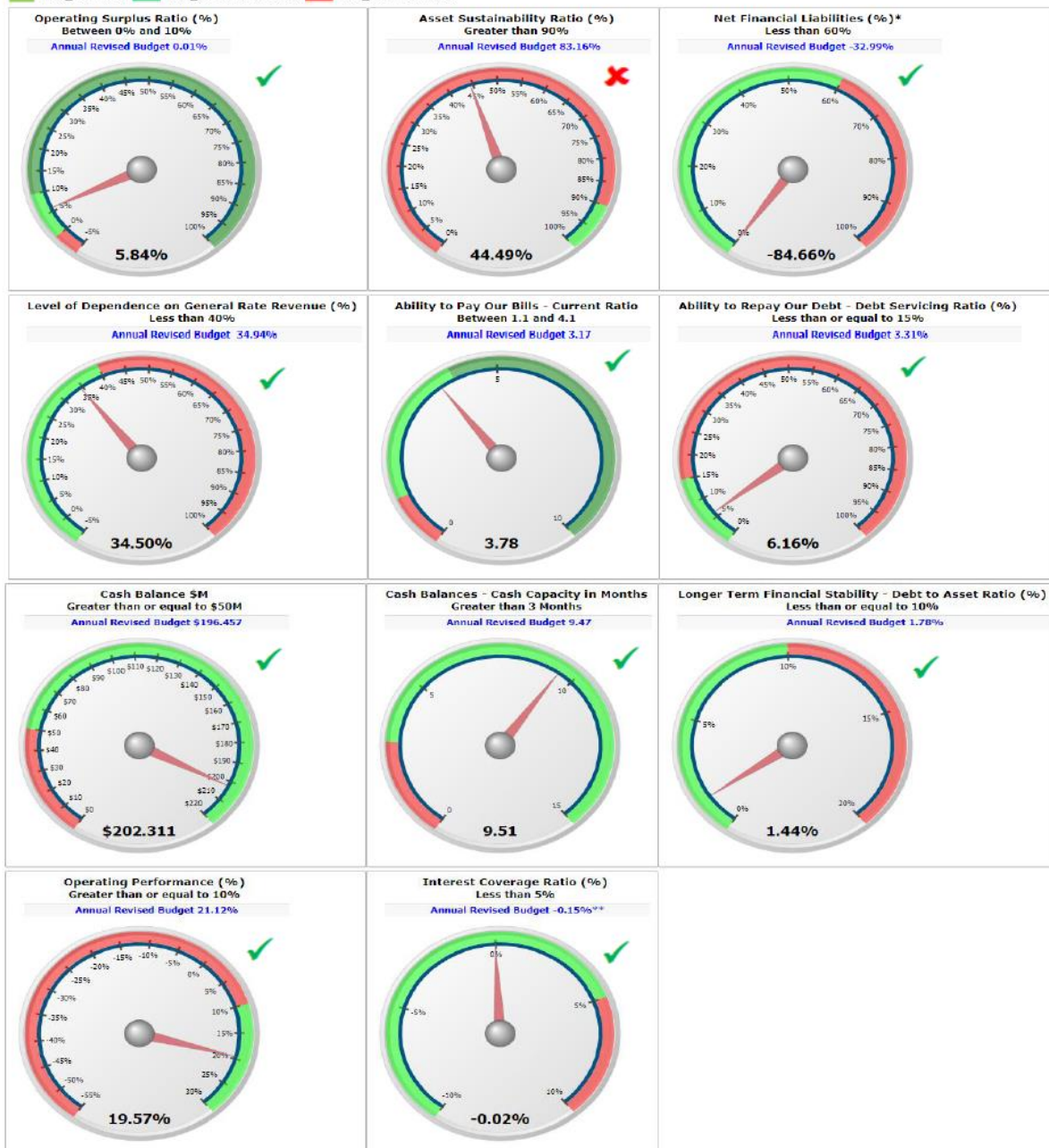
The Infrastructure and Operations (I&O) Department presented a briefing to Council that addressed the supply chain issues that are contributing to forecast underspends to the FY2021-22 capital works portfolio. This briefing included mitigation strategies that addressed the risks to delivering the capital works which was agreed to and resolved by Council at the General Meeting held on 20 October 2021.

Council's cash balance is over budget mainly due to higher than expected receipts from the customers, higher capital grants, subsidies and contributions and lower payments for property plant and equipment offset by higher payments for suppliers. Constrained cash reserves represent 57% of the cash balance.

Monthly Financial Report

2. KEY PERFORMANCE INDICATORS

■ Target met
 ■ Target exceeded
 ■ Target not met



* The net financial liabilities ratio exceeds the target range when current assets are greater than total liabilities (and the ratio is negative)

** The interest coverage ratio exceeds the target range when interest revenue is greater than interest expense (and the ratio is negative)

Monthly Financial Report

3. STATEMENT OF COMPREHENSIVE INCOME

STATEMENT OF COMPREHENSIVE INCOME					
For the period ending 31 December 2021					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Recurrent revenue					
Rates charges	111,574	111,650	55,696	55,495	(201)
Levies and utility charges	170,378	170,378	84,883	83,386	(1,497)
Less: Pensioner remissions and rebates	(3,486)	(3,486)	(1,748)	(1,810)	(62)
Fees	15,337	15,337	7,890	9,624	1,734
Rental income	1,067	1,067	523	600	77
Interest received	2,037	2,037	967	845	(122)
Sales revenue	3,682	3,682	2,081	2,528	447
Other income	469	469	381	584	203
Grants, subsidies and contributions	9,496	9,808	5,184	5,141	(43)
Total recurrent revenue	310,554	310,942	155,857	156,393	536
Recurrent expenses					
Employee benefits	97,172	97,295	48,914	49,162	248
Materials and services	145,459	145,725	69,174	65,338	(3,836)
Finance costs	2,007	2,007	988	959	(29)
Depreciation and amortisation	67,563	67,563	33,783	32,603	(1,180)
Other expenditure	522	522	301	306	5
Net internal costs	(2,213)	(2,213)	(1,087)	(1,108)	(21)
Total recurrent expenses	310,511	310,899	152,073	147,260	(4,813)
OPERATING SURPLUS / (DEFICIT)	43	43	3,784	9,133	5,349
Capital revenue					
Grants, subsidies and contributions	22,133	28,638	10,287	8,923	(1,364)
Non-cash contributions	2,461	2,461	1,190	30	(1,160)
Total capital revenue	24,594	31,099	11,477	8,953	(2,524)
Capital expenses					
(Gain) / loss on disposal of non-current assets	289	289	48	228	180
Total capital expenses	289	289	48	228	180
TOTAL INCOME	335,148	342,041	167,334	165,346	(1,988)
TOTAL EXPENSES	310,799	311,188	152,121	147,488	(4,633)
NET RESULT	24,349	30,853	15,213	17,858	2,645
Other comprehensive income / (loss)					
Items that will not be reclassified to a net result					
Revaluation of property, plant and equipment	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	24,349	30,853	15,213	17,858	2,645

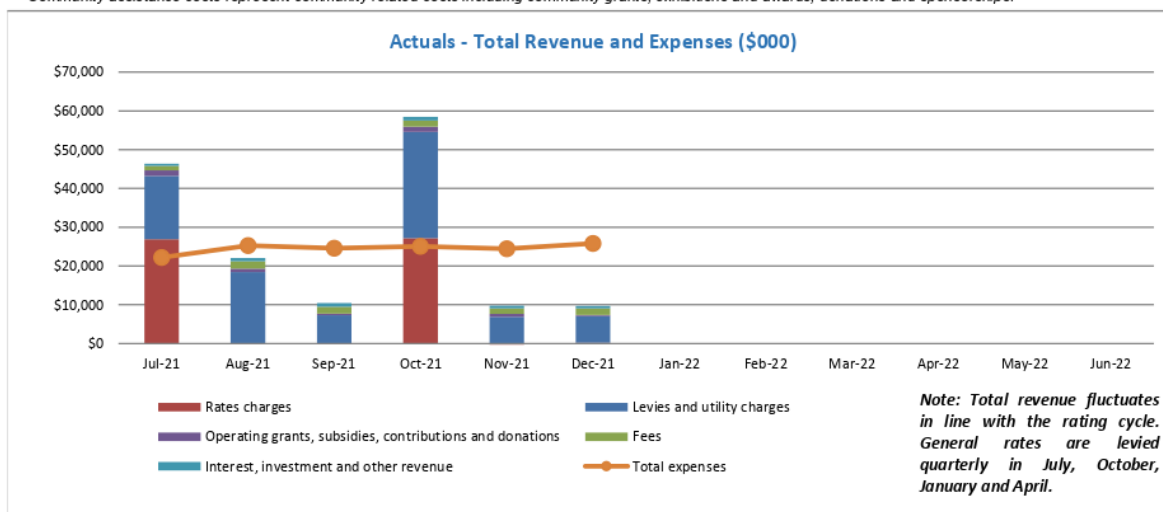
Monthly Financial Report

3. STATEMENT OF COMPREHENSIVE INCOME - CONTINUED

LEVIES AND UTILITY CHARGES ANALYSIS					
For the period ending 31 December 2021					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Budget	Actual	Variance
	Budget	Budget	\$000	\$000	\$000
	\$000	\$000			
Levies and utility charges					
Refuse collection rate charge	30,931	30,931	15,376	15,460	84
SES separate charge	514	514	256	256	-
Environment separate charge	10,802	10,802	5,387	5,367	(20)
Separate charge landfill remediation	3,473	3,473	1,736	1,725	(11)
Wastewater charges	50,354	50,354	25,095	25,171	76
Water access charges	20,949	20,949	10,442	10,417	(25)
Water consumption charges	53,355	53,355	26,591	24,990	(1,601)
Total levies and utility charges	170,378	170,378	84,883	83,386	(1,497)
MATERIALS AND SERVICES ANALYSIS					
For the period ending 31 December 2021					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Budget	Actual	Variance
	Budget	Budget	\$000	\$000	\$000
	\$000	\$000			
Materials and services					
Contractors	37,447	38,137	15,573	15,019	(554)
Consultants	2,775	3,231	1,005	805	(200)
Other Council outsourcing costs*	26,444	24,724	11,163	10,285	(878)
Purchase of materials	54,490	55,251	26,748	25,394	(1,354)
Office administration costs	7,194	7,175	6,127	5,574	(553)
Electricity charges	5,723	5,723	2,878	2,735	(143)
Plant operations	3,458	3,458	1,643	1,657	14
Information technology resources	3,685	3,666	1,932	1,964	32
General insurance	1,467	1,467	734	699	(35)
Community assistance**	1,716	1,836	885	713	(172)
Other material and service expenses	1,057	1,057	486	493	7
Total materials and services	145,459	145,725	69,174	65,338	(3,836)

* Other Council outsourcing costs are various outsourced costs including refuse collection and disposal, waste disposal, legal services, traffic control, external training, valuation fees, etc.

** Community assistance costs represent community related costs including community grants, exhibitions and awards, donations and sponsorships.



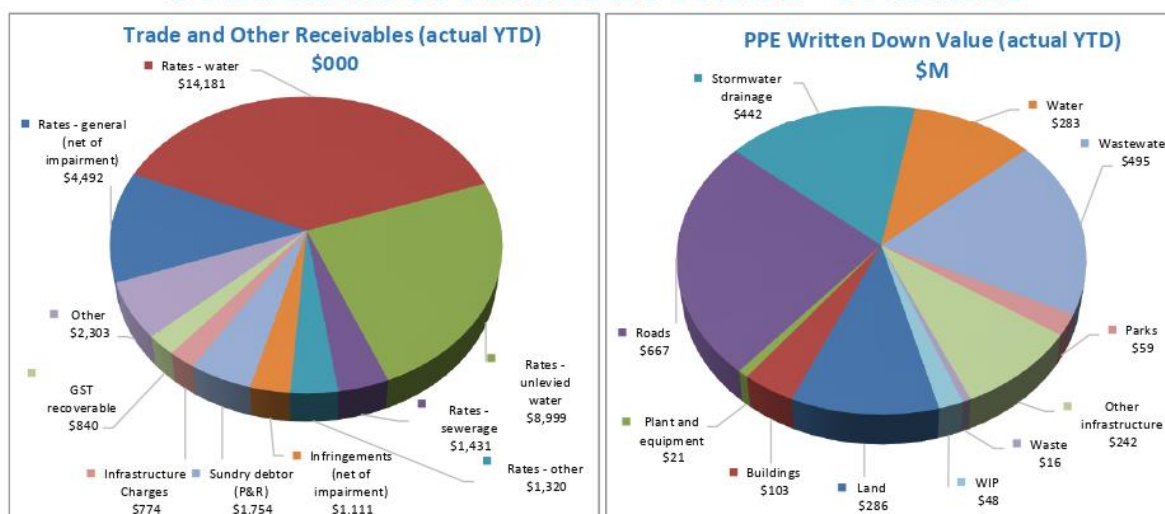
Monthly Financial Report

4. STATEMENT OF FINANCIAL POSITION

STATEMENT OF FINANCIAL POSITION As at 31 December 2021				
	Annual	Annual	YTD	YTD
	Original Budget \$000	Revised Budget \$000	Budget \$000	Actual \$000
CURRENT ASSETS				
Cash and cash equivalents	198,990	196,457	190,976	202,311
Short-term investment - CBA	-	-	10,000	10,068
Trade and other receivables	42,672	43,012	43,536	37,205
Inventories	916	1,024	944	826
Other current assets	1,810	4,967	4,967	4,158
Total current assets	244,389	245,460	250,423	254,568
NON-CURRENT ASSETS				
Investment property	1,225	1,225	1,225	1,225
Property, plant and equipment	2,619,909	2,705,684	2,676,132	2,662,076
Intangible assets	1,135	1,160	1,431	1,426
Right-of-use assets	4,723	4,984	5,504	5,500
Other financial assets	73	73	73	73
Investment in other entities	12,657	12,657	12,657	12,657
Total non-current assets	2,639,722	2,725,783	2,697,022	2,682,957
TOTAL ASSETS	2,884,111	2,971,243	2,947,445	2,937,525
CURRENT LIABILITIES				
Trade and other payables	37,171	45,927	49,708	32,332
Borrowings - current	8,326	8,919	8,919	8,919
Lease liability - current	1,294	1,130	1,130	1,130
Provisions - current	15,270	15,791	15,424	15,904
Other current liabilities	1,911	5,758	5,792	9,114
Total current liabilities	63,972	77,525	80,973	67,399
NON-CURRENT LIABILITIES				
Borrowings - non-current	38,659	37,990	27,042	26,982
Lease liability - non-current	4,377	4,704	5,275	5,276
Provisions - non-current	21,539	22,676	21,446	22,515
Total non-current liabilities	64,576	65,370	53,763	54,773
TOTAL LIABILITIES	128,547	142,895	134,736	122,172
NET COMMUNITY ASSETS	2,755,563	2,828,348	2,812,709	2,815,353
COMMUNITY EQUITY				
Asset revaluation surplus	1,035,840	1,106,353	1,106,353	1,106,353
Retained surplus	1,619,513	1,623,314	1,596,948	1,594,234
Constrained cash reserves	100,210	98,681	109,408	114,766
TOTAL COMMUNITY EQUITY	2,755,563	2,828,348	2,812,709	2,815,353

Monthly Financial Report

4. STATEMENT OF FINANCIAL POSITION - CONTINUED



RIGHT-OF-USE ASSETS				
For the period ending 31 December 2021				
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual Balance \$000
Right-of-use asset				
Buildings	2,109	2,152	2,443	2,437
Land	2,435	2,508	2,716	2,718
Plant and Equipment	179	324	345	345
Closing balance	4,723	4,984	5,504	5,500

PROPERTY, PLANT AND EQUIPMENT (PPE) MOVEMENT*				
For the period ending 31 December 2021				
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual Balance \$000
PPE movement				
Opening balance (includes WIP from previous years)	2,614,439	2,667,979	2,667,979	2,667,979
Acquisitions and WIP in year movement	72,958	105,193	41,781	26,964
Depreciation in year	(65,977)	(65,977)	(32,989)	(31,799)
Disposals	(1,511)	(1,511)	(639)	(1,087)
Other adjustments**	-	-	-	19
Closing balance	2,619,909	2,705,684	2,676,132	2,662,076

* This table includes movement relating to property, plant and equipment only and is exclusive of intangible assets.

** Other adjustments include transfers between asset classes, revaluation adjustments, prior period adjustments and depreciation thereon.

Monthly Financial Report

5. STATEMENT OF CASH FLOWS

STATEMENT OF CASH FLOWS For the period ending 31 December 2021				
	Annual Original Budget \$'000	Annual Revised Budget \$'000	YTD Budget \$'000	YTD Actual \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	297,941	298,017	148,408	151,986
Payments to suppliers and employees	(246,606)	(246,995)	(115,375)	(125,748)
	51,334	51,022	33,033	26,238
Interest received	2,037	2,037	967	813
Rental income	1,067	1,067	523	600
Non-capital grants and contributions	14,109	14,421	5,004	5,217
Borrowing costs	(1,763)	(1,763)	(1,743)	(1,769)
Right-of-use assets interest expense	(131)	(131)	(65)	(63)
Net cash inflow / (outflow) from operating activities	66,654	66,654	37,719	31,036
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for property, plant and equipment	(70,498)	(102,732)	(40,591)	(25,532)
Proceeds from sale of property, plant and equipment	1,222	1,222	592	858
Capital grants, subsidies and contributions	22,133	28,638	10,287	13,011
Other cash flows from investing activities*	3,500	3,500	3,500	3,500
Net cash inflow / (outflow) from investing activities	(43,642)	(69,372)	(26,212)	(8,163)
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of borrowings	10,323	10,323	-	-
Repayment of borrowings	(7,243)	(7,243)	(7,197)	(7,230)
Right-of-use lease payment	(1,145)	(1,145)	(574)	(572)
Net cash inflow / (outflow) from financing activities	1,936	1,935	(7,771)	(7,802)
Net increase / (decrease) in cash held	24,947	(783)	3,736	15,071
Cash and cash equivalents at the beginning of the year	174,043	197,240	187,240	187,240
Cash and cash equivalents at the end of the financial year / period	198,990	196,457	190,976	202,311

Cash Inflow (actual YTD)

Category	Percentage
Utility charges	48%
Rates charges	31%
Capital grants, subsidies and contributions	8%
Other cash receipts	3%
Interest received	0%
Operating grants and contributions	3%
Fees	7%

Cash Outflow (actual YTD)

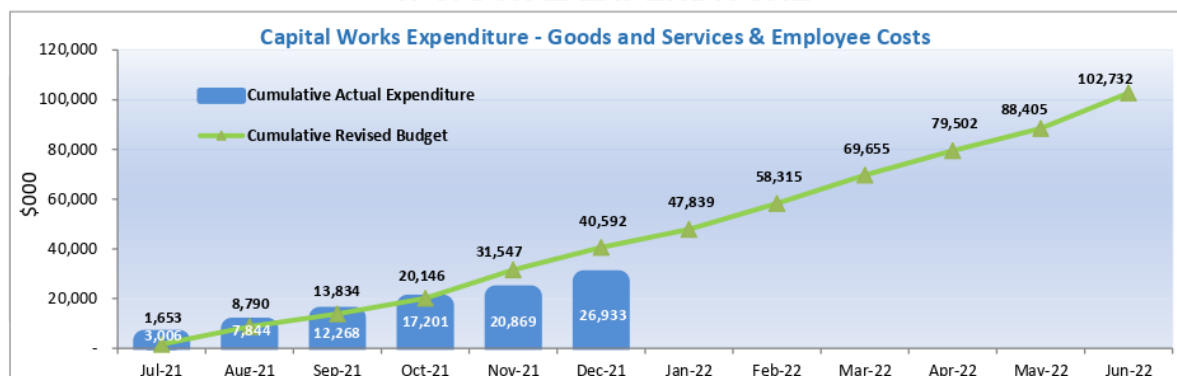
Category	Percentage
Materials and services	46%
Employee costs	32%
Payments for property, plant and equipment	16%
Repayment of borrowings	5%
Borrowing costs	1%

Total Cash Funding (Actual YTD)	175,985	Total Cash Expenditure (Actual YTD)	160,914
Total Cash Funding (Annual Revised Budget)	359,226	Total Cash Expenditure (Annual Revised Budget)	360,009
% of Budget Achieved YTD	49%	% of Budget Achieved YTD	45%

* Loan drawn down by RIC from February to June 2021 has been repaid in July 2021.

Monthly Financial Report

6. CAPITAL EXPENDITURE

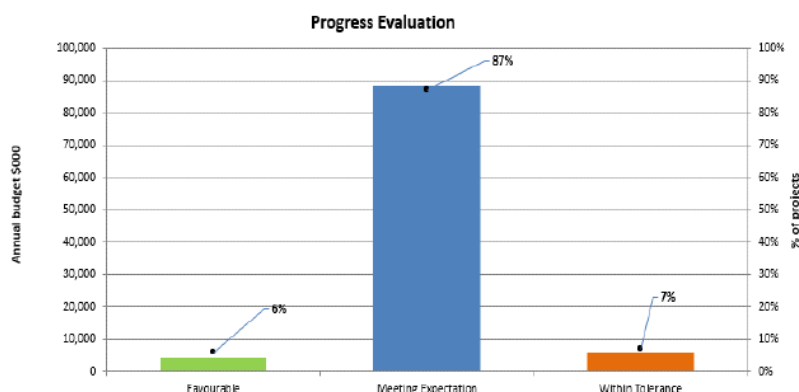


	Annual Revised Budget \$'000	YTD Budget \$'000	YTD Actual \$'000	YTD Variance \$'000
Capitalised goods and services*	95,085	36,964	22,908	(14,056)
Capitalised employee costs	7,647	3,628	4,025	397
Total	102,732	40,592	26,933	(13,659)

* Excludes capital prepayments.

7. PROGRAM AND PROJECT UPDATE

Favourable (budget under/schedule on track)	Meeting expectations (budget and schedule on track)	Within tolerance (either budget and schedule not on track)
---	---	--



Programs and projects are what Council uses to introduce change to achieve corporate outcomes. They allow new infrastructure, products, systems, procedures and services to be delivered. Projects may be undertaken on a standalone basis or as part of a program. Programs and projects may span multiple financial years.

Council is currently progressing more than 100 programs and projects.

Notable Projects

The status of two notable projects are as follows:

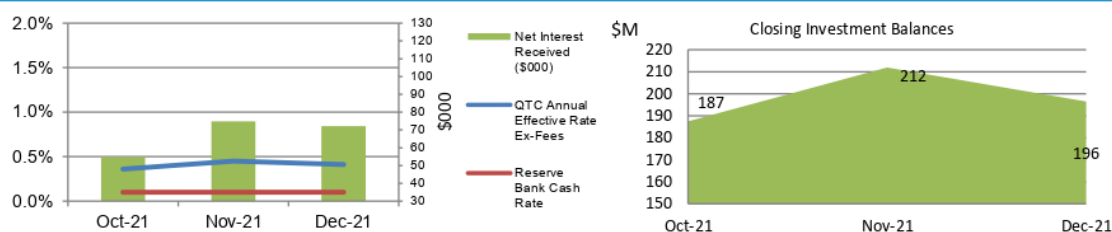
Project description	Progress
IndigiScapes Minor Works 2021-22 Project - Supply and installation of recycled tables & chairs within the grounds of IndigiScapes. Supply and installation of shade structure and fencing at IndigiScapes Nursery	Meeting Expectations
Redland Performing Arts Centre Technical Equipment Renewal Program - Renew of Concert Hall Cabled Microphone, Lighting Desk and event hall PA system	Meeting Expectations

Monthly Financial Report

8. INVESTMENT & BORROWINGS REPORT

For the period ending 31 December 2021

INVESTMENT RETURNS - QUEENSLAND TREASURY CORPORATION (QTC)



Total QTC Investment at End of Month was \$196.44M

Council investments are currently held predominantly in the Capital Guaranteed Cash Fund, which is a fund operated by the Queensland Treasury Corporation (QTC). In October 2021 \$10.068M was re-invested in a term deposit of Commonwealth Bank of Australia (CBA) to maximise interest earnings.

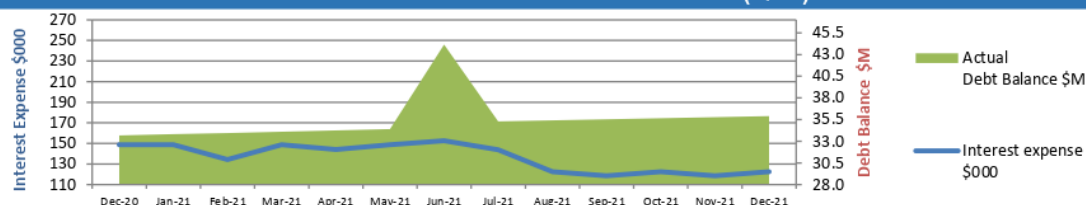
The movement in interest earned is indicative of both the interest rate and the surplus cash balances held, the latter of which is affected by business cash flow requirements on a monthly basis as well as the rating cycle.

Note: the Reserve Bank reduced the cash rate down to 0.10% during November 2020.

On a daily basis, cash surplus to requirements is deposited with QTC to earn higher interest as QTC is offering a higher rate than what is achieved from Council's transactional bank accounts. The current annual effective interest rate paid by QTC is 0.41%. Term deposit rates are being monitored to identify investment opportunities to ensure Council maximises its interest earnings.

Council adopted its Investment Policy (FIN-001-P) in June 2021 for the 2021/2022 financial year

BORROWINGS AND BORROWING COSTS (QTC)



The existing loan accounts were converted to fixed rate loans on 1 April 2016 following a QTC restructure of loans and policies. In line with Council's debt policy, debt repayment of \$9.00M, being \$7.23M principal and \$1.77M interest has been made *annually* for 2021/2022 which will result in the loans being repaid approximately one year earlier.

The debt balance shows a decrease as the Annual Debt Service Payment (ADSP) was made during July 2021. Interest will accrue monthly on a daily balance until next ADSP in July 2022 which is reflected in the increasing debt balance.

In June 2021 borrowings of \$9.61M were undertaken as part of Council's Capital Works Plan.

Total Borrowings at End of Month were \$35.90M

Council adopted its Debt Policy (FIN-009-P) in June 2021 for the 2021/2022 financial year

BORROWINGS

For the period ending 31 December 2021

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual Balance \$000
Borrowings				
Opening balance	(44,228)	(44,153)	(44,153)	(44,153)
Accrued interest on borrowings	(1,439)	(1,438)	(748)	(748)
Interest paid on borrowings	1,763	1,763	1,743	1,769
Principal repaid	7,243	7,243	7,197	7,231
Loan drawdown	(10,324)	(10,324)	-	-
Closing balance	(46,985)	(46,909)	(35,961)	(35,901)

Monthly Financial Report

9. CONSTRAINED CASH RESERVES

Reserves as at 31 December 2021	Purpose of reserve	Opening Balance \$000	To Reserve \$000	From Reserve \$000	Closing Balance \$000
Special Projects Reserve:					
Aquatic Paradise Revetment Wall Reserve	To fund Aquatic Paradise revetment wall works program	-	13	(13)	-
Weinam Creek Reserve	Maintenance and improvements associated with Weinam Creek projects	-	186	(2)	184
Waste Levy Reserve	To fund Waste Levy Program	-	2,643	(2,384)	259
Raby Bay Revetment Wall Reserve	To fund Raby Bay revetment wall works program	4,265	1,375	(690)	4,950
Fleet Plant & Capital Equipment Reserve	To support the long term fleet replacement program	3,716	1,401	(480)	4,637
		7,981	5,618	(3,569)	10,030
Constrained Works Reserve:					
Public Parks Trunk Infrastructure Reserve	Capital projects for public parks trunk infrastructure	6,148	2,169	(2,031)	6,286
Land for Community Facilities Trunk Infrastructure Reserve	Land for community facilities trunk infrastructure	4,829	77	-	4,906
Water Supply Trunk Infrastructure Reserve	Upgrade, expansion or new projects for water supply trunk infrastructure	14,760	84	-	14,844
Sewerage Trunk Infrastructure Reserve	Upgrade, expansion or new projects for sewerage trunk infrastructure	11,165	1,714	(1,288)	11,591
Local Roads Trunk Infrastructure Reserve	Capital projects for local roads trunk infrastructure	36,517	3,173	(495)	39,195
Cycleways Trunk Infrastructure Reserve	Capital projects for cycleways trunk infrastructure	13,288	1,162	(432)	14,018
Stormwater Trunk Infrastructure Reserve	Capital projects for stormwater trunk infrastructure	9,898	326	-	10,224
Tree Planting Reserve	Acquisition and planting of trees on footpaths	169	61	(7)	223
Koala Tree off-set Planting Reserve	Acquisition and planting of trees for koala habitat	226	45	(32)	239
Special Property Reserve	Acquisition of property in line with the strategic property framework	-	888	-	888
		97,000	9,699	(4,285)	102,414
Separate Charge Reserve:					
Environment Charge Maintenance Reserve	Ongoing conservation and maintenance operations	-	5,367	(4,021)	1,346
SES Separate Charge Reserve	On-going costs of maintaining the Redland SES	70	256	(207)	119
		70	5,623	(4,228)	1,465
Special Charge Reserve - Canals:					
Aquatic Paradise Canal Reserve*	Maintenance and repairs of Aquatic Paradise canals	758	-	-	758
Sovereign Waters Lake Reserve*	Maintenance and repairs of Sovereign Lake	431	-	-	431
1718 Raby Bay Canal Reserve	Service, facility or activity of works in respect of the canals of the Raby Bay canal estate	219	-	-	219
1718 Aquatic Paradise Canal Reserve	Service, facility or activity of works in respect of the canals of the Aquatic Paradise canal estate	(495)	-	-	(495)
1718 Sovereign Waters Lake Reserve	Service, facility or activity of works in respect of the lake	(56)	-	-	(56)
		857	-	-	857
TOTALS		105,908	20,940	(12,082)	114,766
		Closing cash and cash equivalents		202,311	
		Reserves as percentage of cash balance		57%	

*No interest charged for these reserves in December 2021 year to date due to low prevailing interest rate.

Monthly Financial Report

10. CITY WATER STATEMENTS

CITY WATER SUMMARY OPERATING STATEMENT For the period ending 31 December 2021					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Total revenue	128,647	128,647	64,258	62,883	(1,375)
Total expenses	(76,264)	(76,465)	(36,542)	(35,363)	1,179
Earnings before interest, tax and depreciation (EBITD)	52,382	52,182	27,716	27,520	(196)
External interest expense	(224)	(224)	(122)	(119)	3
Internal interest expense	(15,139)	(15,139)	(7,569)	(7,569)	-
Depreciation	(24,711)	(24,711)	(12,356)	(12,313)	43
Operating surplus / (deficit)	12,309	12,109	7,669	7,519	(150)
CITY WATER CAPITAL FUNDING STATEMENT For the period ending 31 December 2021					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Capital contributions, donations, grants and subsidies	2,956	2,956	1,478	1,799	321
Net transfer (to) / from constrained capital reserves	1,019	1,019	(1,478)	(1,759)	(281)
Non-cash contributions	5,747	5,747	1,190	-	(1,190)
Funding from utility revenue	(2,699)	7,450	4,369	2,604	(1,765)
Total sources of capital funding	7,023	17,173	5,559	2,644	(2,915)
Contributed assets	(2,379)	(2,379)	(1,190)	-	1,190
Capitalised expenditure	(3,982)	(14,132)	(3,911)	(2,134)	1,777
Loan redemption	(662)	(662)	(458)	(510)	(52)
Total application of capital funds	(7,023)	(17,173)	(5,559)	(2,644)	2,915

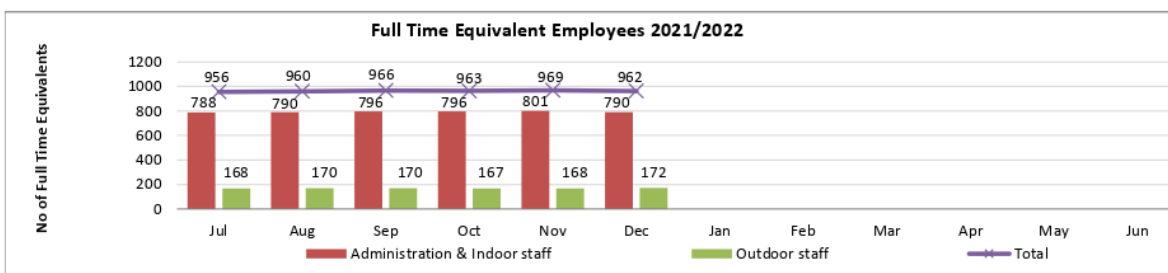
11. CITY WASTE STATEMENTS

CITY WASTE OPERATING STATEMENT For the period ending 31 December 2021					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Total revenue	33,057	33,057	18,901	19,128	227
Total expenses	(24,137)	(24,137)	(14,331)	(13,977)	354
Earnings before interest, tax and depreciation (EBITD)	8,920	8,920	4,570	5,151	581
External interest expense	(7)	(7)	(4)	(4)	-
Depreciation	(423)	(423)	(211)	(188)	23
Operating surplus / (deficit)	8,490	8,490	4,355	4,959	604
CITY WASTE CAPITAL FUNDING STATEMENT For the period ending 31 December 2021					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Funding from utility revenue	755	1,005	564	442	(122)
Total sources of capital funding	755	1,005	564	442	(122)
Capitalised expenditure	(600)	(850)	(429)	(330)	99
Loan redemption	(155)	(155)	(135)	(112)	23
Total application of capital funds	(755)	(1,005)	(564)	(442)	122

Monthly Financial Report

12. APPENDIX: ADDITIONAL AND NON-FINANCIAL INFORMATION

Workforce Reporting



December 2021: Headcount	Employee Type			
Department Level	Casual	Full Time	Part Time	Total
Office of CEO and People and Culture	9	41	8	58
Organisational Services	2	209	19	230
Community and Customer Services	44	288	58	390
Infrastructure and Operations	8	350	16	374
Total	63	888	101	1,052

Note: Full Time Equivalent Employees includes all full time employees at a value of 1 and all other employees, at a value less than 1. The table above demonstrates the headcount by department. Following Ourspace, the table includes contract of service and temporary personnel. It includes casual staff in their non-substantive roles as at the end of the period where relevant.

Overdue Rates Debtors & Statistics

Comparison December 2021 to December 2020									
Days Overdue	Dec-21	% Overdue	Dec-20	% Overdue	\$ Variance	% Variance	Rates & Charges Statistics		
0 - 30	\$910	0.0%	\$0	0.0%	\$910	0.0%	Levied (Billed) Rates & Charges since 1 July 2021	\$146,439,795	\$153,367,040
31 - 60	\$3,761,695	2.4%	\$4,072,896	2.5%	-\$311,201	-0.1%	Rate arrears b/fwd 1 July 2021	\$10,693,344	\$12,988,652
61 - 90	\$2,343	0.0%	\$0	0.0%	\$2,342	0.0%	Total	\$157,133,139	\$166,355,692
91 - 180	\$1,570,834	1.0%	\$1,898,531	1.1%	-\$327,697	-0.1%	Balance of overdue rates & charges	\$8,838,672	\$10,320,392
>180	\$3,502,890	2.2%	\$4,348,965	2.6%	-\$846,075	-0.4%	Percentage Overdue	5.6%	6.2%
Total	\$8,838,672	5.6%	\$10,320,392	6.2%	-\$1,481,720	-0.6%			

Monthly Financial Report

13. GLOSSARY

Key Terms

Written Down Value:

This is the value of an asset after accounting for depreciation or amortisation, and it is also called book value or net book value.

Work In Progress:

This represents an unfinished project that costs are still being added to. When a project is completed, the costs will be either capitalised (allocated to relevant asset class) or written off.

Definition of Ratios

Operating Surplus Ratio*:

This is an indicator of the extent to which revenues raised cover operational expenses only or are available for capital funding purposes

Net Operating Surplus
Total Operating Revenue

Asset Sustainability Ratio*:

This ratio indicates whether Council is renewing or replacing existing non-financial assets at the same rate that its overall stock of assets is wearing out

Capital Expenditure on Replacement of Infrastructure Assets (Renewals)
Depreciation Expenditure on Infrastructure Assets

Net Financial Liabilities*:

This is an indicator of the extent to which the net financial liabilities of Council can be serviced by operating revenues

Total Liabilities - Current Assets
Total Operating Revenue

Level of Dependence on General Rate Revenue:

This ratio measures Council's reliance on operating revenue from general rates (excludes utility revenues)

General Rates - Pensioner Remissions
Total Operating Revenue - Gain on Sale of Developed Land

Current Ratio:

This measures the extent to which Council has liquid assets available to meet short term financial obligations

Current Assets
Current Liabilities

Debt Servicing Ratio:

This indicates Council's ability to meet current debt instalments with recurrent revenue

Interest Expense*** + Loan Redemption^
Total Operating Revenue - Gain on Sale of Developed Land

Cash Balance - \$M:

Cash balance includes cash on hand, cash at bank and other short term investments.

Cash Held at Period End

Cash Capacity in Months:

This provides an indication as to the number of months cash held at period end would cover operating cash outflows

Cash Held at Period End
[[Cash Operating Costs + Interest Expense] / Period in Year]

Longer Term Financial Stability - Debt to Asset Ratio:

This is total debt as a percentage of total assets, i.e. to what extent will our long term debt be covered by total assets

Current and Non-current Debt**
Total Assets

Operating Performance:

This ratio provides an indication of Council's cash flow capabilities

Net Cash from Operations + Interest Revenue and Expense
Cash Operating Revenue + Interest Revenue

Interest Coverage Ratio:

This ratio demonstrates the extent to which operating revenues are being used to meet the financing charges

Net Interest Expense on Debt Service***
Total Operating Revenue

* These targets are set to be achieved on average over the longer term and therefore are not necessarily expected to be met on a monthly basis.

** Debt includes lease liabilities.

*** Interest expense includes interest on leases.

^ Loan redemption includes lease redemption.

14 REPORTS FROM COMMUNITY & CUSTOMER SERVICES

14.1 RESPONSE TO MAYORAL MINUTE - REDLANDS COAST 2032 LEGACY WORKING GROUP

Objective Reference: A6034463

Authorising Officer: Louise Rusan, General Manager, Community & Customer Services

Responsible Officer: Kim Kerwin, Group Manager, Community & Economic Development

Report Author: Kim Kerwin, Group Manager, Community & Economic Development

Attachments: Nil

PURPOSE

To establish the Redlands Coast 2032 Legacy Working Group.

BACKGROUND

Redland City Council has proudly been part of the South East Queensland Olympic and Paralympic journey since 2015, when the Council of Mayors South East Queensland (COMSEQ) began investigating the opportunity and benefits of a regional games.

Council's support for this initiative has always been the once-in-a-generation opportunity to create a lasting legacy for the Redlands Coast community and South East Queensland (SEQ) region, in particular; attracting increased investment in transport infrastructure as well as creating important social, economic development and employment opportunities.

The International Olympic Committee (IOC) recognises 'legacy' as a key part of the Brisbane 2032 Games. The values of the Olympic Games – respect, friendship and excellence – as well as the Paralympic Games promotion of inclusion and equal opportunities provide a unique platform to promote and accelerate desired societal developments, delivering lasting benefits for people, communities, cities, image and infrastructure.

Redlands Coast has been named an event venue city for Canoe Slalom for the Brisbane 2032 Olympic and Paralympic Games.

Council, together with Games partners, are continuing to focus on ensuring enduring benefits will be realised for the Redlands Coast community through this opportunity.

At its General Meeting on 20 October 2021 Council received a Mayoral Minute regarding establishment of a 2032 Legacy Working Group, and resolved the following:

1. *Council requests officers investigate options to establish a Redlands Coast Olympic and Paralympic Legacy Working Group.*
2. *In undertaking these investigations, Officers are asked to consider:*
 - a. *Objectives: Identify objectives for the Redlands Coast Olympic and Paralympic Games Legacy Working Group that help identify and advise on community legacy opportunities created from the Brisbane 2032 Olympic and Paralympic Games.*
 - b. *Governance: Investigate a governance model that supports the overall objectives of the Working Group while also providing the necessary flexibility to ensure it remains dynamic and contemporary throughout the Olympic and Paralympic Games development.*

- c. *Membership: Investigate membership composition that supports the Legacy Working Group's objectives. This should include external representatives in disciplines including but not limited to; transport, sport and recreation, community and cultural development, education and economic development.*

It is envisaged that membership will be honorary, unremunerated and appointed for a fixed term, with the flexibility to appoint new members as agreed by the Legacy Working Group.

- d. *Reporting: Provide options for the frequency and format of meetings that supports the Working Group's objectives and provides regional legacy opportunities for the Redlands Coast community. This should include options for the Legacy Working Group to communicate with other regional Olympic and Paralympic working groups and authorities.*

The Mayor, as Council's appointed COMSEQ representative, will utilise the Legacy Working Group's advice and recommendations to advocate for regional legacy opportunities through the COMSEQ and other stakeholders.

ISSUES

Establishment of Games Organising Committee

In October 2021, the Queensland Government introduced the *Brisbane Olympic and Paralympic Games Arrangement Bill* to establish the Organising Committee for the Olympic and Paralympic Games (OCOG).

The Act came into effect on 21 December 2021. Redland City Mayor Karen Williams recently had the honour of being appointed to OCOG as a local government member.

The Queensland Government has also progressed negotiations with the Australian Government on governance, structural and funding arrangements for Games-related infrastructure, and commenced discussions with councils on legacy planning.

Legacy Plan

It is an IOC requirement that following the selection of a host city a Legacy Plan is delivered as part of the Games Delivery Plan. While the OCOG is expected to take a lead role in development of the Legacy Plan, it will be a joint effort of all delivery partners.

With the OCOG to be stood up in early 2022, an anticipated early focus would be development of a draft Legacy Strategy for public consultation in the second half of 2022.

COMSEQ will contribute to the development of the draft Legacy Strategy through the establishment of a Council of Mayors (SEQ) 2032 Regional Working Group. This working group will focus on SEQ regional-level legacy outcomes.

Investigation of potential models

Across the SEQ region, councils are considering how their communities can be involved in informing legacy planning at the local level.

In October 2021, Moreton Bay Regional Council resolved to agree to the formation of a Mayor's Olympic and Paralympic Legacy Working Group, with the intention of utilising the Group's views to articulate regional legacy, helping ensure there is widespread local support at each stage of Games preparation, and for the views, aspirations, expectations and concerns of local sectors to be understood and considered as early as possible.

Other SEQ councils are considering the formation of community reference groups which can provide broad cross-sectional advice on legacy opportunities leading up to, and following the Brisbane 2032 Games.

Some councils have not yet considered establishing legacy working groups, or are working with local business boards to identify opportunities.

Recommended model for Redlands Coast

Establishment of a Redlands Coast 2032 Legacy Working Group could help shape and inform the desirable legacy opportunities and outcomes to deliver enduring benefits to the Redlands Coast community through the once-in-a-generation opportunity presented by the Brisbane 2032 Games.

A Redlands Coast 2032 Legacy Working Group Terms of Reference will be drafted such that it includes head of power, purpose, scope, functions, relationship to Council, membership, selection process, term, frequency of meetings, conduct and conflicts of interest, reporting, media relations, executive support, and evaluation of performance.

It is recommended that the model for the Redlands Coast Working Group is based on the following elements:

Objectives

The objectives of the Redlands Coast 2032 Legacy Working Group will be to:

- Provide consultative assistance to Council, from a broad community perspective, on desirable local legacy opportunities and outcomes that should be pursued in the lead up to, during and beyond the Brisbane 2032 Olympic and Paralympic Games.
- Inform development of a Redlands Coast 2032 Legacy Plan that can integrate seamlessly with the Brisbane 2032 Olympic and Paralympic Games Legacy Plan as well as work that will be undertaken by the COMSEQ on regional priorities.
- Ensure that community views and aspirations are represented and reflected in the development of a Redlands Coast 2032 Legacy Plan.
- Assist Council to connect to the local community and stakeholders to disseminate Brisbane 2032 Games related information.
- Provide a forum for discussions with other community and business groups and individuals regarding relevant legacy opportunities, benefits and risks.
- Inform Council decision making regarding long-term planning for management of the Redlands Coast 2032 Games program and legacy opportunities.
- Enable a powerful advocacy voice on Games legacy issues and other related regional opportunities.

Governance

It is proposed that the structure and governance of the Redlands Coast 2032 Legacy Working Group will support the commitment to legacy by ensuring there is widespread support and benefit throughout the planning and delivery of the Brisbane 2032 Games. It will also ensure the Redlands Coast community has a regional voice to advocate for key legacies and collaborate with Games partners to deliver them.

The Mayor, as representative on the COMSEQ Board, could utilise the Redlands Coast 2032 Legacy Working Group's views to articulate regional legacy and other opportunities as part of the COMSEQ forum.

It is proposed that the Redlands Coast 2032 Legacy Working Group is structured in a way that it retains the necessary flexibility to ensure it continues to achieve Council objectives through all stages of the Olympic Games development.

For this reason, it is recommended that the Redlands Coast 2032 Legacy Working Group will not take the form of an organised advisory committee pursuant to the *Local Government Act 2009*.

The Redlands Coast 2032 Legacy Working Group will be consultative in nature. It will not have authority to make decisions but can make recommendations to Council.

Membership

The Redlands Coast 2032 Legacy Working Group could potentially comprise:

- Chairperson (Mayor or nominee)

Members drawn from the following areas of interest:

- Quandamooka Traditional Custodian representatives
- Olympians/Paralympians
- Sustainability expert
- Business and industry
- Tourism and events
- Community sector
- Disability sector
- Arts and culture
- Sport and active recreation
- Primary school students
- Secondary school students
- Transport
- Education and training
- Research and innovation

Reporting

Meetings of the Redlands Coast 2032 Legacy Working Group could be held at least bi-annually, with reporting to Council. The details of this would be determined based on best practice, frequency and urgency of information required, and defined in the Terms of Reference for the Group.

STRATEGIC IMPLICATIONS

Legislative Requirements

The Redlands Coast 2032 Legacy Working Group will be a non-legislated group.

Risk Management

The Redlands Coast 2032 Legacy Working Group will be a new consultative group, with no legally valid or binding authority.

Financial

Membership of the Redlands Coast 2032 Legacy Working Group will be honorary, unremunerated and non-pensionable.

Any identified budget requirements for the Redlands Coast 2032 Legacy Working Group will be subject to Council's normal budget prioritisation and approval processes.

People

Administration of the Redlands Coast 2032 Legacy Working Group will be determined under the Terms of Reference. No specific impacts are anticipated as a result of making a resolution in accordance with the recommendation of this report.

Any identified staffing requirements that cannot be delivered under business as usual to manage and facilitate outcomes for the Redlands Coast 2032 Legacy Working Group will be subject to Council's normal budget prioritisation and approval processes.

Environmental

Redlands Coast 2032 Legacy Working Group membership will include particular expertise in the area of sustainability to support a climate positive Games.

Social

Redlands Coast 2032 Legacy Working Group members will bring broad experience and perspective from a range of organisations and across sectors to ensure the Games legacy is one of inclusion, accessibility, diversity and equality for Redlands Coast residents.

Economic

Redlands Coast 2032 Legacy Working Group members will bring particular expertise in the area of economic growth and investment to Redlands Coast.

Human Rights

The IOC recognises 'legacy' as a key part of the Brisbane 2032 Olympic and Paralympic Games, noting a specific objective of the Games is to deliver lasting benefits for people, and the considerable opportunity for the Games to change a community, a city, its image and its infrastructure.

Alignment with Council's Policy and Plans

Formation of a Redlands Coast 2032 Legacy Working Group aligns with Council's *Corporate Plan Our Future Redlands 2026 and Beyond*: Goals of City Leadership, Strong Communities, Quandamooka Culture, Natural Environment, Liveable Neighbourhoods, and Thriving Economy.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Council of Mayors South East Queensland	December 2021	Discussed local government input to development of draft Legacy Strategy
2032 Taskforce	December 2021	Work program and priorities discussion
Office of the Mayor	1 November 2021	Membership and timing considerations
Birkdale Community Land Precinct Steering Committee	21 October 2021	Advice of Mayoral Minute – Olympic Legacy Working Group and timing of report to Council to respond
Local government delivery partners	October, November and December 2021	Priorities, information sharing and work program updates

OPTIONS**Option One**

That Council resolves as follows:

1. To endorse the formation of a Redlands Coast 2032 Legacy Working Group.
2. To note that the Redlands Coast 2032 Legacy Working Group is a non-legislated group.
3. To note that a draft Redlands Coast 2032 Legacy Working Group Terms of Reference will be prepared.
4. To authorise the Chief Executive Officer to make administrative changes and approve the Terms of Reference for, and establishment of, a Redlands Coast 2032 Legacy Working Group.

Option Two

That Council requests to seek more information on the formation of a Redlands Coast 2032 Legacy Working Group.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To endorse the formation of a Redlands Coast 2032 Legacy Working Group.
2. To note that the Redlands Coast 2032 Legacy Working Group is a non-legislated group.
3. To note that a draft Redlands Coast 2032 Legacy Working Group Terms of Reference will be prepared.
4. To authorise the Chief Executive Officer to make administrative changes and approve the Terms of Reference for, and establishment of, a Redlands Coast 2032 Legacy Working Group.

14.2 2/20 - MAJOR AMENDMENT - GENERAL

Objective Reference: A6102178

Authorising Officer: David Jeanes, Acting General Manager, Community & Customer Services

Responsible Officer: Stephen Hill, Acting Group Manager, City Planning & Assessment

Report Author: Charlotte Hughes, Principal Planner

Attachments:

1. Proposed Policy Amendments [↓](#)
2. Proposed Aone Amendments [↓](#)

PURPOSE

To outline the proposed contents of the 02/20 – Major Amendment - General (the amendment) and seek Council's approval to:

- Commence a major amendment to City Plan pursuant to Chapter 2, Part 4 of the Minister's Guidelines and Rules (MGR) under the *Planning Act 2016*.
- Submit the contents of the amendment to the Minister of State Development, Infrastructure, Local Government and Planning, for the purpose of completing the State Interest Review (SIR), in accordance with the process outlined in the MGR.

BACKGROUND

Council's Strategic Planning Team actively manages a list of proposed amendments to City Plan. This report investigates and provides recommendations in regard to a number of proposed amendments.

At the General Meeting on 2 December 2020, Council resolved to confirm the scope of potential amendments to be investigated for possible inclusion within the amendment (Council Resolution 2020/376). The resolution identified 43 potential major amendments to City Plan for investigation. These included 27 policy and 16 zone amendments. At its General Meeting on 21 July 2021, Council resolved to incorporate three additional items into the amendment (Council Resolution 2021/176). Since this time, Council officers have been reviewing and assessing each of the amendments on their merits.

ISSUES

An assessment and recommendation for each potential amendment item is outlined in Attachment 1 and Attachment 2.

STRATEGIC IMPLICATIONS

Legislative Requirements

The major amendment will be undertaken in accordance with the requirements of the MGR, a statutory document under the *Planning Act 2016* and *Planning Regulation 2017*.

Risk Management

Undertaking amendments to City Plan will ensure the document remains current and consistent with community expectations.

Mandatory public consultation requirements for major amendments will ensure the community is given the opportunity to provide feedback on any proposed changes.

Financial

The proposed amendments to City Plan will be funded as part of the operating budget of the City Planning and Assessment Group. They are not expected to require any additional financial resources.

People

The staff resourcing required to make the proposed amendments to City Plan will be primarily drawn from the Strategic Planning Unit of the City Planning and Assessment Group.

Environmental

Environmental matters have been discussed, where relevant, in Attachments 1 and 2.

Social

Social matters have been discussed, where relevant, in the Attachments 1 and 2.

Human Rights

There are no known relevant human rights matters.

Alignment with Council's Policy and Plans

The proposed amendments will align with the 'Liveable Neighbourhood' goals contained in Council's Corporate Plan: *Our Future Redlands - A Corporate Plan to 2026 and Beyond*. This includes sustainably managing growth and quality development in the city through planning, implementation and management of City Plan.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Councillors	15 November 2021	Briefing 3 on the proposed policy changes.
Councillors	28 October 2021	Briefing 2 on the proposed policy changes.
Councillors	7 October 2021	Briefing 1 on the proposed zone changes.
City Planning & Assessment Group	September – October 2021	Review of proposed policy changes.
Communication, Engagement & Tourism Group	September 2021	Assisted with preparation of the communications strategy.
Redland City Council officers	Mid 2020 to early 2021	Discussions with: <ul style="list-style-type: none"> Officers who requested changes to City Plan GIS officers to prepare mapping changes
Councillors	July 2021	Briefing on Notice of Motion: Artificial waterbodies, buffer widths and reconfiguring a lot in the Recreation and open space zone.
Councillors	December 2020	General meeting to confirm the list of items being investigated.

OPTIONS

Option One

That Council resolves as follows:

1. To commence a major amendment pursuant to Chapter 2, Part 4, Section 16.1 of the Minister's Guidelines and Rules under the *Planning Act 2016* as identified in Attachment 1 Proposed policy amendments and Attachment 2 Proposed zone amendments.
2. To submit the contents of 02/20 – Major Amendment - General to the Minister for State Development, Infrastructure, Local Government and Planning, for the purpose of completing the State Interest Review, in accordance with the process outlined in the Minister's Guidelines and Rules.

Option Two

That Council resolves as follows:

1. To commence a major amendment pursuant to Chapter 2, Part 4, Section 16.1 of the Minister's Guidelines and Rules under the *Planning Act 2016* as identified in Attachment 1 Proposed policy amendments and Attachment 2 Proposed zone amendments, as amended by Council.
2. To submit the contents of 02/20 – Major Amendment - General to the Minister for State Development, Infrastructure, Local Government and Planning, for the purpose of completing the State Interest Review, in accordance with the process outlined in the Minister's Guidelines and Rules.

Option Three

That Council resolves to not proceed with undertaking 02/20 – Major Amendment – General.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To commence a major amendment pursuant to Chapter 2, Part 4, Section 16.1 of the Minister's Guidelines and Rules under the *Planning Act 2016* as identified in Attachment 1 Proposed policy amendments and Attachment 2 Proposed zone amendments.
2. To submit the contents of 02/20 – Major Amendment - General to the Minister for State Development, Infrastructure, Local Government and Planning, for the purpose of completing the State Interest Review, in accordance with the process outlined in the Minister's Guidelines and Rules.

Attachment 1: 02/20 – Major Amendment – General – Policy Amendments

Introduction

The following document details the proposed changes to the current version of City Plan 2018 – Version 5.

Each item deals with a particular section/s of the scheme that is/are proposed to be amended. Not all sections of the scheme are proposed to be amended.

Only enough of the scheme has been reproduced in each case to give context to the proposed change. Not all sections are reproduced in their entirety. If you require further context or wish to examine how the proposed change fits within the entire section where the amendment is proposed to take place, then you will need to refer to a full copy of City Plan.

Any consequential amendments required to formatting, numbering etc. will be undertaken as required and will not be specifically noted in the amendments below.

Conventions

In this document all proposed changes to City Plan are highlighted in yellow.

Where sections are highlighted in yellow and have a strikethrough line, this indicates where text/numbers are proposed to be deleted.

~~Deleted text appears like this.~~

Where sections are highlighted in yellow but do not have a strikethrough line this indicates where new text/numbers are proposed to be inserted.

Inserted words appear like this.

Where a section or numbered item has been deleted or a new item inserted subsequent sections will need to be renumbered appropriately.

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Item 1: Rooming accommodation

Background

This item examines incorporating additional assessment provisions within City Plan to ensure the impacts of rooming accommodation development are appropriately managed. It also considers changes to the categories of development to support this type of development in locations where amenity impacts can be appropriately managed.

Issues

Definition

The *Planning Regulation 2017* defines rooming accommodation as follows:

‘Rooming accommodation means the use of premises for:

- a) residential accommodation, if each resident:*
 - (i) has a right to occupy 1 or more rooms on the premises; and*
 - (ii) does not have a right to occupy the whole of the premises; and*
 - (iii) does not occupy a self-contained unit, as defined under the Residential Tenancies and Rooming Accommodation Act 2008, schedule 2, or has only limited facilities available for private use; and*
 - (iv) shares other rooms, facilities, furniture or equipment outside of the resident’s room with 1 or more other residents, whether or not the rooms, facilities, furniture or equipment are on the same or different premises; or*
- b) a manager’s residence, an office or providing food or other services to residents, if the use is ancillary to the use in paragraph (a).*

Examples of rooming accommodation— boarding house, hostel, monastery, off-site student accommodation.’

Current provisions

Currently City Plan regulates rooming accommodation in the following ways:

- Impact assessment where in the low density residential (LDR), recreation and open space, environmental management, conservation, industry zones, mixed use and emerging community zones.
- Code assessment (where not exceeding a prescribed building height) in the low-medium density residential (LMDR), medium density (MDR), tourist accommodation zone and within all centre zones.

The City Plan actively encourages rooming accommodation, by referencing this use within the overall outcomes of the LMDR zone code and specialised centre code. Otherwise, the assessment benchmarks are largely silent on this particular use type and managing its impacts.

Housing choice/affordability

The *Redlands Housing Strategy 2011-2031* indicates that the makeup of households in Redland City is expected to change significantly over the following 20 years, with a substantial

increase in lone person and couple households, offset by a decline in couples with children. This changing household makeup presents a challenge to the Redland housing market given the current dwelling mix is overwhelmingly oriented towards larger, detached houses.

Further, the size of the average dwelling has also been steadily increasing over the past few decades, despite the average number of people per household steadily decreasing. This is creating a supply gap in smaller housing types and adds cost to property prices, in turn reducing affordability.

Housing costs in the Redlands have consistently risen faster than average household incomes, resulting in an increasing affordability gap. Those most severely affected by this affordability issue are households on low incomes who are reliant on the private rental market for their housing. A large proportion of these households are paying more than 30% of their income in rent. Such rental payments place real pressure on household budgets, often leaving households unable to afford other essentials or vulnerable to any minor financial shock.

Housing choice and diversity is supported under the State Planning Policy (SPP) which seeks that:

- Housing needs to cater for different households, family types, ages, community needs, lifestyles and incomes;
- A range of housing options provides communities with choice and the ability to adapt as community structure evolves and family and household types change. Appropriate housing is required to meet the diverse needs of communities that include:
 - Single person or shared households;
 - Couples;
 - Families or extended families;
 - People requiring assisted living;
 - Seniors;
 - Students;
 - Non-resident workers.

Rooming accommodation is expected to play an increasingly important role in providing an important housing choice for the city, fulfilling a need for affordable housing options that will primarily appeal to single person households, including persons with a disability, socially isolated seniors, persons in an unstable socio economic position and low-waged workers seeking cheaper accommodation.

Impacts

Currently City Plan is largely silent in terms of specific assessment benchmarks to manage the scale and impacts associated with rooming accommodation. Similarly the use is not actively encouraged in the low density residential zone, where in all circumstances it is impact assessable. For a use to be actively encouraged, City Plan would usually set out parameters to allow a use to be either accepted subject to requirements, or code assessable subject to certain qualifiers, for example, building height or floor area within appropriate zones.

In order to increase housing diversity and affordability within the urban area, officers consider that it would be appropriate to provide greater flexibility for small scale rooming accommodation developments to be established within residential zoned land; subject to provisions ensuring that the use is consistent with the outcomes intended for the zone and protects streetscape character and residential amenity. A review of the current provisions of each residential zone and recommended changes to City Plan are discussed below.

Proposed amendments

Low density residential zone

Currently rooming accommodation within the low density residential is impact assessable. The purpose of the LDR zone is to provide for residential areas with a high level of amenity and characterised by dwelling houses on a range of lot sizes which achieve a general sense of openness and low density streetscapes.

Officers consider it is appropriate to allow small scale rooming accommodation development, accommodating up to three occupants, as accepted development subject to requirements within this zone. This provides an opportunity for existing dwellings to be converted and used as rooming accommodation for up to three occupants. Limiting the development in this way would mean that an existing average-sized house, containing three bedrooms, could adequately accommodate three occupants, without being assessable. In this scenario, the existing setting and streetscape character would be maintained and would result in negligible impacts on residential amenity and privacy for the adjoining lots.

Identifying an alternative threshold for code assessable development for up to five occupants to reside in either an existing or a purpose built rooming accommodation development is also proposed which would enable officers to consider development against specific assessment benchmarks within the context of the local area and adjoining land uses. The benchmarks would ensure that rooming accommodation appropriately considers and responds to potential impacts around car parking, residential amenity and privacy and adjoining sensitive land uses. Provisions have also been included around separation distances between uses to ensure rooming accommodation which exceeds three occupants is dispersed across the locality, in order to maintain the character and amenity of the streetscape. Further, to ensure occupants are provided with a high level of accessibility, acceptable outcomes seek to locate rooming accommodation within walking distance of a centre, train station or high frequency bus stop.

Development that provides rooming accommodation for up to five occupants, as opposed to three, remains consistent with the anticipated residential character of the low density residential zone. The increased impacts generated by two (2) additional residents are considered to be minor and not that dissimilar to a dwelling used as a share house or by a large family.

Rooming accommodation which accommodates more than five (5) residents, would remain impact assessable.

The proposed amendments to City Plan are set out in the proposed text amendment section below.

Low medium density residential zone

In this zone, rooming accommodation is code assessable where the building height is under 8.5m. The purpose of the LMDR zone is to provide for residential areas characterised by a mixture of dwelling types. The current overall outcomes indicate that rooming accommodation may be established at a scale that is consistent with other intended housing in the zone.

Officers consider it appropriate to allow small scale rooming accommodation development, accommodating up to three occupants, as accepted development subject to requirements within this zone. Enabling small scale rooming accommodation to be provided within existing dwellings, without being assessable, will encourage an alternative form of housing that responds to the objectives of the strategic framework that seeks to achieve housing diversity within the urban area. All other forms of rooming accommodation will remain code assessable development provided that they do not exceed the building height threshold listed. However additional benchmarks are proposed to ensure that rooming accommodation appropriately considers and responds to potential impacts around car parking, residential amenity and privacy, adjoining sensitive land uses, distances between uses and proximity to public transport/centres.

The proposed amendments to City Plan are set out in the proposed text amendment section below.

Medium density residential zone

In this zone, rooming accommodation is eligible for code assessment where satisfying the nominal height criteria, otherwise the use is impact assessable. The MDR zone code is currently proposed for amendment and is open for public comment. There is no reference to rooming accommodation in the proposed or current code, so it is not actively encouraged or discouraged.

Overall, the MDR zone lends itself to rooming accommodation as MDR zoned land is generally situated in areas that are close to public transport or centres. Allowing small scale rooming accommodation as accepted development subject to requirements recognises the intent of the MDR zone to provide for a range of dwelling sizes.

Officers consider that it would be appropriate to allow small scale rooming accommodation (within an existing dwelling house and up to three (3) occupants) within this zone as accepted development subject to requirements. All other forms of rooming accommodation will remain code assessable development provided that it satisfies the nominal height criteria.

However, as with the LDR and LMDR codes, specific assessment benchmarks are proposed to be added into the MDR zone code to ensure rooming accommodation appropriately considers and responds to potential impacts around car parking, residents' amenity and privacy and adjoining sensitive land uses. Existing assessment benchmarks contained within the MDR zone code will remain in place to ensure new development has a bulk and scale that

appropriately integrates with the local area. Provisions around the distances between uses and proximity to public transport and not considered necessary for the MDR zone, as generally this zone is intended to accommodate higher density living and is already located in areas which are close to public transport or centres.

The proposed amendments to City Plan are set out in the proposed text amendment section below.

Character residential

Although often compared to the LDR zone, it is recommended that rooming accommodation remains impact assessable in this zone. The character residential zone is located within the Southern Moreton Bay Islands (SMBI). One aspect to consider is the servicing of development by on-site wastewater treatment. Provisions of the code currently exist to require that residential uses ensure the safe and effective operation on on-site wastewater treatment systems.

Unlike the LDR zone which is located in the urbanised area of the City and has access to public transport and higher level centres, the character residential zone has an island setting. Although the location of rooming accommodation is more of an issue for larger scale proposals, at this point in time, it is considered more suitable to encourage the use on the mainland, where residents have more convenient access to services, facilities and employment.

Infrastructure charges

Council's adopted Infrastructure Charges Resolution (No.3.1) 2020, prepared under the *Planning Act 2016* and through Council resolution, sets out the charges that apply for rooming accommodation. The current charges for the 2021-2022 financial year are:

- \$21,912.55 for each suite with 2 or less bedrooms;
- \$30,677.65 for each suite with 3 or more bedrooms; or
- \$21,912.55 for each bedroom that is not part of a suite.

Suite means a number of connected rooms, one of which is a bedroom in which an individual or a group of two or more related or unrelated people reside with the common intention to live together on a long term basis and who make common provision for food or other essentials for living.

It is considered appropriate to review these charges and consider removing for rooming accommodation where accepted subject to requirements.

Other Local Government Authorities LGAs

Brisbane City Council (BCC)

BCC allows rooming accommodation as accepted development subject to requirements in the LDR, LMDR and MDR zones where:

- Accommodating five (5) persons or less;

- There is only one (1) dwelling on the lot (this can include a dwelling and secondary dwelling);
- No more than one (1) metre box, one (1) letter box and three (3) bins are provided;
- A minimum of two (2) on-site parking spaces are provided (this may be in tandem);
- Provisions are made for the health, safety, amenity and safe evacuation of occupants (this is achieved through compliance with QDC MP5.7 and MP2.1).

The above provisions are acceptable solutions to achieve performance outcomes relating to:

- Not detrimentally impacting on the amenity of adjacent sensitive uses;
- Not exceeding the anticipated residential density or infrastructure demand assumptions;
- Maintaining the pattern of single dwellings on individual lots;
- Being consistent with the anticipated form, bulk and scale of development in the immediate vicinity;
- Maintaining the appearance of a residential use of premises occupied by one household; and
- Accommodating resident's vehicles on site and not resulting in overflow residential parking on the street.

Where accommodating six (6) or more persons in the LDR zone, impact assessment is triggered.

Logan City Council (LCC)

LCC provide the following level of assessment for rooming accommodation in residential zones:

- Impact in the LDR zone;
- Code in the LMDR zone if in the apartment precinct, otherwise impact; and
- Code in MDR zone.

Applications are assessed against the relevant zone code and a residential use code, which outlines specific provisions relating to communal open space provision and achieving visual privacy and amenity via screening. There is a requirement for an on-site manager where the number of occupants exceed five. Car parking requirements are 0.25 spaces per rented room.

Conclusion

Rooming accommodation is considered to be provide an important housing choice for the city, fulfilling a need for affordable housing options.

Currently rooming accommodation is generally not actively encouraged in any of the residential land use zones, particularly the low density residential zone. In order to increase housing diversity and affordability within the urban area, it is considered appropriate to amend City Plan to encourage small scale rooming accommodation developments to be established within certain residential zoned land, subject to provisions ensuring the impacts on residential amenity and streetscape are appropriately managed.

It is therefore recommended to amend the tables of assessment for the LDR, MDR and LMDR zones to incorporate opportunities for rooming accommodation to be established as accepted development subject to requirements.

Further, new assessment criteria are proposed for development that is code or impact assessable. Within each relevant zone code, new and amended performance outcomes and acceptable outcomes are proposed to ensure the desired streetscape and residential amenity outcomes are achieved.

Options

1. Amend the provisions of the LDR, LMDR and MDR zone codes as follows:
 - a. Amend the tables of assessment to identify that rooming accommodation is accepted development subject to requirements in each zone; and
 - b. Include opportunities for rooming accommodation to also be code assessable development in the low density residential zone; and
 - c. Include benchmarks for rooming accommodation that is accepted subject to requirements and code or impact assessable within the corresponding zone codes; and
 - d. Review Council's adopted Infrastructure Charges Resolution (No.3.1) 2020, prepared under the *Planning Act 2016* and consider removing these charges for rooming accommodation where accepted to requirements.
2. Amend the LDR, LMDR and MDR codes, subject to alternative provisions.
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendments to City Plan

Low density residential zone:

5.4 Categories of development and assessment – Material change of use		
Table 5.4.1 – Low density residential zone		
Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
	Accepted subject to requirements	
	If:	Low density residential zone code
Rooming accommodation	(1) a change of use within an existing class 1 dwelling and involving only minor building work;	
	(2) the use contains no more than one dwelling on the lot;	

	(3) the total gross floor area of the proposed use does not exceed 300m ² ;	
	(4) accommodating 3 persons or less;	
	(5) one parking space per bedroom and one visitor space are provided.	
Code		
If not accepted subject to requirements and accommodating 5 persons or less.		Low density residential zone code Transport, servicing, access and parking code.

6.2 Zone Codes**6.2.1 Low density residential zone code****6.2.1.2 Purpose**

- (1) The purpose of the low density residential zone code is to provide for residential areas with a high level of amenity and characterised by dwelling houses on a range of lot sizes which achieve a general sense of openness and low density streetscapes.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the low density residential zone consists predominantly of dwelling houses with some dual occupancies (other than in the LDR1 large lot, LDR2 park residential and LDR4 Kinross Road precincts within this zone);
 - (b) Rooming accommodation maintains the appearance of a single dwelling on an individual lot and protects the residential amenity of adjoining residential and sensitive land uses;

6.2.1.3 Low density residential zone code – Specific benchmarks for assessment

Table 6.2.1.3.1 – Benchmarks for development that is accepted subject to requirements and assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Rooming Accommodation	
PO1 Development is consistent with the anticipated form, bulk and scale of residential development in the vicinity.	AO1.1 Where an existing class 1 detached dwelling is converted into rooming accommodation, the following are maintained: (1) all existing side, rear and front boundary setbacks; and (2) the existing site cover.
PO2 Development does not have a negative impact on the visual amenity of the streetscape.	AO2.1 Waste bins are not visible from the street or a public place.

	<p>AO2.2</p> <p>No more than two (2) car parking spaces within the lot are visible when viewed from the nominated road frontage.</p> <p>Editor's note: the nominated road frontage means the road frontage nominated by the Local Government.</p>
<p>PO3</p> <p>Development maintains the appearance of a residential use of premises occupied by one household.</p>	<p>AO3.1</p> <p>Development provides no more than one (1) letter box.</p> <p>AO3.2</p> <p>Only one entrance door is visible from the nominated road frontage.</p> <p>Editor's note: the nominated road frontage means the road frontage nominated by the Local Government.</p>
<p>PO4</p> <p>The privacy of occupants is maintained where outdoor communal open space adjoins bedrooms and bathrooms.</p>	<p>AO4.1</p> <p>Where bedrooms and bathrooms are directly adjacent to outdoor communal open space, windows that have a sill height less than 1.5m above the floor level are:</p> <p>(1) Translucent (e.g. frosted or textured glazing); or</p> <p>(2) shielded by a fixed external screen that is no more than 20% transparent.</p>
<p>PO5</p> <p>Development does not adversely impact on the privacy of residents on adjoining lots.</p>	<p>AO5.1</p> <p>Where habitable rooms look directly into habitable rooms of adjoining residential buildings within 1.5 metres, windows that have a sill height less than 1.5m above the floor level are:</p> <p>(1) Translucent (e.g. frosted or textured glazing); or</p> <p>(2) shielded by a fixed external screen that is no more than 20% transparent.</p> <p>Editor's note – a habitable room means a room used for normal domestic activities, and – Includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, study, playroom, family room, home theatre and sunroom.</p>
For assessable development	
Rooming accommodation	
<p>PO6</p> <p>Rooming accommodation exceeding five (5) occupants has an on-site management plan that protects adjoining residential amenity.</p>	<p>AO6.1</p> <p>Rooming accommodation exceeding five (5) occupants has an on-site management plan that protects adjoining residential amenity.</p>
<p>PO7</p> <p>Rooming accommodation exceeding three (3) occupants is dispersed across the locality to ensure amenity and streetscape character is maintained.</p>	<p>AO7.1</p> <p>Rooming accommodation developments are to be separated from each other by a minimum separation distance of 150m when measured in a straight line from the closest side or rear boundary of an existing rooming accommodation.</p>

PO8 Rooming accommodation exceeding three (3) occupants is located to ensure a high level of accessibility for occupants.	AO8.1 Rooming accommodation is located within 400m walking distance of a centre, train station or bus stop that provides a minimum of 10 return services per day, between the hours of 7am to 7pm, 6 days per week including Saturday.
PO9 Development provides acceptable standards of health, safety and amenity for all occupants.	AO9.1 Development comprising either or both: (1) more than 3 occupants; (2) a GFA greater than 300m ² complies with all of the Acceptable Solutions specified in the Queensland Development Code part MP5.7 and MP2.1.
PO10 Development: (1) accommodates occupants' vehicles on site; and (2) does not result in overflow occupant parking on the street.	No acceptable outcome is nominated.

Low medium density residential zone

5.4 Categories of development and assessment – Material change of use

Table 5.4.2 – Low-medium density residential zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Multiple dwelling Residential care facility Retirement facility Rooming accommodation	Code assessment	
	If building height is 8.5m or less	Low-medium density residential zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code.
Rooming accommodation	Accepted subject to requirements	
	If: (1) a change of use within an existing class 1 dwelling and involving only minor building work; (2) the use contains no more than one dwelling on the lot; (3) the total gross floor area of the proposed use does not exceed 300m ² ;	Low-medium density residential zone code

	(4) accommodating 3 persons or less; and (5) the use provides one parking space per room and one visitor space.	
	Code	
	If not accepted subject to requirements and the building height is 8.5m or less.	Low-medium density residential zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code

6.2.2.3 Low-medium density residential zone code – Specific benchmarks for assessment	
Table 6.2.2.3.1 – Benchmarks for assessable development	
Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Rooming Accommodation	
PO1 Development does not have a negative impact on the visual amenity of the streetscape.	AO1.1 Waste bins are not visible from the street or a public place.
	AO1.2 No more than two (2) car parking spaces within the lot are visible when viewed from the nominated road frontage. Editor's note: the nominated road frontage means the road frontage nominated by the Local Government.
PO2 Development maintains the appearance of a residential use of premises occupied by one household.	AO2.1 Development provides no more than one (1) letter box.
	AO2.2 Only one entrance door is visible from the nominated road frontage. Editor's note: the nominated road frontage means the road frontage nominated by the Local Government.

PO3 The privacy of occupants is maintained where outdoor communal open space adjoins bedrooms and bathrooms.	AO3.1 Where bedrooms and bathrooms are directly adjacent to outdoor communal open space, windows that have a sill height less than 1.5m above the floor level are: (1) Translucent (e.g. frosted or textured glazing); or (2) shielded by a fixed external screen that is no more than 20% transparent.
PO4 Development does not adversely impact on the privacy of residents on adjoining lots.	AO4.1 Where habitable rooms look directly into habitable rooms of adjoining residential buildings within 1.5 metres, windows that have a sill height less than 1.5m above the floor level are: (1) Translucent (e.g. frosted or textured glazing); or (2) shielded by a fixed external screen that is no more than 20% transparent. Editor's note – a habitable room means a room used for normal domestic activities, and – Includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, study, playroom, family room, home theatre and sunroom.
For assessable development	
Rooming accommodation	
PO5 Rooming accommodation exceeding five (5) occupants has an on-site management plan that protects adjoining residential amenity.	AO5.1 Rooming accommodation exceeding five (5) occupants has an on-site management plan that protects adjoining residential amenity.
PO6 Development provides acceptable standards of health, safety and amenity for all occupants.	AO6.1 Development comprising either or both: (1) more than 3 occupants; (2) a GFA greater than 300m ² complies with all of the Acceptable Solutions specified in the Queensland Development Code part MP5.7 and MP2.1.
PO7 Rooming accommodation exceeding three (3) occupants is dispersed across the locality to ensure amenity and streetscape character is maintained.	AO7.1 Rooming accommodation developments are to be separated from each other by a minimum separation distance of 150m when measured in a straight line from the closest side or rear boundary of an existing rooming accommodation.
PO8 Rooming accommodation exceeding three (3) occupants is located to ensure a high level of accessibility for occupants.	AO8.1 Rooming accommodation is located within 400m of a centre or a bus stop that provides a minimum of 10 return services per day, between the hours of 7am to 7pm per day, 6 days per week including Saturday.
PO9 Development: (1) accommodates occupants vehicles on site; and (2) does not result in overflow occupant parking on the street.	No acceptable outcome is nominated.

Medium density residential zone**5.4 Categories of development and assessment – Material change of use**

Table 5.4.3 – Medium density residential zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Multiple dwelling Residential care facility Retirement facility Rooming accommodation Short term accommodation	Code assessment	
	If building height does not exceed that detailed in Table 5.4.4 Building height	Medium density residential zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code Editor's note - Council has developed a Multiple Dwelling Design Guide to assist applicants in achieving high standard design outcomes for multiple dwellings. It is recommended that this document is used as a reference document to support the assessment benchmarks in this planning scheme.
Rooming accommodation	Accepted subject to requirements	
	If: (1) a change of use within an existing class 1 dwelling and involving only minor building work; (2) the use contains no more than one dwelling on the lot; (3) the total gross floor area of the proposed use does not exceed 300m ² ; (4) accommodating 3 persons or less; and (5) one parking space per room and one visitor space are provided.	Medium density residential zone code
	Code	
	If not accepted subject to requirements and building height does not exceed that detailed in Table 5.4.4 Building height	Medium density residential zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code

6.2.3.3 Medium density residential zone code – Specific benchmarks for assessment	
Table 6.2.2.3.1 – Benchmarks for assessable development	
Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Rooming Accommodation	
PO1 Development does not have a negative impact on the visual amenity of the streetscape.	AO1.1 Waste bins are not visible from the street or a public place. AO1.2 No more than two (2) car parking spaces within the lot are visible when viewed from the nominated road frontage. Editor's note: the nominated road frontage means the road frontage nominated by the Local Government.
PO2 Development maintains the appearance of a residential use of premises occupied by one household.	AO2.1 Development provides no more than one (1) letter box. AO2.2 Only one entrance door is visible from the nominated road frontage. Editor's note: the nominated road frontage means the road frontage nominated by the Local Government.
PO3 The privacy of occupants is maintained where outdoor communal open space adjoins bedrooms and bathrooms.	AO3.1 Where bedrooms and bathrooms are directly adjacent to outdoor communal open space, windows that have a sill height less than 1.5m above the floor level are: (1) Translucent (e.g. frosted or textured glazing); or (2) shielded by a fixed external screen that is no more than 20% transparent.
PO4 Privacy between dwelling units on the site and adjoining sites is achieved by locating windows to prevent overlooking into habitable rooms or private open space areas.	AO4.1 Where habitable rooms look directly into habitable rooms of adjoining residential buildings within 1.5 metres, windows that have a sill height less than 1.5m above the floor level are: (1) Translucent (e.g. frosted or textured glazing); or (2) shielded by a fixed external screen that is no more than 20% transparent. Editor's note – a habitable room means a room used for normal domestic activities, and – Includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, study, playroom, family room, home theatre and sunroom.
For assessable development	

Rooming accommodation	
PO5 Rooming accommodation exceeding five (5) occupants has an on-site management plan that protects adjoining residential amenity.	AO5.1 Rooming accommodation exceeding five (5) occupants has an on-site management plan that protects adjoining residential amenity.
PO6 Development provides acceptable standards of health, safety and amenity for all occupants.	AO6.1 Development comprising either or both: (1) more than 3 occupants; (2) a GFA greater than 300m ² complies with all of the Acceptable Solutions specified in the Queensland Development Code part MP5.7 and MP2.1.
PO7 Development: (1) accommodates occupants vehicles on site; (2) does not result in overflow occupant parking on the street.	AO7.1 No acceptable outcome is nominated.

Item 2: Orientation of buildings to the street

Background

This item responds to a request made by a Council officer to ensure consistency across different zone codes. In particular, in relation to design and amenity outcomes and building orientation.

Issues

Current provisions

The four residential zones and the tourist accommodation zone all have a similar performance outcome relating to design elements that contribute to an interesting and attractive streetscape and building design. In the LDR and LMDR zones, one of the provisions in the performance outcomes requires the 'orientation of buildings to the street.'

Currently this provision is not in the corresponding performance outcome in the existing MDR, character residential or tourist accommodation zones. This is considered to be an oversight as the orientation of buildings to the street is considered a critical aspect of overall building design, irrespective of the zone.

Concurrent amendment

This matter has recently been addressed as part of amendment package 04/20 – Major Amendment – Medium Density Residential Code Review which incorporates a new performance outcome within the MDR, LMDR and tourist accommodation zone as follows:

'Buildings are designed to:

- a) contribute to an attractive streetscape and intended character of the local area;*

- b) be orientated to the street;*
- c) incorporate balconies that address street frontages and public spaces;*
- d) provide modulation and articulation in the building façade and elevations’ horizontal and vertical profiles;*
- e) include variation in building materials, contrasting colours, textures and finishes that emphasise architectural features;*
- f) include variation in building materials, contrasting colours, textures and finishes that emphasise architectural features;*
- g) use similarly proportioned roof forms, doors, windows and balconies to complement the local character;*
- h) break up the appearance of large buildings through roof form, materials, articulation, projections and recesses that reflect the existing streetscape scale; and*
- i) articulate building entrances and openings.’*

Proposed amendments

Updating the wording in line with amendment 04/20 – Major Amendment – Medium Density Residential Code Review is considered to be a logical step in providing a clear and consistent approach across the entire City Plan and would be an improvement on the existing provisions.

Conclusion

Currently, provisions contained in City Plan relating to building design are inconsistent amongst the zone codes, causing a disparity around the outcome criteria applied to ensure high quality, interesting and attractive streetscapes.

The LDR and character residential zone code are therefore proposed to be amended, in accordance with revisions that have been made as part of the medium density residential zone code review, and to ensure design, amenity outcomes and building orientation provisions are consistent across all zones.

Options

1. Amend the provisions of the low density residential and character residential zones in City Plan, in accordance with the proposed text amendments shown below.
2. Amend low density residential and character residential zones, subject to alternative provisions.
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendments to City Plan

6.2.1.2 Purpose

- (2) The purpose of the code will be achieved through the following overall outcomes:
- (a) the low density residential zone consists predominantly of dwelling houses with some dual occupancies (other than in the LDR1 large lot, and LDR2 park residential and LDR4 Kinross Road precincts within this zone);
 - (b) development maintains a low density streetscape character;
 - (c) development is designed and located in a manner which makes a positive contribution to the streetscape and protects the privacy and amenity of adjoining residences;
 - (d) where not within a particular precinct, lot sizes are not reduced below 400m², unless the resultant lots are consistent with the density and character of the surrounding established neighbourhood;

The performance outcomes to be amended are as follows:

Zone code	Performance outcome relating to streetscape
Low Density Residential	<p>PO32</p> <p>Design elements contribute to an interesting and attractive streetscape and building through:</p> <ul style="list-style-type: none"> (1) the provision of projections and recesses in the facade which reflect changes of internal functions of buildings, including circulation; (2) orientation of buildings to the street; (3) variations in material and building form; (4) modulation in the facade, horizontally or vertically; (5) articulation of building entrances and openings; and (6) corner treatments to address both street frontages. <p>Buildings are designed to:</p> <ul style="list-style-type: none"> (1) contribute to an attractive streetscape and the intended character of the local area; (2) be orientated to the street; (3) provide modulation and articulation in the building façade and elevations' horizontal and vertical profiles; (4) include variation in building materials, contrasting colours, textures and finishes that emphasise architectural features; (5) use similarly proportioned roof forms, doors, windows and balconies to complement the local character; (6) break up the appearance of large buildings through roof form, materials, articulation, projections and recesses that reflect the existing streetscape scale; and (7) articulate building entrances and openings.
Character residential	<p>PO11</p> <p>Design elements contribute to an interesting and attractive streetscape and building through:</p> <ul style="list-style-type: none"> (1) the provision of projections and recesses in the facade which reflect changes of internal functions of buildings, including circulation; (2) variations in material and building form; (3) modulation in the facade, horizontally or vertically; (4) articulation of building entrances and openings; and (5) corner treatments to address both street frontages. <p>Buildings are designed to:</p> <ul style="list-style-type: none"> (1) contribute to an attractive streetscape and the intended character of the local area; (2) be orientated to the street; (3) provide modulation and articulation in the building façade and elevations' horizontal and vertical profiles;

	(4) include variation in building materials, contrasting colours, textures and finishes that emphasise architectural features;
	(5) use similarly proportioned roof forms, doors, windows and balconies to complement the local character;
	(6) break up the appearance of large buildings through roof form, materials, articulation, projections and recesses that reflect the existing streetscape scale; and
	(7) articulate building entrances and openings.

Item 3: Proposed locational criteria for a pet crematorium

Background

At the General Meeting on 11 September 2019, an application for a cemetery (pet crematorium) at 592-602 Redland Bay Road, Alexandra Hills (Council reference number MCU18/0167) was refused.

An appeal against Councils decision was subsequently lodged with the Planning and Environment Court (Appeal No.3742 of 2019) on 16 October 2019. The appeal was subsequently discontinued by the appellant on the 11 September 2020.

This item examines whether City Plan should be amended to provide greater certainty regarding where such facilities may be located.

Issues

Application MCU18/0167 was made under the now superseded RPS. Under the RPS, a cemetery was defined as the use of premises for the burial or cremation of deceased people or animals. The term included:

- a graveyard, columbarium and burial ground;
- any ancillary facilities such as a funeral chapel or parlour.

The property was zoned conservation and environmental protection, with a 'cemetery' being inconsistent development in both zones, hence the application was subject to impact assessment.

Under the current legislation, it is noted that a cemetery is defined separately to a crematorium. The definitions, which come from the *Planning Regulation 2017* (the regulation), are as follows:

- Cemetery: '*means the use of premises for the interment of bodies or ashes after death.*'
- Crematorium: '*means the use of premises for the cremation or aquamation of bodies.*'

There is also another related use which is funeral parlour, defined as:

- a) Means the use of premises for:
 - (i) arranging and conducting funerals, memorials and other similar events; or
 - (ii) a mortuary; or

- (iii) storing and preparing bodies for burial or cremation; but*
b) does not include the use of premises for the burial or cremation of bodies.

If application MCU18/0167 was lodged under City Plan, a cemetery would still trigger impact assessment in the environmental management zone. However amendments made to the definitions under the Regulation mean that the use (a pet crematorium) would now be defined as a crematorium rather than a cemetery.

In the community facilities zone in City Plan, cemeteries and crematoriums are accepted subject to requirements where located in precinct CF1 (cemeteries, crematoria and associated uses such as funeral parlours) or otherwise code assessable.

Given that crematoriums are listed as code assessable uses in the community facilities zone whilst impact in all others, it is considered that City Plan appropriately guides where such facilities may be most readily located.

If an applicant wanted to propose a crematorium, but was unable to secure land in the community facilities zone, they would still be able to lodge an impact assessable application that would be assessed against the relevant legislation.

Conclusion

The City Plan already appropriately guides where crematoriums may be located (namely the community facilities zone), and no amendments to City Plan are therefore considered necessary.

Options

1. Do not proceed with an amendment (retain existing provisions);
2. Make amendments to City Plan.

Recommendation

Officers recommend proceeding with Option 1.

Item 4: LDR3 provisions relating to building works

Background

This item considers changes to the criteria for assessable development for certain buildings work in the LDR3 (Point Lookout residential) precinct. The request for further investigation came from the Planning Assessment Unit in response to an application for a domestic outbuilding, which triggered code assessment within the LDR3 precinct.

Issues

Current provisions

Domestic outbuildings are included in the definition of a dwelling house. Hence, when constructing a domestic outbuilding (which is ancillary to a dwelling) in the LDR3 precinct, the works are accepted subject to requirements, with the 'requirements' being the assessment benchmarks in the LDR zone code, in accordance with table 5.6.1. One of the benchmarks for development that is accepted subject to requirements is AO16.1, which requires:

<p>PO16 Buildings, other than those located in a high potential bushfire intensity area or very high potential bushfire intensity area on Overlay Map OM-044, incorporate predominantly light weight, sub-tropical architectural styles and elements.</p>	<p>AO16.1 Buildings:</p> <ol style="list-style-type: none"> (1) use light weight finishes such as timber and fibre cement, except for retaining walls and major structural elements; (2) are provided with eaves at least 600mm wide; (3) incorporate verandahs or decks; and (4) use non reflective sheet material for roofing. <p>Editor's note – This acceptable outcome is not an alternative provision for the purposes of the Queensland Development Code. Where building work for a dwelling house does not meet the acceptable solution, a code assessable Building Works Assessable against the Planning Scheme application will be triggered.</p>
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Given a domestic outbuilding will generally not have 600mm eaves or incorporate a verandah or deck, it will not meet AO16.1 and therefore will trigger a code assessable building works assessable against the planning scheme application.

It was not the intent of the LDR3 precinct to require a code assessable application for domestic outbuildings in LDR3.

Proposed amendments

Amendments to AO16.1 are proposed so that the provision of eaves and a verandah/deck is not applicable for domestic outbuildings. Additionally, wording in relation to bushfire hazard, which is noted in the performance outcome, has been added to the acceptable outcome, to ensure that the design elements listed only relate to buildings that are located outside of the bushfire hazard overlay; recognising that if located within a hazard area, development would need to be designed accordingly.

The proposed amendments to the LDR zone are shown in the text amendment section below.

Conclusion

Amendments are proposed to acceptable outcome AO16.1 of the LDR3 precinct, to ensure that domestic outbuildings do not trigger code assessment.

Options

The following options are presented to Council:

1. Amend the provisions in acceptable outcome AO16.1 of the LDR zone; or
2. Amend the LDR zone code, subject to alternative provisions; or
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendments to City Plan:

6.2.1.3 Low density residential zone code - Specific benchmarks for assessment

Table 6.2.1.3.1 – Benchmarks for development that is accepted subject to requirements and assessable development

<p>PO16</p> <p>Buildings, other than those located in a high potential bushfire intensity area or very high potential bushfire intensity area on Overlay Map OM-004, incorporate predominantly light weight, sub tropical architectural styles and elements.</p> <p>Editor's note – The bushfire hazard areas mapped in Overlay Map OM-004 are based on State Planning Policy (SPP) mapping. To the extent of any inconsistency, the SPP mapping prevails and should be referred to when evaluating a development proposal's compliance with this assessment provision.</p>	<p>AO16.1</p> <p>Buildings that are not located in a high potential bushfire intensity area or very high potential bushfire intensity area on Overlay Map OM-004:</p> <ol style="list-style-type: none"> (1) use light weight finishes such as timber and fibre cement, except for retaining walls and major structural elements; (2) are provided with eaves at least 600mm wide; (3) incorporate verandahs or decks; and (4) use non reflective sheet material for roofing. (2) use non reflective sheet material for roofing; and (3) for material change of use or building work other than for a domestic outbuilding associated with a dwelling house: <ol style="list-style-type: none"> (a) are provided with eaves at least 600mm wide; and (b) incorporate verandahs or decks. <p>Editor's note – This acceptable outcome is not an alternative provision for the purposes of the Queensland Development Code. Where building work for a dwelling house does not meet the acceptable solution, a code assessable Building Works Assessable Against the Planning Scheme application will be triggered.</p> <p>Editor's note – The bushfire hazard areas mapped in Overlay Map OM-004 are based on State Planning Policy (SPP) mapping. To the extent of any inconsistency, the SPP mapping prevails and should be referred to when evaluating a development proposal's compliance with this assessment provision.</p>
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Item 5: LDR2 precinct provisions

Background

A submission received from an external planning consultant in relation to the LDR2 precinct provisions submitted in August 2019 argued:

- The LDR2 precinct provisions allow opportunities for lots to be developed significantly below 6,000m² where the precincts directly interfaces with low density residential areas

with formed roads and servicing; as the resultant lots would be consistent with the density and character of the surrounding neighbourhood.

- The LDR2 provisions also seek a 'transition between urban and rural land uses'. It is therefore argued that where LDR2 lots adjoin conservation or environmental management zoned lots, this provision should not apply.

This item therefore considers whether amendments are required to the overall outcomes of the LDR2 precinct to ensure that outcomes sought are applicable in all contexts for which the LDR2 precinct exists. More specifically, it reviews the relationship between the following LDR2 overall outcomes:

'Precinct LDR2: park residential:

- I. the precinct retains a semi-rural, bushland character, providing a transition between urban and rural land uses;*
- II. retention of habitat within the precinct is maximised;*
- III. housing forms are limited to dwelling houses, and*
- IV. lot sizes are not reduced below 6,000m², unless the resultant lots are consistent with the density and character of the surrounding neighbourhood.'*

Issues

Current provisions

The LDR zone code provides that lot sizes are not generally reduced below 6000m² in the LDR2 (park residential) precinct. The wording of the fourth overall outcome links the lot size primarily to the density and character of the surrounding area, which is generally land in a different zone. For example, in the pockets of LDR2 land shown in figure 1 below, where a LDR2 lot was proposed for reconfiguration and the resulting lot size was proposed below 6,000m², it could be argued that the resultant lots are consistent with the density and character of the surrounding neighbourhood, which is predominantly LDR zoned.

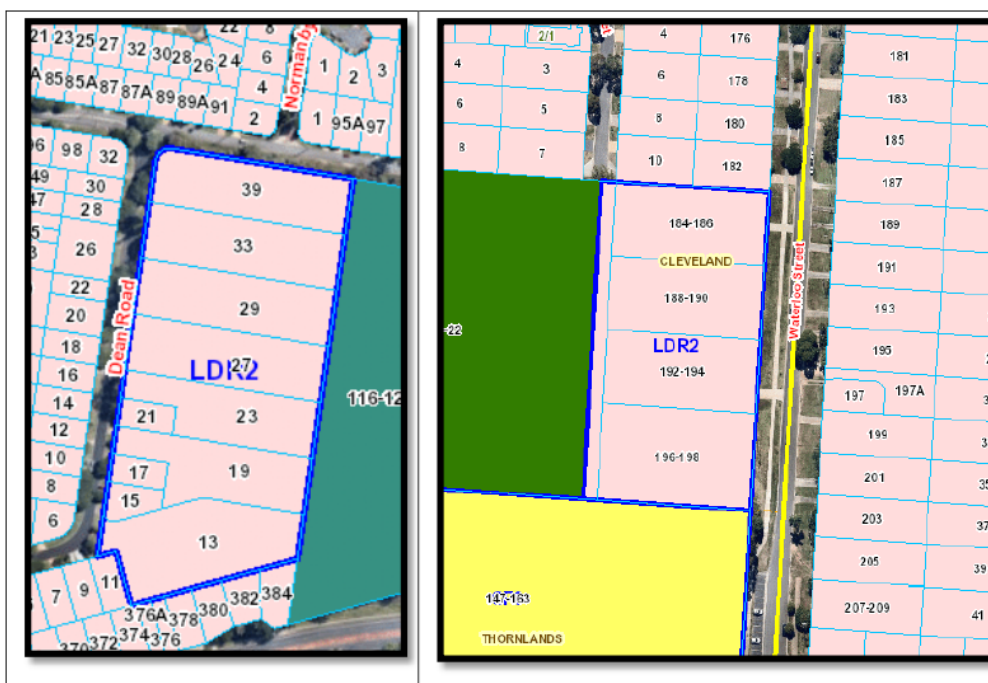


Figure 1: City Plan LDR2 precinct mapping

However, in accordance with City Plan section 1.3.3, a word that is followed by a semi-colon is considered to be an 'and'. Therefore all parts of the overall outcomes need to be met and the fourth overall outcome cannot be viewed in isolation. This is considered to be a misinterpretation issue on behalf of the submitter and not an error in the drafting of City plan.

Another concern with the LDR2 precinct provisions relates to the wording '*providing a transition between urban and rural land uses*'. The LDR2 precincts shown in figure 1, sit adjacent to conservation zoned land. Accordingly it could be argued that the development does not need to provide a transition with the urban area, as conservation zoned land is not classed as 'rural'. This is not the intention of overall outcomes, which seeks for a transition to be provided in density between all urban and non-urban parts of the city, regardless of zone.

Proposed amendments

It is considered that overall outcomes of the LDR2 precinct should be amended to clarify that the transition in density applies between all urban and rural, environmental and conservation zoned land, in accordance with the text amendments shown below.

Conclusion

A review of the LDR2 overall outcomes has revealed that the provisions could be strengthened in relation to a transition in density being provided between urban and non-urban parts of the city.

Options

1. Amend the provisions of the LDR2 precinct code, as outlined below; or
2. Amend the LDR2 precinct code, subject to alternative provisions.
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendments to City Plan:**6.2.1 Low density residential zone code****6.2.1.2 Purpose**

- (3) The purpose of the zone will also be achieved through the following additional overall outcomes for particular precincts:
 - (b) Precinct LDR2: park residential:
 - (i) the precinct retains a semi-rural, bushland character, providing a transition between urban and rural **land-uses, environmental or conservation areas**;
 - (ii) retention of habitat within the precinct is maximised;
 - (iii) housing forms are limited to dwelling houses, and
 - (iv) lot sizes are not reduced below 6,000m², unless the resultant lots are consistent with the density and character of the surrounding neighbourhood.

Item 6: Alternative provisions to QDC in the character residential zone**Background**

A request has been made for Council to review the provisions in relation to front boundary setbacks of properties located within the character residential zone code, which covers properties on the southern Morten Bay Islands (SMBI). The origin of the request came from a resident who considers that the front setback provisions should give consideration to the need to provide for waste water disposal areas on site, especially for corner allotments.

Issues**Current provisions**

Under City Plan, the construction of a dwelling house in the character residential zone is accepted development. In these circumstances the setback provisions revert to those of the Queensland Development Code (QDC) MP1.1 or MP1.2, depending on the size of the lot. Where the QDC acceptable solutions are not met, a referral agency assessment to Council is triggered, where further assessment against the QDC performance criteria can be made.

The relevant QDC performance criteria concentrates more on the impact of the building on the streetscape as follows:

P1

The location of a building or structure facilitates an acceptable streetscape, appropriate for –

- (a) the bulk of the building or structure; and*
- (b) the road boundary setbacks of neighbouring buildings or structures; and*
- (c) the outlook and views of neighbouring residents; and*
- (d) nuisance and safety to the public.’*

The performance criteria of QDC does not allow consideration of the siting of on-site waste water treatment systems and opportunities to retain native plants when determining a suitable setback on character residential zoned lots.

It is noted that the now superseded planning scheme did include provisions which allowed buildings and structures to be sited closer to the street, where accommodating an on-site sewerage system and allowing for the retention of native vegetation on the lot.

Proposed amendments

Given the SMI do not have access to reticulated sewerage and many of the lots are heavily vegetated, it is considered that there are grounds to support introducing alternative performance outcomes to QDC (as permitted under section 33 of the *Building Act 1975*), to allow consideration to be given to broader matters than those in the QDC performance criteria for front setbacks (i.e. accommodation of on-site waste water treatment systems and native vegetation retention). This would be as part of a referral agency assessment, where the acceptable outcomes of the QDC are not met.

Conclusion

Alternative provisions to QDC are proposed for properties located within the character residential zone, to recognise the need to provide for on-site waste water disposal areas, particularly in cases where the retention of native vegetation is desirable. The proposed text amendments are outlined below.

Options

1. Amend the provisions of City Plan as follows:
 - a. Part 1.6 (building work regulated under the planning scheme);
 - b. Part 5 (tables of assessment);
 - c. and part 6.2.4 (Character residential zone code) relating to front setback provisions; or
2. Amend City Plan, subject to alternative provisions.
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendments to City Plan:

1.6 Building work regulated under the planning scheme

(4) The building assessment provisions are contained in the following parts of this planning scheme:

- (a) Table 5.6.1 Building work;
- (b) Table 5.9.1 Assessment benchmarks for overlays;
- (c) 6.2.1 Low density residential zone code;
- (d) 6.2.4 Character residential zone code;
- (e) 8.2.2 Bushfire hazard overlay code;
- (f) 8.2.3 Coastal protection (erosion prone areas) overlay code;
- (g) 8.2.6 Flood and storm tide hazard overlay code; and
- (h) 8.2.7 Heritage overlay code.

5.4 Categories of development and assessment—Material change of use

Table 5.4.5—Character residential zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Cropping Dwelling house Park Sales office Landing Editor's note—Landings are regulated as prescribed tidal works under the Coastal Protection and Management Act	Accepted	
Substation Utility installation	Accepted If provided by a public sector entity	
Telecommunications facility	Accepted If aerial cabling for broadband purposes	
Dwelling house	Accepted subject to requirements Editor's note—Dwelling houses not complying with the relevant acceptable outcomes will require a concurrence agency referral to Council under Schedule 9 of the Regulation.	Character residential zone code
Dual occupancy	Code assessment	Character residential zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code

Table 5.6.1—Building work

Zone	Categories of development and assessment	Assessment benchmarks for assessable development and
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		requirements for accepted development
Character residential zone	Accepted subject to requirements Editor's note—Building work for dwelling houses not complying with the relevant acceptable outcomes will require a concurrence agency referral to Council under Schedule 9 of the Regulation. Editor's note—A performance outcome for dwelling houses in the character residential code is an alternative provision to the Queensland Development Code.	
	If a dwelling house:	Character residential zone code
Accepted development		
Any other building work not listed in this table.		

Editor's note—The above categories of development assessment apply unless otherwise prescribed in the Regulation.

6.2.4 Character residential zone code

6.2.4.3 Character residential zone code – Specific benchmarks for assessment Table 6.2.4.3.1—Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements	
Dwelling houses Editor's note—The following performance outcome is an alternative provision for the purposes of the Queensland Development Code.	
PO1 The location of a building or structure facilitates an acceptable streetscape, appropriate for: (1) the Island's low-key residential building form; and (2) the bulk of the building or structure; and (3) the road boundary setbacks of neighbouring buildings or structures; and (4) the outlook and views of neighbouring residents; and (5) nuisance and safety to the public; and (6) allowing for the retention of native vegetation; and (7) accommodating an on-site waste water treatment system.	AO1.1 Development complies with acceptable solution A1 (for road setbacks) of the following sections of the Queensland Development Code (Design and Siting standard for single detached housing): (1) MP1.1 where lots are under 450m ² ; or (2) MP1.2 where lot are 450m ² and over.

Item 7: Large residential lots on Coochiemudlo Island

Background

This item investigates a request to consider whether further subdivision of large acreage lots (4000m² or more), zoned LDR should not be supported on Coochiemudlo Island. The request notes that parking areas on the Island and mainland are both congested, and the Island has little opportunity for business expansion. The request also notes that the character residential zone code (which applies to the Southern Moreton Bay Islands/SMBI), includes provisions stating that further subdivision of lots does not occur.

A small number of submissions on this issue were received during the drafting phase of City Plan. After consideration of these submissions, Council decided to make no changes. The submission report noted that:

'The Character residential zone recognises the unique nature of residential land on the SMBI. These islands are not serviced by reticulated sewerage, are located within a Marine Park and are distant from higher order goods and services that are provided on the mainland. This is distinct from Coochiemudlo Island, which is connected to reticulated sewerage and has easier access to higher order goods and services at Victoria Point.'

Issues

Current provisions

The zoning on Coochiemudlo Island is predominantly LDR. A search of properties on Coochiemudlo Island zoned LDR, with an area of 800m² or more, revealed that there are 38 such properties. Of these, 31 properties are under 1850m² in size. The remaining seven properties are as follows:

Address	Land Area (m ²)
20-22 Capembah Street	4047
16-18 Capembah Street	4047
24-26 Capembah Street	4047
324 Victoria Parade West	4565
18 Eprapah Street	5134
13-19 Erobin Street	5374
296-314 Victoria Parade South	19205

These seven properties are privately owned and, were zoned urban residential under the superseded Redlands Planning Scheme. The total land area of these seven properties is 46,419m². Based on a lot size of 400m², and not taking into consideration any site constraints that may impact on development yield, this equates to 116 potential additional allotments.

In addition to these properties, there are also a number of LMDR MDR zoned properties. Figure 2 below depicts the current zoning of the Island.



Figure 2 – Zoning map of Coochiemudlo Island.

Potential amendments

To introduce further limitations on lot size and reconfiguration on Coochiemudlo Island, Council would need to consider the potential for compensation payable to landowners for reduced development yield, and weigh this up against any planning benefits that may arise as a result of the amendment. Note that if changes were made to reduce development entitlements (referred to as an adverse planning change), compensation would only be payable if Council were to refuse a request for assessment under a superseded planning scheme.

It is also considered that the development potential of Coochiemudlo Island is distinct from the SMBI, given it is serviced by sewer. Being located closer to the mainland than the SMBI, it provides an island lifestyle option for Redlands Coast whereby access to mainland goods and services is more convenient. Residents choosing this island lifestyle option are likely to be aware of limitations around business expansion and private car transportation, but choose that lifestyle over these other aspects. Officers are of the view that these factors do not warrant further limitations of reconfiguration of existing lots on Coochiemudlo Island.

Conclusion

The development potential of Coochiemudlo Island is distinct from the SMBI, given it is serviced by sewer and is located closer to the mainland than the SMBI. At this stage, officers would not recommended introducing further limitations on lot size as a result.

Options

1. Do not proceed with the amendment (retain existing provisions); or
2. Amend the zoning of existing LDR, LMDR and MDR zoned sites on Coochiemudlo Island that are 2,000m² or more in area, by establishing a new LDR precinct and amend City Plan to include provisions relating to this new precinct; or
3. Amend the zoning of existing lots on Coochiemudlo Island; subject to alternative provisions; or
4. Undertake a local area planning exercise for Coochiemudlo Island to investigate whether the further subdivision of lots is appropriate.

Recommendation

Officers recommend proceeding with Option 1.

Item 8: Level of assessment for certain types of reconfiguration**Background**

This item considers the suitability of making minor reconfiguration applications (for the purpose of rearranging boundaries of a lot or creating an access easement) code assessable in the conservation, environmental management and rural zones.

The *Planning Act 2016* defines reconfiguring a lot as:

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

The request was submitted by Council's Planning Assessment Unit, in response to previous applications that have triggered impact assessment, where the officers involved believe code assessment would suffice, and which resulted in unnecessary delays and added to the cost. Details of these applications are as follows:

- RAL19/0063 – 175 – 183 Duncan Road, Sheldon – boundary realignment only, which triggered impact assessment as the lot was zoned rural.

- RAL19/0051 – 18-24 Willes Street, Russell Island – creation of an easement, which triggered impact assessment as the lot was zoned conservation.

Issues

Current provisions

City Plan does not differentiate between the different types of reconfiguration and reconfiguring a lot is code assessable, unless in the following zones/circumstances:

- Conservation zone, where not being undertaken by Council;
- Environmental management zone, where not being undertaken by Council;
- Emerging community zone, if creating lots less than 10ha;
- Tourist accommodation zone;
- Character residential zone.
- Rural zone.

In considering whether the level of assessment should be amended, it is important to consider the overall outcomes of each zone relating to reconfiguring a lot:

Zone	Acceptable outcome	Performance outcome	Overall outcome
Conservation Environmental management	Reconfiguration does not result in a smaller lot size.	Reconfiguration avoids further fragmentation of land.	Reconfiguration avoids further fragmentation of land.
Emerging community	N/A	Reconfiguration does not fragment land prior to its planned development for urban purposes.	Structure planning of the area within the zone is undertaken in advance of any reconfiguration or development for urban purposes;
Tourist accommodation	Reconfiguration does not result in a smaller lot size.	Existing lot sizes are maintained or increased to facilitate integrated tourist uses.	In order to retain larger land parcels for development, further subdivision of land within this zone does not occur.
Character residential	Reconfiguration does not result in a smaller lot size.	Reconfiguration maintains the low density island, bushland character of the zone and avoids further fragmentation of land.	Further subdivision of lots does not occur
Rural	Reconfiguration does not result in a smaller lot size.	Reconfiguration does not result in further fragmentation of land.	Further fragmentation of land through subdivision does not occur.

Proposed amendment

No changes are recommended for the Emerging community zone, given structure planning in this zone is to be undertaken in advance of any reconfiguration, with any interim development not to compromise or constrain the potential for well-designed, future urban communities. Changes to zone boundaries/access arrangements may prejudice future planning decisions in this zone and compromise the purpose of the zone.

The other five zones all share a common theme in relation to reconfiguration, and that is, reconfiguration is not to further fragment land, hence the impact assessable level of assessment, for when lots are being created, is considered suitable as it clearly discourages reconfiguration.

Boundary realignments and easements do not result in a net change to the area of zoned land, or further fragment land. Assessment benchmarks in the zone and reconfiguration codes provide suitable outcomes on which to assess these types of applications. In accordance with the *Planning Act 2016*, for code assessment, where a development does not comply with some or all of the assessment benchmarks, an application can be refused (as long as compliance cannot be achieved through imposing development conditions). As such, it is considered that code assessment is a more suitable level of assessment for these types of reconfiguration, in the rural, character residential, and tourist accommodation zones.

However, in the conservation and environmental management zones, given the importance of environmental values on these properties, it is considered appropriate to retain the impact assessable level of assessment, in order to reduce unintended consequences of such proposals. For example, fire breaks and clearing along property boundaries may be undertaken, and this process can be repeated after boundary realignment. Given the significance of the environmental values of these sites, it is considered better to apply a precautionary approach. It is also noted that only a small number of easement/boundary realignment applications within these zones are likely to be made.

Conclusion

It is considered that there is an option to reduce the level of assessment within the tourist accommodation, character residential and rural zones where the proposed reconfiguration only involves:

- rearranging the boundaries of a lot by registering a plan of subdivision under the *Land Act 1994* or *Land Title Act 1994*; or
- creating an easement giving access to a lot from a constructed road.

Options

1. Amend Table 5.5.1 (reconfiguring a lot) to reduce the level of assessment for boundary realignments and creating access easements in the tourist accommodation, character residential and rural zones as outlined below; or
2. Amend Table 5.5.1 (reconfiguring a lot) to reduce the level of assessment for boundary realignments and creating access easements, subject to alternative provisions; or

3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendment(s) to City Plan

Table 5.5.1 Reconfiguring a lot

Zone	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development.
Conservation Environment management	Impact assessment	
	If not being undertaken by Redland City Council	The planning scheme
Emerging community	Impact assessment	
	If creating any lot less than 10ha	The planning scheme
Tourist accommodation zone Character residential zone Rural	Impact assessment	
	All If not: (1) rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or (2) creating an easement giving access to a lot from a constructed road.	The planning scheme
Rural	Impact assessment	
	All	The planning scheme
Code assessment		
Any other reconfiguring a lot not listed in this table. Any reconfiguring a lot listed in this table and not meeting the description listed in the categories of development and assessment column.		Reconfiguring a lot code The relevant zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code

Item 9: Frontage widths in the low density residential zone

Background

This item considers whether minimum frontage width provisions, which are currently included in the LMDR zone code, should also be included in the LDR zone code.

Issues

Current provisions

The following parts of the LMDR zone code provide that, when lots are reconfigured, the frontage should not be reduced below 10m:

6.2.2.2 Purpose

2. The purpose of the code will be achieved through the following overall outcomes:
- c) lot sizes are not reduced below 400m² **and have a frontage width of no less than 10m**, unless the resultant lots are consistent with the density and character of the surrounding established neighbourhood;

Reconfiguration	
PO23 Lots less than 400m ² and with a frontage width less than 10m are not created.	AO23.1 Reconfiguration achieves a minimum lot size of 400m ² and a minimum frontage width of 10m .

While included in the reconfiguring a lot code, the provisions around minimum frontage widths of 10m is missing from the LDR zone code, as shown below:

6.2.1.2 Purpose

- (2) The purpose of the code will be achieved through the following overall outcomes:
- (c) where not within a particular precinct, lot sizes are not reduced below 400m², unless the resultant lots are consistent with the density and character of the surrounding established neighbourhood;

Reconfiguration other than in LDR1, LDR2 or LDR4 precinct	
PO19 Reconfiguration maintains the low density character of the street. Lots less than 400m ² are not created.	AO19.1 Reconfiguration achieves a minimum lot size of 400m ² .

Proposed amendment

To ensure consistency with provisions in the LMDR zone code and reconfiguration code, amendments are proposed to regulate frontage widths in the LDR zone as outlined below.

Conclusion

For consistency it is recommended that provisions within the LMDR code in relation to frontage widths, also be included in the LDR code.

Options

1. Include additional provisions in the overall outcomes, AO19.1 and PO19 of the LDR zone code about frontage width, as outlined below; or
2. Amend the LDR code, subject to alternative provisions; or
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendments to City Plan

6.2.1.2 Purpose

- (2) The purpose of the code will be achieved through the following overall outcomes:
- (c) where not within a particular precinct, lot sizes are not reduced below 400m² and achieve a minimum frontage width of 10m (except where for a rear or irregular lot), unless the resultant lots are consistent with the density and character of the surrounding established neighbourhood;

6.2.1.3 Low density residential zone code - Specific benchmarks for assessment

Table 6.2.1.3.1 - Benchmarks for development that is accepted subject to requirements and assessable development

Reconfiguration other than in LDR1, LDR2 or LDR4 precinct	
PO19 Reconfiguration maintains the low density character of the street. Lots less than 400m ² and with a frontage width less than 10m (except where for a rear or irregular lot), are not created.	AO19.1 Except for rear and irregular lots, reconfiguration achieves a minimum lot size of 400m ² and a minimum frontage width of 10m (except where for a rear or irregular lot).

Item 10: Consider changes to assessment provisions in the LDR5 precinct

Background

This item examines a request from Raby Bay Rate Payers Association (RBRA) and Aquatic Paradise Ratepayers Association (APRA) for Council to consider additional amendments to the low density residential zone, precinct 5: canal and lakeside estates (LDR5 precinct).

On 19 February 2020, General Major Amendment 01/19 (the major amendment) was incorporated into City Plan, creating City Plan version 4. The major amendment introduced a new precinct 5: canal and lakeside estates (LDR5 precinct) into the low density residential zone for properties that directly adjoined Raby Bay and Aquatic Paradise canals and the Sovereign Waters lake.

The purpose of the new precinct was to:

- Ensure that development did not adversely impact revetment walls.
- Maintain view lines of waterways for neighbouring properties.
- Ensure development maintains the amenity for adjoining properties.

Prior to commencement, the major amendment was placed on public consultation in August 2019. In response, Council received a submission from East Coast Surveys (town planning consultants) on behalf of RBRA.

The submission supported the creation of a new LDR5 precinct but requested consideration be given to a number of additional amendments within the LDR5 precinct. The additional amendments requested included for example:

- Minimum lot sizes being increased to 600m².
- Minimum frontage to a canal of 11m.
- Minimum side boundary setback of 1m on one side boundary for revetment wall access.
- Impact assessment for dual occupancies if the proposed density was less than one dwelling/500m².

The additional matters were outside the scope of the 01/19 amendment and as such were not recommended to be included in the major amendment. Instead, the RBRA were advised that the additional amendments may, subject to Council support, be considered as part of the next general major amendment.

In June 2020, Council received a letter from East Coast Surveys on behalf of the RBRA that identified a refined list of amendments from those in the August submission to City Plan for Council to consider. A survey was attached in support of the amendments. The refined list of amendments, planning grounds in support and survey are discussed in the following section.

Issues

Requested amendments to City Plan LDR5 precinct

Based on the letter from East Coast Surveys in June 2020, the following amendments are requested to LDR5 precinct:

- Increased minimum lot size in the LDR5 precinct of 600m².
- Increased street frontage for any subdivided lot of 15m.
- New minimum canal frontage for any subdivided lot of 15m.
- Maintain front setbacks for all development to be a minimum of 6m.
- Increase the level of assessment to impact for dual occupancies where the dwelling density is below 1 dwelling/500m².
- Introduce new provisions to ensure design of dual occupancies do not have 'mirrored' front facades but ensure each unit has a distinctive front façade.

The following grounds have been provided in support of these changes:

- An increase in dwelling density from reconfiguring existing larger lots into two lots and dual occupancy development is having a negative impact on the character, streetscape, amenity, privacy, solar access of neighbouring properties and on-street parking.
- Allowing for the creation of lots with a frontage width of 10m is having a negative impact on boat mooring and manoeuvring in the canals.

It should be noted that the second ground is only relevant to the canal estates of Raby Bay and Aquatic Paradise as there is no access to the bay or boat mooring in Sovereign Waters.

Current City Plan provisions for LDR5 precinct

The LDR5 precinct currently includes 1,100 lots in the following estates:

- 845 lots in Raby Bay.
- 205 lots in Aquatic Paradise.
- 50 lots in Sovereign Waters

It is important to note that the LDR5 precinct only applies to lots that directly adjoin a canal or lake. While this includes most lots in Raby Bay and Aquatic Paradise, it does not include all lots that may be considered to be part of these canal estates.

The City Plan includes the following assessment provisions relevant to the requested amendments:

Reconfiguring a lot in LDR5 precinct

- A minimum lot size of 400m² applies to reconfiguration in the LDR5 precinct. This is the same minimum lot size that applies across the LDR zone. There is however an important difference in that LDR5 precinct, unlike the LDR zone does not provide scope for the creation of a lot less than 400m² where they are consistent with the density and character of the surrounding established neighbourhood.
- The minimum street frontage acceptable outcome for reconfiguring a lot is 10m in the LDR5 precinct. If an application does not adopt the 10m acceptable outcome it is assessed against the performance outcome which seeks to provide lots that:
 - Are of a size and dimension which facilitates the uses, character and other outcomes intended for the zone or precinct.
 - Have practical, generally regular shapes.
 - Have a width and depth that can easily accommodate the intended end use, associated infrastructure, in-site open space and vehicle access.

Dual occupancy in LDR5 precinct

- A minimum lot size of 800m² applies to dual occupancy unless in a form consistent with the low-rise character of the locality.
- The highest level of assessment for dual occupancy is code assessment. There is no trigger for impact assessment in LDR5 precinct.

Dwelling house and dual occupancy design and siting in LDR5 precinct

Both dwelling houses and dual occupancy design and siting in LDR5 precinct are subject to the relevant part of the Queensland Development Code (QDC). These include:

- MP1.1 – Design and siting standard for single detached housing – on lots under 450m².
- MP1.2 - Design and siting standard for single detached housing – on lots 450m² and over.
- MP1.3 – Design and Siting Standard for Duplex Housing.

The purpose of all three QDC design and siting standards is to provide good residential design that promotes efficient use of a lot, an acceptable amenity to residents and to facilitate off-street parking. This is achieved through standards on:

- Front boundary setbacks to facilitate an acceptable streetscape with acceptable solutions for:
 - 3-4m front setback for a dwelling house on a lot 450m² or less.
 - 6m front setback for a dwelling house on a lot 450m² or over or a dual occupancy.
- Side setbacks that provide adequate daylight and ventilation to habitable rooms on the lot being developed and the adjoining lot and to not adversely impact on the amenity and privacy of residents on adjoining lots.
- Adequate open space for recreation, services and landscaping with a maximum site cover of 50% for all dwelling houses and dual occupancy development.
- Building height to not unduly overshadow adjoining houses or obstruct the outlook from adjoining lots.
- Buildings are sited and design to provide for adequate visual privacy for neighbours.
- Providing sufficient space for on-site car parking for residents and visitors.

It should be noted that a 6m front boundary setback is part of the QDC for dual occupancy and dwelling houses on lots over 450m² in size. Accordingly, if the requested amendment for a minimum lot size of 600m² is accepted there is no need to also include a 6m front setback in City Plan as a 6m front setback is already in the QDC.

In summary, the assessment framework currently in place for dwelling houses, dual occupancy and reconfiguration seeks to manage development in the LDR5 precinct to protect the streetscape and residential amenity, maintain privacy and solar access of neighbouring properties and provide both on site and on-street parking. This is the same assessment framework that applies across the LDR zone.

RBRA supporting survey

The RBRA provided the results from a survey of residents in Raby Bay and Aquatic Paradise in support of the proposed amendments to the existing assessment provisions in the LDR5 precinct.

In total, the survey identifies 316 respondents with 188 of the respondents being RBRA respondents and 128 APRA respondents. There does not appear to be any respondents from Sovereign Waters.

While the survey does not represent all residents in the LDR5 precinct, (30% at most) it does suggest clear support for most of the proposed amendments. For example:

- The majority of respondents considered that the size and proximity to neighbouring homes of recent subdivisions have not been respectful of neighbouring residents.
- The majority of respondents did not agree with splitting 800m² lots into two lots.
- The majority of respondents identified 600m² as the minimum lot size.
- There were a range of responses on the minimum canal frontage needed to safely manoeuvre a boat on and off a pontoon from 10m or less to over 15m. The most popular response was over 15m but this was not the majority.

The survey results appear to be focused on Raby Bay, with 6 of the 12 survey questions directly referring to Raby Bay, for example:

- Do you think the size and proximity to neighbouring homes of recent sub-division developments in Raby Bay have been respectful of neighbouring residents?

The survey also included questions that do not reflect an outcome currently supported by City Plan and may have made it difficult for a respondent to provide a response that did not agree, for example:

- Do you agree with splitting 800m² blocks into two narrow 400m² blocks and then building large homes on each block that take up most of the land area, disturbing neighbours' views and breezes, overshadowing their yards and reducing their privacy?

Notwithstanding the above shortcomings of the survey, the results indicate a level of concern from the respondents with regards to potential changes to the existing character, streetscape, residential amenity, privacy and on-street parking of the estates provided in City Plan and support for increasing the minimum lot size to address these concerns.

Canal frontage width for boat mooring and manoeuvring

The provided survey does not provide clear support for the proposed 15m canal frontage with a range of responses provided. While there may be a rationale to support an increase in the minimum lot size and canal frontage width, to manage boat mooring and manoeuvring, this does not appear to be supported by the survey.

A review of lots that have been created from larger lots shows that these have a pontoon for boat mooring. These lots have a canal frontage width of 10m or less (see figures 3-5 below) and have boat mooring for each lot/dwelling even with the reduced frontage.



Figure 3: Dual occupancy on 800m² lot and total of 20m canal frontage.



Figure 4: Lots with less than 10m canal frontage on lots 433m² and 441m²



Figure 5: Lots with 10m canal frontage between 529m² and 578m².

It should also be considered that while there is a clear expectation associated with canal living in particular that each lot will have a pontoon, this is not a planning ground. This would also not be a relevant amendment for Sovereign Waters.

Review of lot sizes in LDR5 precinct

The lot sizes in the LDR5 precinct are shown in Table 1 broken down into lot sizes relevant to the requested amendments (i.e. 600m² minimum lot size). Table 1 shows that the majority of LDR5 lots are between 800m² and 1200m² in size.

Table 1: Lot sizes in LDR5 precinct (June 2021)				
	Total	Equal or >800m²	Equal or greater 1000m²	Equal or greater than 1200m²
Raby Bay	845	700	175	55
Aquatic Paradise	205	203	41	14
Sovereign Waters	50	45	2	0
Total	1,100	948	218	69

Based on City Plan reconfiguration minimum lot size of 400m² and dual occupancy minimum lot size of 800m², Table 1 shows that the majority of lots in the LDR5 precinct (948 of the 1,100 lots or 86%) may potentially be able under the existing City Plan to be subdivided into two lots (subject to having sufficient street frontage) or for dual occupancy. While it is unlikely all landowners would take up these opportunities, it does highlight that a very significant change to the existing lot size and dwelling density in the LDR5 precinct can occur under City Plan. To date, the opportunity to subdivide a lot into two or development a dual occupancy has not been widely taken up.

The amendment proposed by RBRA to apply a minimum lot size of 600m² would significantly reduce the number of lots that could be subdivide into two from 948 lots to 69 lots. If the proposed 15m street and canal frontage was also considered this number would be reduced further to fewer than 30 lots.

While for dual occupancy, the amendment proposed by RBRA to trigger impact assessment where dual occupancy exceeds one dwelling/500m², would reduce the number of code assessable (or accepted subject to requirements) dual occupancy developments from 948 to 218.

Recognising that the proposed amendments will have a very significant impact on development opportunities in the LDR5 precinct, clear planning grounds to support the changes must be demonstrated. In addition broader engagement with the wider LDR5 community would need to be undertaken and considered before any potential amendment were to be finalised.

Other LGA's

Moreton Bay Regional Council (MBRC)

MBRC has four canal estates, all of which are located within the general residential zone – suburban neighbourhood precinct.

Within this precinct, a minimum lot size of 600m² with a frontage of 12.5m is identified, unless a net residential density or 11 lots per hectare is not exceeded, or the resulting lots are consistent with the low density and established character of the surrounding neighbourhood.

Dual occupancies are code assessable if on a lot with an area of 1000m² or more, otherwise impact assessable. A minimum lot size for dual occupancies of 1000m² is identified, unless they are to be infrequent and dispersed within the streetscape, and are not within 200m of a lot containing an existing, approved or properly made application for a dual occupancy.

Sunshine Coast Council (SCC)

SCC have developed a series of local plans within which canal estates are located, for example Kawana Waters Local Plan area and Golden Beach/Pelican Waters.

Golden Beach/Pelican Waters is largely zoned low density residential under the local plan, and contained within precinct LDR1 – protected housing area. A minimum lot size of 600m² is identified and lots less than 600m² would trigger impact assessment.

Dual occupancies are impact assessable if located in the protected housing area precinct and listed as an inconsistent use within this zone.

Planning grounds to support the requested amendment

The consultant acting on behalf of RBRA and APRA, in an earlier submission has provided the following grounds in support of the proposed changes as follows:

- An increase in dwelling density from reconfiguring existing larger lots into two lots and dual occupancy development is having a negative impact on the character, streetscape, amenity, privacy, solar access of neighbouring properties and on-street parking.
- Allowing for the creation of lots with a frontage width of 10m is having a negative impact on boat mooring and manoeuvring in the canals.

In addition to the above it is noted that the submitted survey results indicate significant concern with the existing City Plan provisions and support for at least some of the proposed amendments. While the survey in itself does not constitute valid planning grounds to support the amendment it does clearly highlight community sentiment on this matter.

To date there has been only a small number of lots reconfigured into two lots or developed for dual occupancy in the LDR5 precinct. Similarly, where such development has occurred it has been assessed and approved against the existing assessment framework, which seeks to protect the streetscape, residential amenity, privacy, solar access of neighbouring properties and provision of on and off-street parking both across the city and the State through City Plan and the QDC. However, as noted earlier in the report, based on existing lot sizes, significant levels of reconfiguration and/or dual occupancy development can potentially occur under the existing provisions of City Plan. Over time this will invariably result in changes including for

example to the streetscape and dwelling density and impact on boat mooring/manoeuvring in the canals.

The character of the canal estates is unique from the broader LDR zoned land in the city, and offers an important lifestyle choice for the city's residents. If Council supports undertaking a proposed major amendment, the community will, as part of the statutory public consultation process, have the opportunity to lodge public submissions. This process ensures Council has an informed understanding of the level of community support for the amendment before it is finalised.

Local planning of the LDR5 precinct

An alternative approach would be undertake a Council led local area planning process, which would provide the opportunity to engage with the entire LDR5 community to further inform the preparation of a potential amendment.

Options

1. Include the requested amendments from the RBRA and APRA to City Plan for the LDR5 precinct, detailed below, as part of the new major amendment.
2. Prioritise a Council led local planning exercise of the LDR5 precinct to further investigate the concerns raised by the RBRA, including impacts on character, streetscape, residential amenity, on-street parking and boat mooring and manoeuvring and develop a set of amendments based on more detailed planning grounds in consultation with the LDR5 community.
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with option 1.

Proposed Amendment(s) to City Plan

Table 5.4.1—Low density residential zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Dual Occupancy	Accepted subject to requirements Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)). Editor's note—Dual occupancies that do not comply with any relevant acceptable outcomes of the Queensland Development Code MP1.3 will require a concurrence agency referral to Council under Schedule 9 of the Regulation.	
	If: (1) not in precincts LDR1, LDR2, LDR4 or LDR5 ; and (2) building height is 8.5m or less; and	Low density residential zone code

	(3) density does not exceed 1 dwelling per 400m ² of site area.	
	Code assessment	
	If not in precincts LDR1, LDR2 or LDR4 and not accepted subject to requirements	Low density residential zone code
	If:	
	(1) Not in precincts LDR1, LDR2 or LDR4 and not accepted subject to requirements; or	
	(2) Within precinct LDR5 and density does not exceed 1 dwelling per 500m ² of site area.	

6.2.1 Low density residential zone code

6.2.1.2 Purpose

(3) The purpose of the zone will also be achieved through the following additional overall outcomes for particular precincts:

(e) Precinct LDR5: Canal and Lakeside Estates:

- (i) Development is setback from revetment walls to maintain structural integrity, enable unrestricted access for maintenance and reduce any impacts associated with the construction, maintenance, structural deterioration or failure of revetment walls;
- (ii) View lines and vistas of waterways and canals are maintained for neighbouring properties; and
- (iii) Design does not detract from the amenity or character of the area and is complementary to the built form, waterway or landscape setting of the location;
- (iv) The density of dual occupancy development is not to exceed one dwelling per 500m² of site area, unless the resultant development is consistent with the density and character of the surrounding established neighbourhood;
- (v) Dual occupancies maintain a unique façade design (they are not mirrored) and the character and streetscape of the area;
- (vi) Lot sizes are not reduced below 600m² and achieve road and canal frontage widths of at least 15m, unless the resultant lots are consistent with the prevailing density and character of the surrounding established neighbourhood; or
- (vii) Where existing lot dimensions do not allow for a 15m road frontage to be achieved after subdivision, access to newly created lots is via a single driveway, lot sizes are not reduced below 600m² and achieve a canal frontage width of at least 15m, unless the resultant lots are consistent with the prevailing density and character of the surrounding established neighbourhood; and
- (viii) sufficient canal frontage is provided for each lot to enable access, provision of infrastructure, safe mooring and manoeuvring for vessels.

6.2.1.3 Low density residential zone code - Specific benchmarks for assessment

Table 6.2.1.3.1-Benchmarks for development that is accepted subject to requirements and assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Dual occupancies	

PO1 Housing in the precinct LDR1 large lot or precinct LDR2 park residential or precinct LDR4 Kinross is limited to dwelling houses.	AO1.1 Dual occupancies are not established in precinct LDR1 large lot or precinct LDR2 park residential or precinct LDR4 Kinross Road.
PO2 In precinct LDR5, dual occupancies occur on lots greater than or equal to 1000m ² in area and with a road frontage of 30m.	AO2.1 Density does not exceed one dwelling per 500m ² of site area. AO2.2 The site has a minimum frontage of 30m.
PO3 In precinct LDR5, each dual occupancy dwelling is to maintain a unique façade design (not mirrored).	No acceptable outcome is nominated.
PO2 PO4 In all other areas, dual occupancies occur on lots greater than or equal to 800m ² in area, unless in a form that is consistent with the low density, open and low-rise character of the locality.	AO2.1 AO4.1 Density does not exceed one dwelling per 400m ² of site area. AO2.2 AO4.2 The site has a minimum frontage of 20m.
PO3 PO5 To provide good residential design that promotes the efficient use of a lot, an acceptable amenity to residents, and to facilitate off street parking.	AO3.1 AO5.1 A Dual occupancy complies with all of the Acceptable Solutions specified in the Queensland Development Code part MP1.3. Note—For the purpose of this AO, a reference to "duplex" in the Queensland Development Code MP1.3 is taken to be "Dual occupancy" as defined by this planning scheme. Note—References to the Queensland Development Code MP1.3 for the purposes of this AO are to be applied as if these provisions applied to a Dual occupancy. Note—The Queensland Development Code MP1.3 indicates that it is only applicable to Class 1 and associated Class 10 buildings. For the purpose of this AO, the class of building is irrelevant, as long as the development meets the definition of "Dual occupancy" as defined by this planning scheme. Note—Other zone code provisions will prevail over this acceptable outcome to the extent of any inconsistency.
Dual occupancies and dwelling houses in precinct LDR5: Canal and lakeside estates	
PO7 PO9 Development is set back from a property boundary adjoining a revetment wall to: ...	AO7.1 AO9.1 Development is set back 9m from the property boundary adjoining a revetment wall. ...
For assessable development	
Reconfiguration other than in LDR1, LDR2, LDR4 or LDR5 precinct	
PO19 PO21 Reconfiguration maintains the low density character of the street. Lots less than 400m ² are not created.	AO19.1 AO21.1 Reconfiguration achieves a minimum lot size of 400m ² .

Reconfiguration in precinct LDR1 large lot and precinct LDR2 park residential	
PO20 PO22 Reconfiguration maintains the low density large lot, semi-rural or bushland character of precinct LDR1 large lot or precinct LDR2 park residential and avoids further fragmentation of land. Lots less than 2,000m ² in precinct LDR1 large lot and 6,000m ² in precinct LDR2 park residential are not created. In precinct LDR2 park residential, a transition in density is retained between urban residential and rural parts of the Redlands.	AO20.1 AO22.1 Reconfiguration achieves a minimum lot size of 2,000m ² in precinct LDR1 large lot AO20.2 AO22.2 Reconfiguration achieves a minimum lot size of 6,000m ² in precinct LDR2 park residential.
Reconfiguration in precinct LDR5	
PO23 Reconfiguration maintains the existing low density character and streetscape of precinct LDR5 canal and lakeside estates, and provides sufficient canal frontage to each lot to enable safe mooring and manoeuvring for vessels larger than those typically stored on a trailer. Lots less than 600m ² in area and with a street frontage less than 15m wide are not created.	AO23 Reconfiguration achieves a minimum lot size of 600m ² and a minimum street frontage and canal frontage of 15m.
Precinct LDR4 Kinross Road	
PO21 PO24 Reconfiguration maintains the low density large lot character of precinct LDR4 Kinross Road. Lots less than 1,600m ² are not created.	AO21.1 AO24.1 Reconfiguration achieves a minimum lot size of 1,600m ² in precinct LDR4 Kinross Road and a minimum frontage of 30m.

9.3.4 Reconfiguring a lot code

Table 9.3.4.3.2—Lot size and dimensions

Zone	Minimum Frontage (metres)	Minimum Lot Area (excluding accessway where a rear lot)
Low density residential		
LDR1: Large lot precinct	20	2,000m ²
LDR2: Park residential precinct	40	6,000m ²
LDR4: Kinross Road	30	1,600m ²
LDR5: Canal and lakeside estates	15 (street and canal frontages)	600m ²
Otherwise	10	400m ²
Low-medium density residential	10	400m ²

Item 11: Investigate allowing self-contained camping sites on private property in the rural zone

Background

This item investigates opportunities to allow self-contained camping sites on private property within the rural zone as accepted development subject to requirements up to a certain

threshold. The item considers changes to activate the rural area and provide opportunities for travellers to camp lawfully (rather than roadside camping).

Issues

Definition

The *Planning Regulation 2017* limits the use terms and definitions that can be included in a local government's planning scheme. The use term that would apply to providing for camping on a property is:

'Tourist park means the use of premises for—

- a) holiday accommodation in caravans, self-contained cabins, tents or other similar structures; or*
- b) amenity facilities, a food and drink outlet, a manager's residence, offices, recreation facilities for the use of occupants and their visitors, or staff accommodation, if the use is ancillary to the use in paragraph (a).'*

There is also potential for such a use to be classified as a temporary use, which is defined by the Planning Regulation as:

'temporary use means a use that—

- a) is carried out on a non-permanent basis; and*
- b) does not involve the construction of, or significant changes to, permanent buildings or structures.'*

Section 1.7.2 of City Plan provides further guidance, indicating that any sport, recreation, entertainment or cultural activity or 'not for profit' community activity that does not exceed certain timeframes, is deemed to be temporary. It also indicates that such activities are accepted development for the purposes of this planning scheme.

However, given most self-contained camping sites will be open for continual use, the majority will be best defined as a tourist park.

Current provisions

In the rural zone, a code assessable development application is to be lodged and approved by Council prior to a tourist park use commencing on site. The tourist park definition can include a wide range of camping options, which could range from:

- A large scale commercial park for holiday accommodation including caravans, camper trailers, tents and on-site cabins, along with ancillary features for guest use (amenities blocks, pool, waterslides, café, jumping pillow etc.); to
- A small scale commercial operation by a private landholder where a small number of campsites are provided for self-contained recreational vehicles/caravans, with no additional infrastructure provided; to
- A non-commercial, no or low cost (cost recovery only) facility provided or facilitated by a local government to encourage travellers to stop in a region and stay for 1 to 3 nights.

The definition of a tourist park therefore covers a wide range of operations with significantly different impacts. It is considered suitable to investigate measures to separate out developments that are smaller in scale, that may be considered appropriate to operate without requiring an approval.

Other LGAs

Fraser Coast Regional Council (FCRC)

The approach by FCRC is to include an administrative definition in their planning scheme as follows:

‘Self-contained recreational vehicle ground: Land designated and managed for the purpose of short term lodging in self-contained recreational vehicles (RVs), motorhomes and campervans. The use does not include camping, cabins, or constructed guest facilities such as sports courts, swimming pools or kiosk.’

In the Fraser Coast planning scheme, in the rural zone, a tourist park can be accepted subject to requirements, where a ‘self-contained recreational vehicle ground’ and within an existing tourist park, otherwise code assessment applies. The requirements that need to be complied with include provisions such as:

- A maximum number of self-contained vehicles being accommodated;
- A maximum stay of 7 consecutive nights;
- No constructed facilities (sports facilities/swimming pools/kiosks etc.);
- A sealed or fully formed gravel road access and requirement to obtain approval from Council for a vehicle access plan; and
- A maximum of one advertising sign on the premises.

Scenic Rim Regional Council

The Scenic Rim planning scheme takes a similar approach to Fraser Coast. They include an additional administrative term, ‘tourist accommodation site’, which is defined as an area where individual caravan, cabin, tent, recreational vehicle, motor home, camper van or similar structure is or can be erected or placed, and is occupied by a maximum of 8 persons. In the rural zone, a tourist park is accepted subject to requirements where accommodating no more than 5 tourist accommodation sites, and on a site greater than 20ha. The requirements to be met are outlined in the rural zone, tourist park zone and parking and access codes and include:

- Boundary setbacks;
- Vehicles being able to enter and exit the site in a forward direction;
- Development being sited or screened so as to not overlook the living areas of adjoining residential properties.
- Development being provided with safe and all weather access and from a constructed road.
- No guests to be received between 10pm and 6am.

- 1 car parking space to be available per tourist accommodation site and all vehicles associated with the use can be parked within the site.

Noosa Shire Council

In the Noosa planning scheme, a tourist park in the rural zone can be accepted development subject to requirements, where located on a site with an area of at least 10 hectares, no facilities/amenities are provided, and no more than five RVs are parked on the site at any time.

Proposed amendments

There are a number of benefits to introducing provisions allowing RVs to be accepted development within the rural zone (subject to requirements). These include local economic benefits derived from encouraging travellers to stay in the city, and allowing rural property owners to diversify the use of their land to supplement their income stream. This approach has been adopted by other LGAs as outlined above, which allow RVs to be parked on private properties within the rural zone, subject to requirements which limit the number of vehicles, minimum lot size, setbacks and access/car parking provisions and the like.

This amendment proposes to follow a similar approach, and at this stage, seeks to make changes to the rural zone only. Although the purpose of the rural zone is primarily primary production activities, the overall outcomes do allow for recreational and tourism uses where they do not significantly impact on the environmental and landscape values of the locality.

The proposed amendment will include a new administrative definition (section SC1.2), for a 'self-contained recreational vehicle site' and make changes to section 5 (tables of assessment) and part 6.2.21 (Rural zone code); as outlined on the proposed text amendments to City Plan section below.

In terms of the scale of use, it is recommended that the use is only accepted development (subject to requirements) on lots with an area of 10,000m² or greater; to allow for sufficient separation from property boundaries/neighbouring dwelling houses and to limit impacts on amenity.

Once these proposed provisions are in place and being taken up, an assessment can be made that considers whether the number of sites may be able to be increased or potentially whether this type of use can be appropriately managed on potentially smaller lots as part of a future planning scheme amendment.

A summary of the proposed accepted subject to requirements is provided below.

- 5 self-contained RVs per lot;
- Lot size to be greater than 10,000m²;
- No guest facilities to be provided (e.g. amenities block, swimming pool, power, camp kitchen, communal dining areas or the like);
- The RV sites are to be managed by the person/s occupying a dwelling house on the property;

- Check-in between 6am to 6pm only;
- RVs to be setback by 100m from a neighbouring dwelling;
- RVs to be setback 50m from the road frontage;
- Where visible from a neighbouring property, screening with vegetation to be provided;
- Access from a constructed public road is to be available, which is to be located more than 30m away from a dwelling house on an adjoining lot.

Development which does not comply with the above requirements, will trigger code assessment.

Officers are currently investigating whether the proposed changes to the City Plan to allow self-contained camping sites on private property within the rural zone as accepted development subject to requirements would automatically remove any need to obtain approval under Council's *Subordinate Local Law No. 1.8 (Operation of Accommodation Parks) 2015*. If this is not the case it is recommended investigations are undertaken to investigate exempting this type of development from the requirements of the local law.

Impacts on viability of existing businesses

In terms of the impact this amendment will have on existing commercial tourist parks, it is noted that there are currently two existing caravan parks within the mainland part of the City (the Thorneside Mobile Home Park and the Greenacres Caravan Park in Sheldon). Both of these private, commercial parks have limited capacity to accommodate travellers (they predominantly provide for long-term residential accommodation). It is not expected that this amendment would impact on the viability of these existing businesses, given their lack of capacity to accommodate travellers and the distinct difference in the type of experience offered (different customer market for small scale, rural setting versus caravan park setting).

Additionally, there are a small number of properties offering sites for self-contained RVs and caravans on private properties. These sites offer a similar guest experience to that proposed by the amendment, however, are part of current investigations by Development Control to determine lawfulness of the use. Given the small scale of development that this amendment allows, and the fact that a code assessable application could currently be lodged for such a use (the use is considered consistent with the intent of the zone), it is not considered that this amendment significantly impacts on existing businesses when compared with the existing provisions in City Plan. There are also campgrounds managed by Minjerribah Camping on North Stradbroke Island. Again, these provide a different customer experience (Caravan Park in an island setting) than proposed by this amendment.

Infrastructure charges

For a tourist park, infrastructure charges would apply, with Schedule 16 (Prescribed amount) of the Planning Regulation specifying the following charges:

For a tourist park	<p>1. If the tourist park has tent or caravan site:</p> <p>(a) \$10,795.20 for each group of 2 sites or less</p>
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	<p>(b) \$15,113.30 for each group of 3 sites</p> <p>2. If the tourist park has cabins:</p> <p>(a) \$10,795.20 for each cabin with 2 or less bedrooms</p> <p>(b) \$15,113.30 for each cabin with 3 or more bedrooms</p>
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However, for development which is accepted subject to requirements, officers are recommending against levying infrastructure charges, given there will not be any physical works needing construction/approval. Considering the type of use (small scale, short term, self-contained camping), the impacts on infrastructure are likely to be minor for each site. Where not accepted subject to requirements, the standard infrastructure charges would remain applicable.

Conclusion

With the definition of a tourist park covering such a wide range of operations with significantly different impacts, it is considered suitable to investigate measures to separate out developments that are smaller in scale, such as self-contained recreational vehicle sites.

There are considered to be a number of benefits to introducing provisions for RVs to be established within the rural zone (subject to requirements) including local economic benefits derived from encouraging travellers to stay in the city, and allowing for rural property owners to diversify the use of their land to supplement their income stream.

It is therefore proposed that amendments to City Plan are made that allow small scale RV sites to be established in the rural zone (subject to requirements) without the need to obtain planning approval.

Once these proposed provisions are in place and being taken up, an assessment could be made which looks at increasing the number of sites, or could consider further land use zones, as part of a future planning scheme amendment.

Options

1. Undertake the following:
 - a) Amend the provisions of City Plan to allow self-contained recreational vehicle sites in the rural zone as accepted subject to requirements up to a certain threshold as shown below; and
 - b) Investigate amendments Council's *Subordinate Local Law No. 1.8 (Operation of Accommodation Parks) 2015* to allow small scale proposals to be exempt from the requirement for a local law approval; and

- c) Review Council's adopted Infrastructure Charges Resolution (No.3.1) 2020, prepared under the *Planning Act 2016* to consider removing these charges for self-contained recreational vehicle sites where accepted subject to requirements.
2. Amend City Plan, subject to alternative provisions.
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed Amendment(s) to City Plan

Table SC1.2.1 – Additional administrative terms and their definitions

Column 1 Administrative Term	Column 2 Definition
Self-contained recreational vehicle site	Means an area designated for the short-term placement and occupation of a self-contained recreational vehicle (motor home, campervan, caravan or similar) for tourist accommodation purposes. No permanent structures or facilities are to be provided in conjunction with the use. For the purpose of this definition, 'self-contained' means a recreational vehicle that has on-board toilet, sink, cooking and sleeping facilities, carries a supply of fresh water, makes its own power and has the ability to retain greywater and blackwater.

Part 5 Tables of assessment

5.4 Categories of development and assessment – Material change of use

Table 5.4.22 Rural zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Roadside stall	Accepted subject to requirements Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)).	
		Rural zone code
Tourist park	Accepted subject to requirements Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)).	
	Where accommodating 5 or less self-contained recreational vehicle sites on an allotment with an area of 10,000m ² or greater	Rural zone code
	Code assessment	
	If not accepted subject to requirements	Rural zone code Healthy waters code

		Infrastructure works code Landscape code Transport, servicing, access and parking code
Agricultural supplies store	Code assessment	
Aquaculture		
Bulk landscape supplies		
Caretaker's accommodation		
Community care centre		
Community Use		
Emergency services		
Food and drink outlet		
Function facility		
Garden centre		
Outdoor sport and recreation		
Nature based tourism		
Rural industry		
Rural workers' accommodation		
Tourist park		
Veterinary service		
Wholesale nursery		
Winery		

Part 6 Zones

6.2 Zone codes

6.2.21 Rural zone code

6.2.21.2 Purpose

- (1) The purpose of the rural zone code is to provide for a wide range of primary production activities while protecting natural resources and significant environmental and landscape values.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (e) other uses may occur where they require a rural location or separation from urban areas. These may include certain industries, agricultural supplies stores, bulk landscape supplies and garden centres;
 - (f) tourist parks are accommodated where the residential amenity of adjoining properties is protected, visual impacts from public areas and neighbouring dwelling houses is minimised, safe access is provided to vehicle sites and the risks of natural hazards are reduced to an acceptable or tolerable level;

Table 6.2.21.3.1 Benchmarks for development that is accepted subject to requirements and assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements	
Roadside Stall	
PO1	AO1.1

The roadside stall is associated with an agricultural use on the land on which the road side stall is erected.	Produce or goods sold are grown, made or produced on the land on which the roadside stall is erected.
PO2 The scale and operating characteristics of the use do not impact on the amenity and character of surrounding area or create a traffic problem.	AO2.1 The roadside stall does not exceed 40m ² in gross floor area.
	AO2.2 There is only one roadside stall on each lot.
	AO2.3 The opening hours of roadside stall are limited to between 7am to 6pm.
	AO2.4 Space to accommodate 4 customer vehicles is provided.
For development that is accepted subject to requirements and assessable development	
Self-contained recreational vehicle site (Tourist park)	
PO3 The scale and operating characteristics of self-contained recreational vehicle sites do not adversely impact on the amenity and character of the surrounding area or the amenity of dwelling houses on adjoining properties.	AO3.1 Self-contained recreational vehicle sites are provided on sites with a minimum area of 10,000m ² .
	AO3.2 Each self-contained recreational vehicle site is to be occupied for a maximum stay of 5 consecutive nights.
	AO3.3 The self-contained recreational vehicle sites are not to be provided with constructed guest facilities (for example, swimming pool, access to power, amenities block, camp kitchen, communal dining area or the like).
	AO3.4 The self-contained recreational vehicle sites are to be managed and supervised by a person/s occupying a dwelling house on the same property.
	AO3.5 All guests for a self-contained recreational vehicle site are to be checked in and out between the hours of 7am and 6pm.
PO4 The self-contained recreational vehicle sites are to be located to: (1) avoid potential nuisance to residential activities on neighbouring properties, arising from noise, emissions and traffic generated by the use; and (2) minimise visual impacts from public areas and neighbouring dwelling houses.	AO4.1 Self-contained recreational vehicle sites are to be located: (1) a minimum of 100 metres from a dwelling house on an adjoining property; and (2) a minimum of 50m from a road frontage.
	AO4.2 Where a self-contained recreational vehicle site will be visible from a dwelling house on an adjoining property or from a public road, screening with low flammability vegetation is to be provided to minimise and soften visibility of the recreational vehicle site. Editor's note – see Table 8.2.2.3.2 for a list of low flammability plant species.
PO5 Vehicle access to, from and within the site: (1) provides for safe and all weather access, adequate for the type and volume of traffic generated by the use;	AO5.1 The premises containing a self-contained recreational vehicle site is to have access from a constructed public road.
	AO5.2 Vehicle access between a public road and a self-contained recreational vehicle site must: (1) allow all recreational vehicles to enter and exit the site in a forward direction;

(2) does not cause nuisance to surrounding properties.	(2) provide all weather access; (3) allow emergency vehicle to access each site; and (4) be located 30 metres or more away from a dwelling house on an adjoining property.
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Item 12: Craft breweries

Background

This item examines opportunities to reduce levels of assessment for craft breweries across a range of centre and industrial zones in City Plan, to align with the Queensland Craft Beer Strategy (QCBS) and to realise potential economic, tourism and community benefits this type of use may bring.

By letter dated 28 November 2019, the (then) Minister for State Development, Manufacturing, Infrastructure and Planning advised of the launch of the Queensland Craft Beer Strategy (QCBS), and invited Council to recognise *'the unique requirements of craft brewers'* in the Redland City Plan, and consider emulating the then recent Logan City Council planning scheme amendments.

Logan City in 2019 made craft breweries code assessable development in the centre zone, (except in the neighbourhood centre precinct), and in the low and medium impact industry zones.

Issues

Definitions

Craft brewing is not a defined term in the Planning Regulation 2017, however it is differentiated from high volume beer manufacture through the products it offers, which are predominantly boutique in nature.

Generally, craft breweries generally fall into two categories:

- 'Micro breweries' where brewing is ancillary or associated with a hotel or bar – also known as a 'brew pub', which are located in centre or tourism zones. These would produce smaller amounts of beer for mostly direct sale at the premises.
- 'Craft breweries' where brewing is the primary land use, which are characterised as low /medium impact industrial uses located in industrial zones. These craft breweries may have ancillary 'taprooms' or 'cellar doors' for limited consumption and/or purchase on site. Of note, a taproom can only sell beer made on the premises.

City Plan currently defines craft brewing as medium impact industry:

'Processing, smoking, drying, curing, milling, bottling or canning food, beverages or pet food, less than 200 tonnes per annum.'

Anything in excess of 200 tonnes per annum, would be defined as high impact industry (200 tonnes per annum broadly equates to 200 000 litres of beer).

The combined production and service of beer and food, would be defined as medium impact industry and a bar (up to 60 seated persons) or a hotel. These are defined in the *Planning Regulation 2017* as follows:

‘bar means the use of premises, with seating for 60 or less people, for—

(a) selling liquor for consumption on the premises; or

(b) an entertainment activity, or preparing and selling food and drink for consumption on the premises, if the use is ancillary to the use in paragraph (a).’

hotel—

(a) means the use of premises for—

(i) selling liquor for consumption on the premises; or

(ii) a dining or entertainment activity, or providing accommodation to tourists or travellers, if the use is ancillary to the use in subparagraph (i);

but does not include a bar.’

Current provisions

Industry/mixed use zones

Medium impact industry uses are accepted subject to requirements where within an existing tenancy and involving only minor building work in the medium impact industry zone, otherwise they are code assessable. In the low impact industry zone and mixed use zones, medium impact industry uses are impact assessable.

Centre zones

City Plan makes all industry uses, other than service industry, impact assessable in all centre zones. A bar and hotel are accepted subject to requirements, where within an existing building and involving only minor building works, otherwise code assessable.

Other LGAs

A comparison of other SEQ planning schemes indicates a general allowance for and encouragement of craft breweries of a set production capacity, with on-site ‘pub’ facilities, in both industry zones and centres.

Logan City Council (LCC)

On 27 May 2019 LCC resolved to amend its planning scheme to facilitate the development of craft breweries across their local government area. The following amendments were made to make it easier for craft breweries to establish by:

- Categorising craft breweries as:

- Low impact industry – producing less than 300,000 litres of beer or cider per year.
- Medium impact industry – producing 300,000 litres or more of beer or cider per year.
- Making low impact craft breweries code assessable in the centre zone, mixed use, low impact industry and medium impact industry zones.
- Making medium impact craft breweries code assessable in the medium impact industry zone.

In a later amendment to its planning scheme (version 7), low impact industry craft breweries were also made code assessable in the district and local centre zone (excluding the neighbourhood centre precinct).

Sunshine Coast Regional Council (SCRC)

On 28 January 2020 SCRC amended its planning scheme to facilitate and support the establishment of micro-breweries in certain zones as follows:

- Identifying that a micro-brewery falls under the definition of medium impact industry for the purposes of the planning scheme.
- Making medium impact industry (where a micro-brewery) code assessable where in the following zones:
 - Principal centre zone;
 - Major centre zone;
 - Tourism zone;
 - District centre zone;
 - Tourist accommodation zone.

Brisbane City Council (BCC)

Brisbane City Council define the processing of beverages, if producing less than 200 tonnes per annum, as medium impact industry B. Medium impact industry B uses are code assessable in the industrial zones and impact in the centre zones. Amendments to their scheme have not been made in response to QCBS.

Assessment

Definitions

As craft brewing is not a defined term under the Planning Regulation 2017. To assist the industry in determining how a craft brewery is to be defined for the purposes of development, it is considered appropriate to identify that a 'craft-brewery' and 'micro-brewery' fall within the definition of a medium impact industry use, which allows for the processing and bottling of up to 200 tonnes per annum of beverages, which equates to 200 000 litres.

Thresholds

A brewery is a water intensive use and can impose a significant loading on to Council's water and sewage network if not correctly monitored.

LCC has made changes to increase their industry thresholds to identify that the production of less than 300,000 litres of beer, equivalent to approximately 300 tonnes, can be classified as a low impact industry. This threshold was developed in consultation with their water development services team, who advised that the water network across the city generally had sufficient capacity for craft breweries to produce up to 300,000L of beer per annum as a low impact industry use. Only in circumstances where volumes in excess of 300,000 litres are proposed would a craft brewery be defined as a medium impact industry.

SCRC have continued to identify a micro-brewery as a medium impact industry where production is limited to 200 tonnes or less per annum equivalent to approximately 200 000 litres in accordance with the defined term. Discussions with City Water have indicated there are areas within the city which may be affected by high flow/high volume usage which may be associated with this type of use. On this basis the existing medium industry impact threshold of 200 tonnes or less per annum (equivalent to 200 000 litres) should be retained and to ensure no potential impact on the water network and customers an assessment of water pressure and flow impacts would need to be assessed on a case by case basis for the establishment of a craft brewery or micro-brewery where proposed to be located outside the medium impact industry zone.

Odour/amenity impacts

Due to advances in brewing technology and processes, odour and noise emissions are able to be more easily managed so that surrounding amenity is not impacted.

Within the centre and industry zone codes, assessment benchmarks are already in place regarding noise and odour impacts. Council's Health and Environment Unit have confirmed that these existing assessment benchmarks can be readily applied to both craft-brewery or micro-brewery type uses in either zone. No changes are therefore considered necessary in relation to noise and odour impacts.

Parking

To ensure traffic and parking impacts associated with craft-brewery or micro-brewery type uses are acceptable, amendments to the minimum on-site vehicle parking requirements (table 9.3.5.3.2) are proposed as follows:

- Craft-brewery – recognising that the primary use of the premises would be the production of beer/cider, that the tap room/cellar door is ancillary and that the use would generally be located within the industrial zones, the existing medium impact industry car parking rate is considered appropriate. This requires two spaces per tenancy and one space per 100m².

- Micro-brewery – recognising that the primary use is the bar/hotel component and that the use would generally be located in a centre zone, it is proposed to adopt the car parking rate for a ‘bar’, being one space per 10m² (excluding the production area), and one space per 100m² for the production area.

Infrastructure charges

Council’s adopted Infrastructure Charges Resolution (No.3.1) 2020, prepared under the *Planning Act 2016* and through Council resolution, sets out the charges that apply for medium impact industry. The current charges for the 2021-2022 financial year are:

Medium impact industry	\$54.80 for each square metre of gross floor area \$10.95 for each square metre impervious to stormwater
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While it is noted that a micro-brewery is primarily a bar/hotel in nature, which typically attracts a much higher charge, increasing the charges at this time may discourage the establishment of this type of use in the centre zones. On this basis it may be prudent to retain the current charges subject to a review of this position in the future.

Proposed amendment

To support the establishment of craft breweries and reduce application processing times and costs, it is therefore proposed to amend City Plan as follows:

- Introduce new administrative definitions (section SC1.2) for ‘craft-brewery’ and ‘micro-brewery’.
- Amend the tables of assessment in Part 5 of City Plan as follows:
 - Identify that a ‘craft-brewery’ is code assessable within the low impact industry, and mixed use zones. No change is required to the medium impact industry zone, where the use is either accepted subject to requirements (where a change of use within an existing building and involving only minor building work) or code assessable.
 - Identify that a ‘micro-brewery’ is code assessable within the principal centre, major centre and district centre zones. The exception being the local and neighbourhood centres, which seek to provide for the day to day retail and commercial needs of the community; restricting entertainment and other activities servicing a broader catchment, unless located on North Stradbroke Island (NSI) and Southern Moreton Bay Islands (SMBI).
 - On NSI and SMBI , recognising the tourism potential of this type of use, it is proposed to make a ‘micro-brewery’ code assessable within the local centre zone if located on NSI or SMBI or if located on the same site as the Point Lookout Hotel (which is located in the tourism accommodation zone).

- Amend the minimum on-site vehicle parking requirements (table 9.3.5.3.2) to reflect new parking rates for a 'micro-brewery' and retaining the existing low medium impact industry car parking rates for a 'craft-brewery'.

Conclusion

In order to support the growth of the craft brewing industry and realise the potential economic, tourism and community benefits the industry can bring, amendments to City Plan are proposed to streamline the process of establishing a craft-brewery or micro-brewery in the principal centre, major centre and district centre zones and industrial zones of the city.

Options

1. Amend the provisions of the City Plan (as shown below) as follows:
 - a) Include new administrative definitions (section SC1.2) for 'craft-brewery' and 'micro-brewery'.
 - b) Amend the tables of assessment in part 5 of City Plan to make:
 - (i) A 'craft-brewery' code assessable within the low impact industry and mixed use zones.
 - (ii) A 'micro-brewery' code assessable within the principal centre, major centre and district centre zones.
 - (iii) A 'micro-brewery' code assessable within the local centre zone, if located on NSI or SMI.
 - (iv) A 'micro-brewery' code assessable within the tourist accommodation zone, if on the same site as the Point Lookout Hotel.
 - c) Amend the minimum on-site vehicle parking requirements (table 9.3.5.3.2) to reflect parking rates for a 'craft-brewery' or 'micro-brewery'.
2. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendments to City Plan

Table SC1.2.1 – Additional administrative terms and their definitions

Column 1 Administrative Term	Column 2 Definition
Craft-brewery	Brewery, limited to beer or cider, producing less than 200,000 litres per annum, where brewing is the primary land use. Craft-breweries may have ancillary 'taprooms' or 'cellar doors' for limited consumption and/or purchase on site.
Micro-brewery	Brewery, limited to beer or cider, producing less than 200,000 litres per annum, where brewing is ancillary or associated with a hotel or bar e.g. a brewpub.

Table 5.4.6—Tourist accommodation zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Hotel Medium impact Industry	Code assessment	
	If: (1) on the same site as the Point Lookout Hotel; and (2) a micro-brewery.	Tourist accommodation zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code.

Table 5.4.1—Principal centre zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Medium impact industry	Code assessment	
	If: (1) a micro-brewery; and (2) the building height does not exceed the height shown on Figure 6.2.6.3.3 or Figure 6.2.6.3.4.	Principal centre zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code

Table 5.4.2—Major centre zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Medium impact industry	Code assessment	
	If: (1) a micro-brewery; and (2) building height does not exceed 17m.	Major centre zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code

Table 5.4.3—District centre zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Medium impact industry	Code assessment	
	If: (1) a micro-brewery; and	District centre zone code Healthy waters code Infrastructure works code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
	(2) building height does not exceed 17m.	Landscape code Transport, servicing, access and parking code

Table 5.4.4—Local centre zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
	Code assessment	
	If:	
	(1) located on North Stradbroke Island or Southern Moreton Bay Islands; and	Local centre zone code Healthy waters code Infrastructure works code
	(2) a micro-brewery; and	Landscape code
	(3) building height does not exceed 10.5m.	Transport, servicing, access and parking code
Medium impact industry		

Table 5.4.5—Low impact industry zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
	Code assessment	
		Low impact industry zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code
Medium impact industry	If a craft-brewery.	

Table 5.4.19—Mixed use zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
	Code assessment	
		Mixed use zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code
Medium impact industry	If a craft-brewery.	

Table 9.3.5.3.2—Minimum on-site vehicle parking requirements

Use	Acceptable outcome
Medium impact industry	Craft brewery: 2 spaces per tenancy; plus 1 space per 100m ² of gross floor area
	Micro-brewery: 1 space per 10m ² gross floor area (excluding production area)
	Other:
	2 spaces per tenancy; plus 1 space per 100m ² of gross floor area.

Item 13: Investigate inconsistencies in side boundary setback provisions

This item was intended to investigate the side setback provisions in the LMDR, MDR and Tourist accommodation zone codes. Specifically, the amendment was to investigate setback where a building exceeded 7.5m in height, as the acceptable outcomes in these zone codes was different to similar provisions in the QDC.

However, these provisions have been proposed for amendment through 04/20 - major amendment - medium density residential zone code review, which was submitted for State Interest Review in November 2020. As such, there are no proposed changes in relation to this item.

Item 14: Construction of adjacent built to boundary walls**Background**

Following a media article criticising dwellings being constructed on the former banana plantation on Broadwater Terrace, Redland Bay, a request was made to investigate the possibility of restricting built to boundary walls being constructed adjacent to each other due to concerns about restricted access. The request was to consider a provision that would require that where a built to boundary wall had been constructed, either on the left or right hand side of a lot, any proposed built to boundary walls in that street had to be located on the same side of the subject lot.

Issues**Current provisions**

Within residential zoned land, a dwelling house is either accepted development or accepted subject to requirements.

The design and siting of a new dwelling house is therefore subject to assessment by a private building certifier against the QDC parts MP1.1 (for lots under 450m² and MP1.2 (for lots above 450m²).

The QDC contains acceptable solutions and performance criteria. If a dwelling adopts the acceptable solution, it is deemed compliant with the performance outcome and no further assessment is required.

If the dwelling does not adopt one or more of the acceptable solutions of the QDC, the building application is referred to Council for assessment. Council's assessment is limited to whether the development meets the corresponding performance criteria only.

QDC outlines that the acceptable solution for built to boundary walls being constructed as part of single detached house, is follows:

Acceptable solution A2

- (d) Subject to A2(c), class 10a buildings or parts may be within the boundary clearances nominated in A2(a) and (b) where –*
- (i) the height of a part within the boundary clearance is not more than 4.5m and has a mean height of not more than 3.5m; and*
 - (ii) the total length of all buildings or parts, of any class, within the boundary clearance is not more than 9m along any one boundary; and*
 - (iii) the class 10a buildings or parts within the boundary clearance are located no closer than 1.5m to a required window in a habitable room of an adjoining dwelling.’*

A class 10a building includes a private garage, carport, shed or the like. Consequently, a garage wall could be built to boundary at a height of 3.5m and a length of 9m, in accordance with A2 of the QDC.

Section 33 of the *Building Act 1975* does allows a planning scheme to have alternative provisions to that of the QDC for design and siting provisions. Where a development does not comply with the alternative provision, the local government would become a referral agency under Schedule 9 of the *Planning Regulation 2017*.

Potential amendment

In considering whether alternative provisions to QDC for built to boundary walls should be incorporated into the Planning Scheme, it would be extremely difficult to apply a provision that restricted the construction of a built to boundary wall based on the location of such walls on other properties in the street, for the following reasons:

- In established areas, it is likely there may already be more than one property in the street with an existing built to boundary wall, and those two or more separate walls may already be located on opposite sides of the lot; and
- If the first house on the street designs their built to boundary wall without sufficient consideration of solar access, then a non-energy efficient house design may be repeated throughout the street.
- There could be a number of on-site constraints that would impact on design and siting of a dwelling, or example flood/coastal erosion, land levels, vegetation and the like.

- The location of existing properties and/or habitable room windows may have implications for the most suitable location for a built to boundary wall.

Draft housing code

Revisions to the QDC are proposed by the State through a draft Queensland Housing Code (QHC). A review of the draft QHC has identified the draft provisions seek to allow:

- Lots less than 10m in width - built to boundary walls on both sides of the lots;
- Lots with a frontage of 10m-15m in width – built to boundary on one side only;
- Lots with a frontage of 15m or more – no built to boundary walls.

It is recommended that Council continues to advocate to the State for greater regulation in terms of the number and location of built to boundary walls as part of its ongoing review of the QDC.

Conclusion

Built to boundary walls are legislated under the provisions of the QDC, which has been in force for a number of years. While Council can consider alternative provisions to that of the QDC as part of its planning scheme, this is considered to be problematic for the reasons outlined above.

Options

1. Do not proceed with the amendment (retain existing provisions).
2. Include additional provisions in section 6.2.1.1 and 6.2.1.3 of the LDR zone code relating to wall setbacks, and change Tables 5.4.1 and 5.6.1 to make dwelling houses in LDR zone accepted subject to requirements.

Recommendation

Officers recommend proceeding with Option 1.

Item 15: Review of provisions regarding home-based businesses

Background

This item reviews the home based business provisions by considering:

- How to appropriately manage the impacts of industrial type home based businesses such as motor vehicle repairs and transport depots;
- The accepted development thresholds given more people are working from home due to Covid-19.

Accordingly, the item is broken into two parts as follows:

- Part 1 – Industrial type home-based businesses;
- Part 2 – Increased working from home due to Covid-19.

Part 1: Industrial type home-based businesses.

Definitions

The *Planning Regulation 2017* defines a home-based business as follows:

‘means the use of a dwelling or domestic outbuilding on premises for a business activity that is subordinate to the residential use of the premises.’

The purpose of the home-based business code, as identified in City Plan, is to manage the impacts of home-based businesses. This is achieved through the following overall outcomes:

- a home-based business does not unduly affect the amenity of the surrounding area; and
- a home-based business does not undermine the role and function of centres or industrial areas.

Current provisions

In multiple zones, a home-based business can be accepted development subject to requirements, where it complies with all of the acceptable outcomes in the home-based business code. This includes AO1.5 and AO1.6 that provide a broad range of assessment benchmarks relating to acoustic quality and the emission of odour, fumes, smoke and other similar emissions as follows:

PO1 The use is consistent with the character of the locality and does not impact on neighbouring sensitive land uses or local character to a greater degree than the primary residential use of the dwelling.	AO1.5 The use does not emit noticeable vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, grit, oil, radio, electrical interference, or other similar emissions.
	AO1.6 Development achieves the acoustic quality objectives stated in the <i>Queensland Environmental Protection Act 1994: Environmental Protection (Noise) Policy 2019: Schedule 1</i> .

By the very nature of some home-based businesses, such as motor vehicle repairs, carpenters and metal assemblers, it can be difficult for the applicant to determine if the use complies with these AOs, and whether they can operate entirely within the limitations of the AOs. On the other hand, it can also be difficult for Council officers inspecting complaints to measure/qualify the emissions, particularly when they are intermittent in nature.

Other LGAs

A review of other South East Queensland planning schemes has revealed the following:

Brisbane City Council	An acceptable outcome within the home-based business codes specifies that <i>‘development does not involve an industry’</i> . Additionally, an overall outcome of the code states that a home based business “does not involve repairing or maintaining motor vehicles or boats”.
Logan City Council	An acceptable outcome within the home-based business code specifies the activities that would be classified as a home based business. The only

	industrial use listed is service industry. Another acceptable outcome provides that home-based businesses are not to include any repair or maintenance of a motor vehicle, an 'industry activity' or an environmentally relevant activity.
Ipswich City Council	The home-based activities code indicates that <i>'there are no repairs or servicing of motor vehicles, personal items or household items, except for registered motor vehicles and personal or household items which are owned and used by persons who reside on the premises'</i> and that <i>'the home based activity does not involve an industrial activity...'</i>

Proposed amendment

Identifying businesses that need to be considered in more depth (through a code assessable application), ensures that these businesses can meet the purpose of the home-based business code. A code assessable process also allows specific conditions to be placed on these businesses, to ensure they meet the purpose of the code.

As a result, an additional acceptable outcome is proposed in relation to PO1. There are no changes proposed to the performance or overall outcomes or tables of assessment. The proposed acceptable outcome provides that a business that would otherwise be classified as an industrial activity, requires additional scrutiny and a higher level of assessment due to potential impacts upon surrounding sensitive land uses. Further, this amendment also proposes to change AO1.4 (now AO1.5) of the home-based business code to include that goods or materials associated with a home-based business should not be stored outside in the open. Currently the AO states that *'the use does not involve the display of goods or materials related to the use that can be seen from outside the building'*. The inclusion of the word 'display' gives the impression that this acceptable outcome only relates to goods and materials put on display to attract clients and that storing items outside in the open is not captured and is therefore an acceptable ancillary use regardless of possible impacts upon surrounding visual amenity. This was not the intention of the provision.

The proposed amendments to the home-based business code are shown below.

Options

1. Amend the acceptable outcomes in Table 9.2.2.3.1 of the home-based business code as shown below; or
2. Amend the home-based business code, subject to alternative provisions; or
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Part 1 – Proposed Amendment(s) to City Plan

9.2.2.3 Home-based business code – Specific benchmarks for assessment

Table 9.2.2.3.1 – Benchmarks for development that is accepted subject to requirements and assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements	
Home-based business	
PO1 The use is consistent with the character of the locality and does not impact on neighbouring sensitive land uses or local character to a greater degree than the primary residential use of the dwelling.	AO1.1 The use does not involve a business activity that would otherwise be classified as an industry use. Editor's note – Table SC 1.1.3 provides a list of example uses that are classed as industrial.
	AO1.12 The use is contained within the dwelling or associated outbuildings, and does not use more than 60m ² of gross floor area.
	AO1.23 The use is carried out by permanent residents of the dwelling and involves no more than: (1) 3 non resident employees where in the rural, rural residential or environmental management zones; and (2) 1 non-resident employee otherwise.
	AO1.34 Other than where a bed and breakfast or home based child care, the number of customers or clients visiting the site will be a maximum of: (1) 2 present at any one time; (2) 8 present in any one day; and (3) 40 maximum per week.
	AO1.45 The use does not involve the display or storage of goods or materials related to the use that can be seen from outside the building.
	AO1.56 The use does not emit noticeable vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, grit, oil, radio, electrical interference, or other similar emissions.
	AO1.67 Development achieves the acoustic quality objectives stated in the Queensland Environmental Protection Act 1994: Environmental Protection (Noise) Policy 2008: Schedule 1.
	AO1.78 Other than where a bed and breakfast, customer or client visits only occur between 7am to 6pm Monday to Friday and 8am to 4pm on Saturday.
	AO1.89 Where for home-based child care, the use has a maximum of 7 below school age children on the premises at any time, including children who permanently reside in the house. Editor's note – Commercial child care activities are to comply with the relevant child care regulations established by other levels of government.

Part 2 – Increased working from home due to Covid-19.

This part investigates a request to review the accepted development thresholds for home-based businesses, particularly on larger properties, in light of Covid-19 and a shift in people increasingly working from home.

Current provisions

City Plan provides opportunities for residents to operate a home based business as accepted development (subject to requirements) if the proposal complies with the assessment tables and the acceptable outcomes outlined in the home-based business codes.

Currently, the home-based business code acceptable outcomes allow the following for a home-based business:

- The use of 60m² of gross floor area within a dwelling or outbuilding;
- The business to be carried out by permanent residents;
- No more than 3 non-resident employees in the rural, rural residential or environmental management zones, otherwise 1 non-resident employee.

Other LGAs

As part of this investigation, a review has been undertaken of other SEQ local government planning schemes. The following table identifies the provisions of Brisbane City Council, Logan City Council, and Moreton Bay Regional Council.

Redland City Council	Brisbane City Council	Logan City Council	Moreton Bay Regional Council
Maximum size of a home based business			
The use comprises a maximum GFA of 60m ² or less within a dwelling or outbuilding	The use comprises a maximum area of 50m ² or 30% of the total floor area of the dwelling, whichever is the lesser.	<ul style="list-style-type: none"> • In the rural zone, the use comprises an area of 60m² or less and in all other zones, 50m² or less. • Alternative provisions apply in the acreage precinct, the environment and Conservation zone and the Rural zone if the uses comprises equestrian or outdoor sport tutelage. 	The use comprises an area of 40m ² or less unless located within the Rural zone where the maximum total use area is 100m ² , unless otherwise stated.
Number of non-residential employees			
<ul style="list-style-type: none"> • The use is carried out by permanent residents of the dwelling and involves no more than: <ul style="list-style-type: none"> ○ 3 non-resident employees where in the Rural, Rural residential or Environmental 	<ul style="list-style-type: none"> • In a dwelling house, a maximum of 1 non-resident employee may be permitted on site at any time. • In a dual occupancy or multiple dwelling, no non-resident employees are 	<ul style="list-style-type: none"> • No more than one non-resident employee or contractor in the Low density residential zone (other than the Acreage precinct), Low-medium density 	<ul style="list-style-type: none"> • Within the rural zone a maximum of 2 non-resident employees OR customers are permitted on site at any one time. • Within all other residential zones a

management zones; and ○ 1 non-resident employee elsewhere.	permitted on site at any time.	residential zone and Medium density residential zone; or • No more than two non-resident employees or contractors in the Low density residential zone - Acreage precinct and all other zones.	maximum of 1 non-resident employee OR 2 customers OR customers from within 1 Small rigid vehicle (SRV) or smaller are permitted on the site at any one time.
Number of clients			
<ul style="list-style-type: none"> Other than where a bed and breakfast or home based child care, the number of customers or clients visiting the site will be a maximum of: <ul style="list-style-type: none"> ○ 2 present at any one time; ○ 8 present in any one day; and ○ 40 maximum per week. 	<ul style="list-style-type: none"> Does not involve more than 1 person waiting at or near the premises at any time (excluding the permanent residents or a non-resident employee); and Does not involve more than 1 customer-related motor vehicle being parked on the site or in the street, at any time. 	The use does not generate more than 16 vehicle trips per day.	- As above
Operation hours			
Other than where a bed and breakfast, customer or client visits only occur between 7am to 6pm Monday to Friday and 8am to 4pm on Saturday.	Business hours are limited to 8am to 6pm Monday to Saturday, except where work comprises office activities such as bookkeeping and computer work.	Customer visitation is limited to the hours 7am to 6pm Monday to Saturday other than for guest accommodation.	The hours of operation do not exceed 8:00am to 6:00pm, Monday to Saturday and are not open to the public on Sunday's, Christmas Day, Good Friday and Anzac Day, except where work comprises office or administration activities that do not generate non-residents visiting the site.
Allowable times for delivery vehicles / vehicle related activities			
<ul style="list-style-type: none"> Other than in the Rural zone, the use generates a maximum of 2 delivery vehicle visits per week by a delivery vehicle that has a GVM of 4.5 tonnes or more. Vehicles associated with the business: <ul style="list-style-type: none"> ○ are not operated between the hours of 10pm and 6am; 	Development ensures that delivery vehicles are restricted to between 8am to 6pm Monday to Saturday, excluding public holidays.	No loading or unloading of a vehicle outside of the hours of 7am to 6pm Monday to Saturday	<ul style="list-style-type: none"> No specific delivery times identified. In general residential zones, Service and delivery vehicles do not exceed one Small rigid vehicle (SRV) at any one time.

<ul style="list-style-type: none"> ○ are not left idling for more than 5 minutes at any one time; and ○ do not have a refrigeration unit running. 			<ul style="list-style-type: none"> ● Within the Rural zone, additional vehicles can be starting and warming up of heavy vehicles, which can commence at 7.00am.
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All the local governments noted above apply similar provisions to control possible impacts resulting from the operation of home-based businesses. The request sought a possible amendment to the criteria relating to larger properties. None of the planning schemes reviewed differentiate between lot sizes. However, LCC and MBRC do provide alternative provisions for land located within the acreage precinct and the rural zone, which would likely contain larger allotment sizes where more intensive home-based business activities may be acceptable.

Potential amendment

Currently, under City Plan, if a proposal does not comply with an acceptable outcome, for example the GFA proposed is greater than the prescribed maximum or if additional non-residents would be engaged in the use on site, applicants have the option to submit a code assessable development application to Council. In these instances, Council officers will assess the proposal against the performance outcomes to ensure that the use is compatible with the surrounding neighbourhood and the development expectations for the particular zone.

Whilst Covid-19 has resulted in a change in the workforce and a growing trend towards remote working, the long term economic implications of Covid-19 are generally unknown. Given that there are reasonable options available for applicants to apply for a development permit, it is considered that there are no grounds to amend the acceptable outcomes.

Options

1. Do not proceed with the amendment (retain existing provisions).
2. Amend the acceptable outcomes of the home-based business code; or

Recommendation

Officers recommend proceeding with Option 1.

Item 16: Consideration of provisions relating to driveway crossovers

Background

Council's Engineering Assessment Unit has asserted that the performance outcomes in the transport, servicing, access and parking (TSAP) code relating to driveway crossovers do not adequately address amenity impacts. The issue relates to impacts on the streetscape and street trees in a suburban residential context, as a result of driveway width and location.

Issues

Current provisions

Acceptable outcome AO1.1 of the TSAP code provides that the driveway location and design is to comply with the standard drawings in Planning Scheme Policy 2 (PSP2) (Infrastructure Works). Where the driveway design does not adopt the acceptable outcome an assessment against performance outcome PO1 is required, which states:

'PO1

Driveways are located and designed having regard to:

- 1. public safety and convenience;*
- 2. volume and type of traffic and parking generated by the use;*
- 3. servicing requirements;*
- 4. the characteristics of the frontage road including:*
 - a) road type;*
 - b) road target speed;*
 - c) existing and future traffic volumes;*
 - d) vertical and horizontal geometry;*
 - e) queue and turn lane lengths;*
- 5. minimising loss of on-street parking opportunities; and*
- 6. ensuring adequate visibility between vehicles on a driveway and pedestrians on the verge.'*

The performance outcome does not include any provisions relating to the impacts on amenity or the dominance of driveways on the streetscape caused by multiple or wide driveways.

An example referenced in relation to the proposed amendment, involved a 12 metre wide crossover for a dwelling on a lot that had a 17 metre wide frontage (resulting in 70% of the frontage being occupied by a crossover).

Additionally, while the standard drawings in PSP2 (Infrastructure Works) include the positioning of a driveway in relation to street trees/utility infrastructure (for example crossovers are to be a minimum of 2m from existing trees), these provisions are also not included in performance outcome PO1. Hence, where a driveway is sited closer than 2m to a street tree, there are no assessment provisions on this matter to consider in the corresponding performance outcome.

Proposed amendment

It is therefore proposed to amend the TSAP code to ensure driveways are located and designed having regard to their impact on a streetscape and existing street trees/utility infrastructure, as shown proposed text amendments to City Plan below.

Options

1. Amend the overall outcomes and performance outcome PO1 and acceptable outcome AO1.1 of the Transport, servicing, access and parking code; or
2. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed Amendment(s) to City Plan

9.3.5.2 Purpose

- 1) The purpose of the transport, servicing, access and parking code is to ensure traffic, movement and end of trip facilities are managed appropriately.
- 2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the safety and efficiency of the movement network is maintained;
 - (b) development provides for a high level of accessibility, safety and convenience for pedestrians and cyclists;
 - (c) development is provided with safe and functional vehicular access and on-site parking;
 - (d) development facilitates clear and safe vehicle movements both on and off the site;
 - (e) car parking areas, structures and driveway crossovers are located and designed to minimise the loss of on street parking opportunities, their visual impact, interruption of the streetscape and impact on pedestrian accessibility; and
 - (f) impacts on the surrounding environment, utility infrastructure, street trees and amenity are minimised.

9.3.5.3 Transport, servicing, access and parking code – Specific benchmarks for assessment

Table 9.3.5.3.1—Benchmarks for development that is accepted subject to requirements and assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Driveways	
PO1 Driveways are located and designed having regard to: <ol style="list-style-type: none"> (1) public safety and convenience; (2) volume and type of traffic and parking generated by the use; (3) servicing requirements; (4) the characteristics of the frontage road including: <ol style="list-style-type: none"> (a) road type; (b) road target speed; (c) existing and future traffic volumes; (d) vertical and horizontal geometry; (e) queue and turn lane lengths; (5) minimising loss of on-street parking opportunities; and (6) ensuring adequate visibility between vehicles on a driveway and pedestrians on the verge; 	AO1.1 Driveway location and design complies with driveway access location and the standard drawings contained in Planning Scheme Policy 2 – Infrastructure works. Driveway location and design complies with the following parts of Planning Scheme Policy 2 – Infrastructure works: <ol style="list-style-type: none"> (1) Section 3.2; and (2) standard drawings for driveways as outlined in section 8.3.

(7) reducing the visual impact of driveway crossovers on amenity and ensuring crossovers do not dominate the streetscape; and (8) avoiding adverse impacts on existing utility infrastructure, pedestrian and cycle paths and street trees.	
PO2 Driveway crossovers and their splays/kerb tapers do not protrude across adjoining property boundaries.	AO2.1 All parts of a driveway are entirely contained within the width of the lot frontage.

Item 17: Review provisions relating to the creation of rear lots

Background

This item examines a request from Council's Engineering Assessment Unit to review the adequacy of the existing assessment benchmarks for rear lots in regards to driveway width and passing bays, access and visibility and the provision of services or conduits for future dwellings where more than one rear lot is proposed.

Issues

Definitions

A rear lot is defined as an administrative term in the City Plan as follows:

'A lot which has access to a road by means only of an access strip which forms part of the lot, or by means only of an easement over adjoining land.'

Current provisions

A rear lot is assessable against AO48.1 and PO48 as follows:

Performance outcomes	Acceptable outcomes
Creation of rear lots	
PO48 Access to rear lots is safe and convenient.	AO48.1 Minimum widths for accessways are: (1) in a residential zone category - 4.5m where serving one lot or 6m where serving more than one lot; or (2) 10m in any other zone.

Council's engineering assessment unit has identified that the assessment benchmark does not adequately consider:

- driveway widths and passing bays;
- requirements for the provision of services or conduits within the access handle for future dwelling houses where more than one rear lot; and
- access and safety in relation to truncation of the access handle where it adjoins the existing road reserve and rear lot.

Other LGAs

Brisbane City Council

BCC have assessment criteria for rear lots. The subdivision code and transport, access, parking and servicing planning scheme policy includes standards for driveway widths and construction, easement widths, services and truncations associated with rear lots as shown in Figure 4 below:

No of dwelling units	Distance from dedicated road	Easement width	Minimum requirements
1-3	≤40m	3.5m	Grade N25 concrete driveway: 2.5m wide, 125mm thick, F72 reinforcing mesh
4-5	≤40m	4.0m	Grade N25 concrete driveway: 3.1m wide, 125mm thick, F72 reinforcing mesh
≥6	≤40m	6.5m	Grade N25 concrete driveway: 5.5m wide, 160mm thick, F82 reinforcing mesh
1-5	>40m	6.0m	Grade N25 concrete driveway: 3.1m wide, 125mm thick, F72 reinforcing mesh Grade N25 concrete passing lanes: 2.0m wide x 6.0m length, 1 in 2 taper at 60m centres (1) Alternative asphalt driveway: 3.1m wide, nominal traffic loading 1.5 x 104 ESA (1) Alternative asphalt passing lane: 2.0m wide x 6.0m length, 1 in 2 taper at 60m centres
≥6	>40m	6.5m	Grade N25 concrete driveway: 5.5m wide, 160mm thick, F82 reinforcing mesh (1) Alternative asphalt driveway: 5.5m wide, nominal traffic loading 1.5 x 104 ESA

Figure 4 - Brisbane City Plan, SC6.31 Transport, Access, parking and servicing planning scheme policy, Table 11, Internal access requirements for rear residential lots.

In addition the BCC's transport, access, parking and servicing planning scheme policy also requires the provision of services for a future dwelling on a rear lot by providing:

- an easement wide enough (minimum width of 3.5m) for the services to be placed alongside the driveway; or
- the laying of conduits under the concrete at the time of construction of the driveway to allow services to be threaded through when a dwelling house is constructed on the rear lot; and
- the provision of single chord truncations at the front and rear of the accessway for accessibility, visibility and safety.

Proposed amendment

To address the matters identified a number of changes are proposed to PO48 and the related acceptable outcome of the reconfiguring a lot code as follows:

- Inclusion of a new table that details both access way/easement and driveway widths. The table will also indicate where passing bays to reduce user conflict are required for example, where more than one (1) rear lot is proposed and the easement handle is longer than 40m. The number of passing bays increases where the accessway length increases.
- Provisions requiring truncations at the front and rear of the accessway for accessibility, visibility and safety
- Provision of services or conduits to be provided within the accessway for future dwellings on the rear lots.

Options

1. Amend the provisions of the reconfiguring a lot code, as shown below; or
2. Amend the provisions of the reconfiguring a lot code, subject to alternative provisions; or
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed Amendment(s) to City Plan

9.3.4.3 Reconfiguring a lot code – Specific benchmarks for assessment

Amend Table 9.3.4.3.1 Benchmarks for assessable development as follows:

Creation of rear lots	
PO48 Access to rear lots is safe and convenient. Reconfiguration that proposes rear lots: (1) allows for safe and convenient vehicle access; (2) protects the safety of pedestrians and cyclists by ensuring accessway or access easements are designed to maintain visibility; and (3) ensures the access way/access easement is of sufficient width to allow for vehicle and pedestrian movement and utility infrastructure.	AO48.1 Minimum widths for accessways or access easements servicing rear lots are: (1) in a residential zone category – in accordance with table 9.3.4.3.3; or (2) 10m in any other zone. AO48.2 The road frontage lot is truncated as follows: (1) A single chord truncation at the junction of the front boundary and the accessway for a distance of 1 metre along the frontage and 5 metres along the accessway; and (2) A single chord truncation at the rear of the accessway for a distance of 3 metres by 3 metres to assist with turning manoeuvres; and (3) Fencing in the truncated areas is not greater than 1.2 metres high to ensure clear sight lines. AO48.3 In residential zones, driveways and passing bays are designed in accordance with table 9.3.4.3.3. AO48.4 Where an accessway/access easement provides access to more than one lot, services or conduits for future services (including water supply, wastewater infrastructure, stormwater drainage, electricity and telecommunications services) are provided in the access handle/easement.

Insert a new table as follows:

Table 9.3.4.3.3 – Access handle/easement and driveway width requirements for rear lots in a residential zone

Number of rear lots	Accessway/easement length*	Accessway/easement width**	Driveway preferred design specifications***
1	N/A	4.5m	3m wide
2-5	Less than or equal to 40m	6m	3m wide in handle/easement and 5.5m wide external driveway crossover
2-5	Greater than 40m	6m	3m wide plus passing bays for every 40m (or part thereof) of access handle/easement length. Passing bay to be 2.5m wide x 6.0m length with 1 in 2 tapers.
6 or more	N/A	6m	5.5m wide

* Measured from the front property boundary after all road dedications are taken into account.

** Where an access easement is trafficked by waste collection vehicles or fire trucks, the accessway/easement width is not to be less than 6m.

*** Where a driveway is trafficked by waste collection vehicles or fire trucks, the driveway width is not to be less than 5.5m.

Item 18: Development near the revetment wall and tidal works in the low density residential zone – precinct LDR5: Canal and landside estates

Background

This item examines the effectiveness of current provisions relating to certain aspects of development within the LDR zone, LDR5 precinct.

Requests to review these provisions have been received from the City Assets Group and Engineering Assessment Unit. The concerns raised are summarised as follows:

- Building works for swimming pools and operational works for excavation and fill can place an additional loading upon canal revetment walls, where located within 9m of a revetment wall, but currently do not trigger Council assessment.
- Engineering technical drawings which provide guidance for development where located within 9m of the revetment wall are not included in City Plan. These plans could visually inform owners and their consulting engineers of Council's design requirements for development to minimise impact on structural integrity, and allow maintenance of canal and lakeside revetment walls. An increased buffer width is required from the property boundary adjoining a revetment wall, to allow for maintenance of the revetment wall to be undertaken from land.
- City Plan does not contain sufficient provisions for tidal works, including prescribed decks, which would allow consideration of the maintenance impact on revetment walls, potential amenity impacts on neighbouring residents and the setting of the waterway.

Issues

Swimming pools

Definitions

The *Planning Regulation 2017* defines a dwelling house and domestic outbuilding as:

‘dwelling house means a residential use of premises involving—

- a) 1 dwelling for a single household and any domestic outbuildings associated with the dwelling; or*
- b) 1 dwelling for a single household, a secondary dwelling and any domestic outbuildings associated with either dwelling.’*

‘domestic outbuilding means a non-habitable class 10a building that is—

- (a) a shed, garage or carport; and*
- (b) ancillary to a residential use carried out on the premises where the building is.*

The Building Code of Australia defines swimming pools as Class 10b structures, which are not included in the definition of a dwelling house for the purposes of the *Planning Regulation 2017*.

Current provisions

Within the LDR5 precinct, building works associated with a ‘dwelling house’ are accepted subject to requirements and would trigger an application where any such building work is sited within 9m of the revetment wall. However, as a swimming pool is excluded from the definition of a dwelling house, this type of structure would not trigger an application, even in circumstances where the pool is proposed to be sited within 9m of the revetment wall and may potentially impact on the structure integrity of the revetment wall.

Proposed amendment

Advice from the engineering assessment unit is that both in-ground and above ground pools have the potential to impact on the revetment wall, depending on construction. To address this matter it is proposed to amend the tables of assessment for building works within the LDR5 precinct, to ensure that a swimming pool, where proposed to be located within 9m of the revetment wall, triggers code assessment against the provisions of the LDR5 precinct.

Excavation and fill

Current provisions

Excavation or filling may be undertaken as operational work, where not associated with a building, for example filling of a vacant lot. Excavation or filling may also be considered building work where this ‘...*may adversely affect the stability of a building or other structure, whether on the land on which the building or other structure is situated or on adjoining land* (s.5 Building Act 1975).

If the excavation or filling is for, or incidental to, other building work, for example the construction of a dwelling house or the extension of a dwelling house and is proposed to be located within 9m of the revetment wall, it will be considered as part of the code assessable building works application for the dwelling house or extension.

However in certain circumstances, such as in the case of a newly created subdivided lot an applicant may undertake operational work involving excavation and filling as accepted subject to requirements where not exceeding:

1. a depth of 750mm either alone or combined with any previous excavation or filling;
2. an area of 600m²; and
3. a volume of 50m³.

Proposed amendment

It is proposed to elevate operational work for excavation and filling to code assessable within the LDR5 precinct where the proposed works are located within 9 metres of a revetment wall and where exceeding 300mm in depth (either alone, or combined with any previous excavation/fill).

Prescribed Tidal Works

Definitions

Tidal works are defined by the *Coastal Protection and Management Act 1995* as follows:

‘Tidal works means any of the following—

- a) *works in, on or above—*
 - (i) *land under tidal water; or*
 - (ii) *land that will or may be under tidal water because of development on or near the land;*
- b) *works that are—*
 - (i) *an integral part of works mentioned in paragraph (a) (the principal works); and*
 - (ii) *carried out in, on or above land directly adjacent to the land in, on or above which the principal works are carried out;*
- c) *works designed to be exposed to tidal water because of shoreline fluctuations;*
- d) *works designed to prevent the erosion of land by the sea (whether or not within the ebb and flow of the tide at spring tides);*
- e) *works within the boundaries of a canal, whether above or below high-water mark.’*

‘Tidal works includes –

- a) *the construction or demolition of a basin, boat ramp, breakwater, bridge, dam, dock, dockyard, embankment groyne, jetty, pipeline, pontoon, powerline, seawall, slip, small craft facility, training wall or wharf; and*
- b) *works in tidal water necessarily associated with the construction or demolition mentioned in paragraph (a); and*
- c) *the reclamation of land under tidal water.’*

Tidal works are classified in the *Planning Act 2016* as a form of operational work, and refer to works within state tidal land, including canals and lakes, and any works on adjacent land forming an integral part of such works.

A prescribed deck is defined in the *Coastal Protection and Management Regulation 2017* as:

‘prescribed deck means a structure, other than a bridge, that—

- a) *is connected to land; and*
- b) *consists primarily of a deck and components to structurally support the deck; and*
- c) *is not intended, or normally used, for launching, landing or mooring vessels.*

Examples of a prescribed deck— boardwalk, viewing platform, recreational deck.’

Current provisions

Despite involving state tidal land, the *Planning Act 2016* and *Planning Regulation 2017* categorise tidal works within a local government tidal area as code assessable development, and prescribe the local government as the assessment manager. The chief executive, through the State Assessment Referral Agency (SARA), is the prescribed referral agency.

Tidal works for which the council is responsible typically involve recreational decks extending over the canal, and pontoons and mooring pylons within the canal.

The assessment benchmarks for the local government, prescribed by the *Planning Regulation 2017*, are listed within the *Coastal Protection and Management Regulation 2017* Schedule 3 – *Code for assessable development that is prescribed tidal works* (the CPMR code).

The current proposed amendment considers the proposed inclusion of amended acceptable outcomes for prescribed decks and tidal works to address their impact on Councils ability to maintain the revetments walls.

Further, standard drawings, are recommended to be included in City Plan. These drawings identify the quay line in the canals for applicants and assist in ensuring that tidal works (including but not limited to pontoons), protects navigable access to adjoining lots and do not impede Council’s ability to undertake dredging and bed levelling works to maintain the design profile and depth of a canal.

Proposed amendment

Under section 19(1)(b) of the *Planning Act 2016* a local government may apply a planning scheme as a categorising instrument in relation to tidal works in a tidal area.

While the prescribed assessment benchmarks for tidal works are those in the CPMR code, the code itself allows that planning scheme standards for prescribed tidal work, where more stringent, to be substituted for the nominated acceptable outcomes listed against the performance outcomes in the code.

With regard to prescribed decks, the code has, as an acceptable outcome, dimensions of 3m from lot side boundaries and 3m into the state tidal water. A performance outcome prescribes

that such decks are to be designed and constructed in a way to ensure the use of tidal water in a canal for a non-maritime purpose is minimised.

It is proposed to substitute the acceptable outcome of the CPMR code with a more stringent standard, by stating that no acceptable outcome is nominated. This will require an application for all prescribed deck to be assessed against new corresponding performance outcomes in the code which require prescribed decks to:

- Maintain a high level of visual amenity when viewed from the waterway and adjoining lands and maintain the amenity of adjoining properties; and
- Provide for the efficient and effective monitoring and maintenance of the revetment wall by not:
 - obstructing the line of sight to the revetment wall for aerial survey or visual inspection; or
 - restricting or impeding access to the revetment wall for maintenance and repairs.

Engineering drawings

Current provisions

Advice from council engineers is that schematic engineering drawings should be referenced in the appropriate assessment benchmarks in City Plan, to better inform owners and their consulting engineers of Council's design requirements.

Proposed amendment

The schematic engineering drawings detail Council's preferred design for decks, swimming pools and technical matters for consideration in canal and lakeside excavation or filling works generally; works that may adversely affect the stability of the canal or lake walls or impact on the equitable enjoyment of the waterways by residents.

It is recommended these updated drawings be referenced in the assessment benchmarks of the LDR5 precinct and section 8 – Standard Drawings of Planning Policy 2 – Infrastructure works.

Buffer/Corridor for maintenance works

Current provisions

Acceptable outcome AO8 of the LDR code seeks a setback of 2m from the property boundary adjoining a revetment wall, to allow for maintenance of the revetment wall to be undertaken from land.

Proposed amendment

Council is currently undertaking major repairs to two sections of revetment wall in Raby Bay and has an ongoing program of work in anticipation of future movement identified through a monitoring program. Council has engaged contractors to undertake these works. The contractor has advised that based on the engineering design and the most suitable works methods that they will require a 1.5 to 2.5m corridor behind the wall. Infrastructure in this

area will likely be impacted by works. It is not known what was used to specify the current 2m setback, but as the most up to date indication is that this should be increased to 2.5m. This will minimise the impact of potential future works to landowners/residents infrastructure, and minimise potential complexity and cost of works that Council delivers.

Conclusion

It is proposed to make amendments to address concerns relating to certain types of building works/operational works, where proposed to be located within 9m of a canal or lake revetment wall. As such the following amendments are proposed:

- Building works for swimming pools and operational works for excavation and fill, where located within 9m of a canal or lakeside revetment wall be made assessable in the LDR5 precinct.
- Engineering technical drawings for development within 9m of a canal or lakeside revetment wall be incorporated into the standard drawings within PSP 2–Infrastructure Works.
- New provisions be incorporated in the LDR5 precinct code for operational works applications for tidal works and prescribed decks.
- An increased buffer width in which to undertake maintenance works, as specified in AO8 of the LDR5 precinct code.

Options

- 1) Amend the provisions of the LDR zone code and the tables of assessment, as shown below; or
- 2) Amend the provisions of the LDR zone code and the tables of assessment, subject to alternative provisions; or
- 3) Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed amendment(s) to City Plan

Table 5.6.1 Building work

Zone	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Low density residential zone	Accepted	
	If not accepted subject to requirements	
	Accepted subject to requirements Editor's note—Building work for dwelling houses not complying with the relevant acceptable outcomes will require a concurrence agency referral to Council under schedule 9 of the Regulation, or trigger a code assessable Building Work Assessable Against the Planning Scheme application. Refer to the editor's notes in Table 6.2.1.3.1 for further clarification.	

<p>Editor's note - 'Building work' includes 'excavation or filling that may adversely affect the stability of a building or other structure, whether on the land on which the building or other structure is situated or on adjoining land...' (sch.2 Planning Act 2016 and s.5(1)(b)(ii) Building Act 1975)</p> <p>Editor's note—Some of the acceptable outcomes for detached houses in the Low density residential code are alternative provisions to the Queensland Development Code.</p>		
If	<p>(1) a dwelling house, swimming pool, or excavation and filling where building work, within precinct LDR5;</p> <p>(2) a dwelling house in precinct LDR1, LDR2, LDR3 or LDR4 LDR5; or</p> <p>(3) a dual occupancy in precinct LDR5.</p>	Low density residential zone code
Accepted development		
Any other building work not listed in this table.		

Table 5.7.1 Operational work

Excavation and Filling		
All zones except the Conservation Zone	Accepted	
	<p>If carried out by Redland City Council; or</p> <p>If the proposed filling or excavation:</p> <p>(1) does not involve:</p> <p>a) excavation of 100m³ or more at or below 5m AHD; or</p> <p>b) filling of 500m³ with an average depth of 0.5m or more on land below 5m AHD; and</p> <p>(2) does not exceed a depth of 750mm on its own or when combined with any previous excavation or filling; and</p> <p>(3) is not located in an area mapped by any of the following overlays:</p> <p>(a) Flood or Storm Tide Hazard Overlay (Flood Prone Area sub-category only); or</p> <p>(b) Coastal Protection (Erosion Prone Area) Overlay; or</p> <p>(c) Waterway Corridors and Wetlands Overlay; or</p> <p>(d) Environmental Significance Overlay; and</p> <p>(4) where located within precinct LDR5:</p> <p>(a) does not exceed a depth of 300mm on its own or</p>	

	when combined with any previous excavation and fill, within 9m of the property boundary adjoining a revetment wall.	
Code assessment		
If not accepted		Healthy waters code Infrastructure works code Low density residential zone code
Prescribed tidal works and prescribed decks		
Low density residential zone	Accepted subject to requirements Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)).	
	If in precinct LDR5	Low density residential zone code

6.2.1 Low density residential zone code

Dual occupancies and dwelling houses (including swimming pools) and operational works in precinct LDR5: Canal and lakeside estates Note: Design and construction of prescribed tidal works shall comply with the requirements of the Coastal Protection and Management Act and Queensland Prescribed Tidal Works Code.	
PO7 Development is set back from a property boundary adjoining a revetment wall to: (1) Reduce the risk to new structures from the construction, maintenance, structural deterioration or failure of revetment walls; (2) Maintain the structural stability of revetment walls. Note — All structural elements of a building or structure (e.g. retaining walls and pools), including footings, structural steel and reinforced concrete portions, must comply with the Building Code Of Australia (BCA). The BCA is a uniform set of technical provisions for the design and construction of buildings and structures throughout Australia. The BCA is produced and maintained by the Australian Building Codes Board (ABCB), and given legal effect in Queensland under the <i>Building Act 1975</i> . The BCA requires all buildings and structures to be structurally sound. Where an engineering design is necessary, a building certifier will generally require the building or structure to be certified by a Registered Professional Engineer who is registered to practice practise in Queensland to confirm that these elements meet minimum structural standards and comply with any relevant Australian Standards.	A07.1 Development is set back 9m from the property boundary adjoining a revetment wall. Editor's note – This acceptable outcome is not an alternative provision for the purposes of the Queensland Development Code. Where building work for a dwelling house/dual occupancy does not meet the acceptable solution, a code assessable Building Works Assessable Against the Planning Scheme application will be triggered. Editor's note—Applicants should also be aware that structures, excavation or filling near a canal or revetment wall must maintain the structural integrity of the wall, in accordance with the Building Code of Australia. Any construction, excavation or filling closer than 9m would need to be supported by the correct building structural design certificates which prove that any works within this distance will not cause any movement or damage to the existing revetment wall or bank which may have a limited capacity to withstand additional loadings. These matters are to be addressed in any application for building works. Refer to standard drawing M-RCC-C001 in Planning Scheme Policy 2 – Infrastructure Works. Editor's note - Council has assessed that development that: a) is placed at, or greater than, 9.0m from the top of the revetment wall; or b) does not place more than 2.0kPa net positive load on the revetment wall; is unlikely to cause damage or collapse to the revetment wall.
PO8	A08.1

<p>Development is set back from property boundaries to provide unimpeded access to allow for the maintenance of revetment walls.</p>	<p>Development is setback a minimum of 2m 2.5m from the property boundary adjoining a revetment wall, to allow for maintenance of the revetment wall to be undertaken from the land.</p> <p>Note: Refer to standard drawings M-RCC-C001, M-RCC-C002 and M-RCC-C004 in Planning Scheme Policy 2 – Infrastructure Works.</p> <p>AO8.2 Development provides a minimum 1m side access along the full length of one side of the property to provide a clear path between the road frontage and the revetment wall to allow for access for maintenance of the revetment wall.</p> <p>Editor's note – The above acceptable outcomes (AO8.1 and AO8.2) are not alternative provisions for the purposes of the Queensland Development Code. Where building work for a dwelling house/dual occupancy does not meet the acceptable outcome, a code assessable Building Works Assessable Against the Planning Scheme application will be triggered.</p> <p>Editor's note – PO8 and AO8.1 and AO8.2 and the dimensions included are applicable for the purposes of access for maintenance of revetment walls. They do not override PO7/AO7.1 or PO9/AO9.1 and the dimensions included in these outcomes, which are applicable for revetment wall structural integrity/amenity purposes.</p>
<p>PO9 Development maintains the amenity of adjoining premises and the local area by ensuring that no development (including domestic outbuildings, and other roofed structures, but excluding in-ground swimming pools) is established closer to the canal/lake than existing dwellings on adjoining sites.</p> <p>Note – for PO9, 'dwelling' is taken to include structures which are attached to the dwelling, but not detached structures on the same lot.</p>	<p>AO9.1 Development (including domestic outbuildings and other roofed structures, but excluding in-ground swimming pools) is setback a minimum of 9m from the property boundary adjoining a canal or lake.</p> <p>Editor's note - This acceptable outcome is an alternative provision for the purposes of the Queensland Development Code. Building works for a dwelling house/dual occupancy not complying with this acceptable outcome will require a concurrence agency referral to Council under schedule 9 of the Regulation.</p>
<p>PO10 Prescribed decks maintain a high level of visual amenity when viewed from the waterway and adjoining lands and maintain the amenity of adjoining properties.</p>	<p>AO10.1 No acceptable outcome nominated.</p>
<p>PO11 Prescribed decks provide for the efficient and effective monitoring and maintenance of the revetment wall, by not:</p> <ol style="list-style-type: none"> (1) obstructing the line of site to the revetment wall for aerial survey or visual inspection; (2) restricting or impeding access to the revetment wall for maintenance and repairs. <p>Editor's note: regular aerial surveys and visual inspections are used to detect movement in the revetment wall. Maintenance works include</p>	<p>AO11.1 No acceptable outcome nominated.</p>

but are not limited to underpinning, piling, rock restacking, concrete cracking or sprawling repairs.	
<p>PO12</p> <p>Prescribed tidal works (including but not limited to pontoons) maintain the structural integrity of the revetment wall by not:</p> <ol style="list-style-type: none"> (1) placing additional load on the revetment wall; (2) attaching to or modifying the revetment wall; (3) restricting access to the revetment wall for inspection, maintenance and repairs; (4) otherwise compromising the structural integrity of the revetment wall. <p>Editor's note: these provisions can usually be met with a structural design showing the tidal works are entirely independent of the revetment wall and where all loads are transferred by piers below the zone of influence of the foundation of the revetment wall. It is expected that all design calculations are provided to Council for assessment along with a RPEQ certified design.</p>	<p>AO12.1</p> <p>For prescribed tidal works that is for a pontoon, the pontoon is constructed in accordance with standard drawing M-RCC-C003 in Planning Scheme Policy 2 – Infrastructure Works.</p> <p>For all other prescribed tidal works; no acceptable solution is identified.</p> <p>Note: This provision is a 'relevant planning scheme standard' relevant to item 12.2 of the Coastal Protection and Management Regulation 2017.</p>
<p>PO13</p> <p>Prescribed tidal works (including but not limited to pontoons), protect navigable access to adjoining lots and do not impede Council's ability to undertake dredging and bed levelling works to maintain the design profile and depth of a canal.</p>	<p>AO13.1</p> <p>Prescribed tidal works do not extend seaward of the quay line identified in standard drawings AQUA-01 and RABY-01, RABY-02, RABY-2A, RABY-03 and RABY -04 in Planning Scheme Policy 2 – Infrastructure Works.</p> <p>Note: This provision is a 'relevant planning scheme standard' relevant to item 9.1 of the Coastal Protection and Management Regulation 2017.</p>

Planning Scheme Policy 2 – Infrastructure Works

Insert into Section 8.0 Standard Drawings

8.6 CANALS

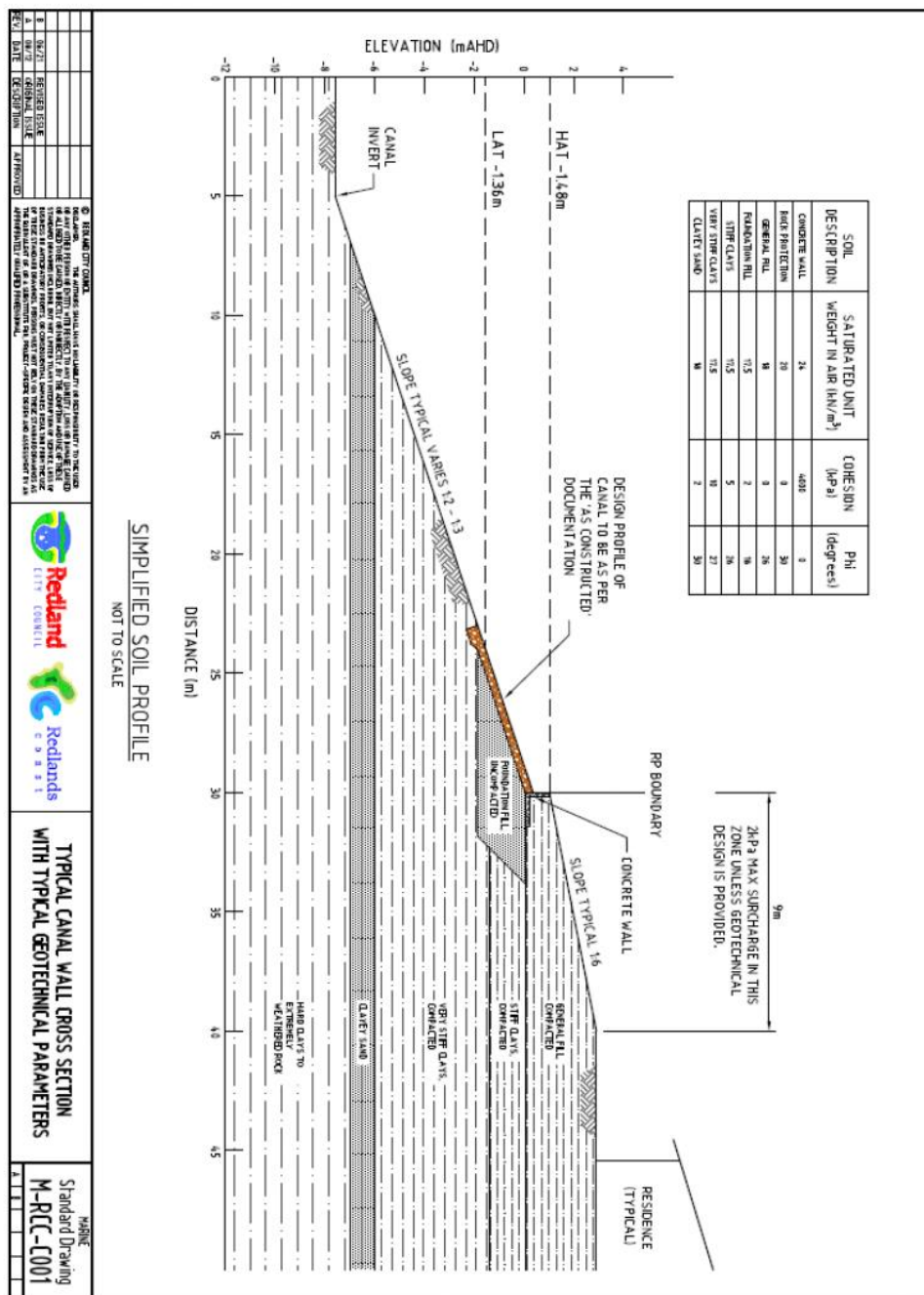
M-RCC-C001 – Typical Canal Wall Cross Section

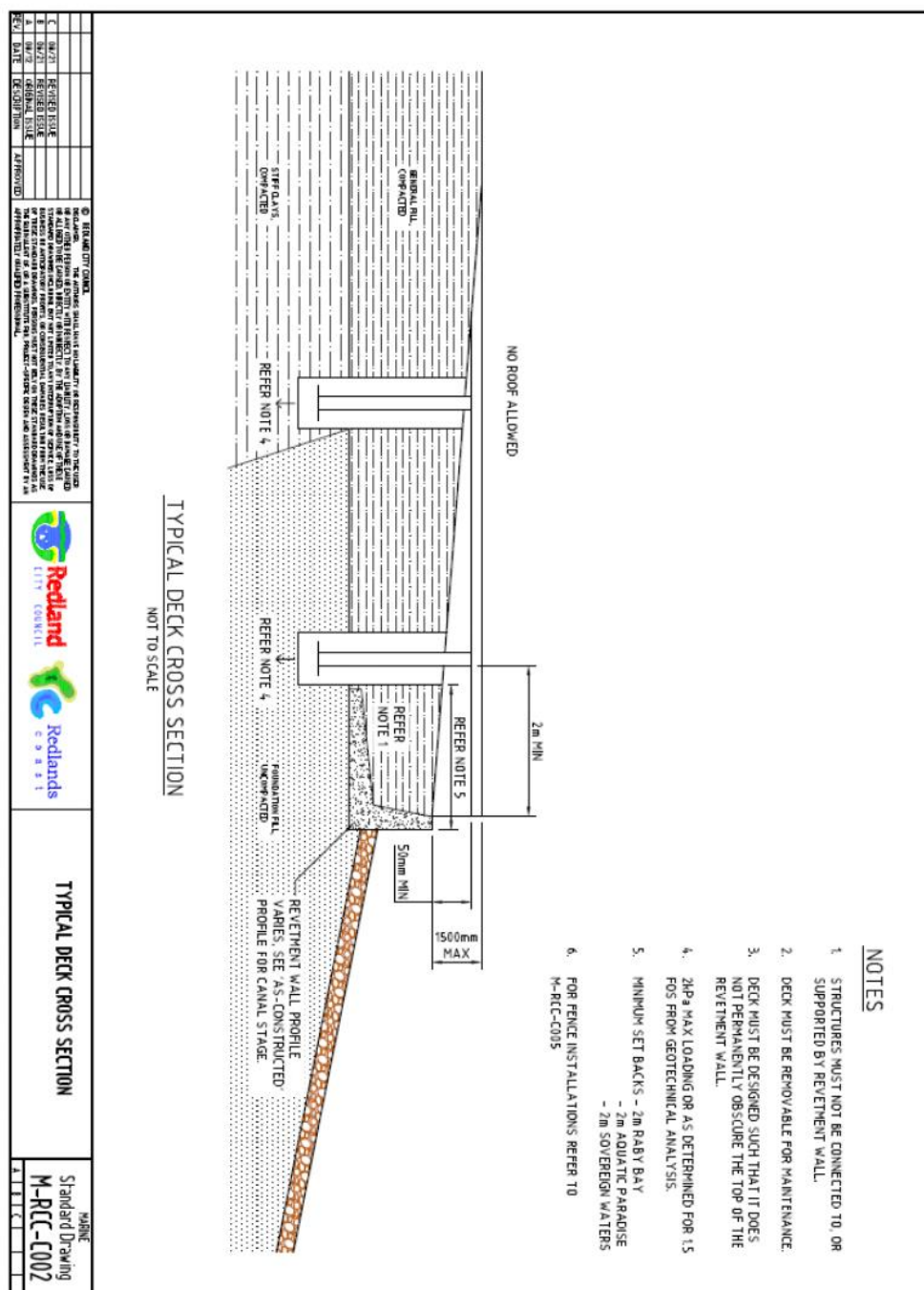
M-RCC-C002 – Typical Deck Cross Section

M-RCC-C003 – Typical Pontoon Cross Section

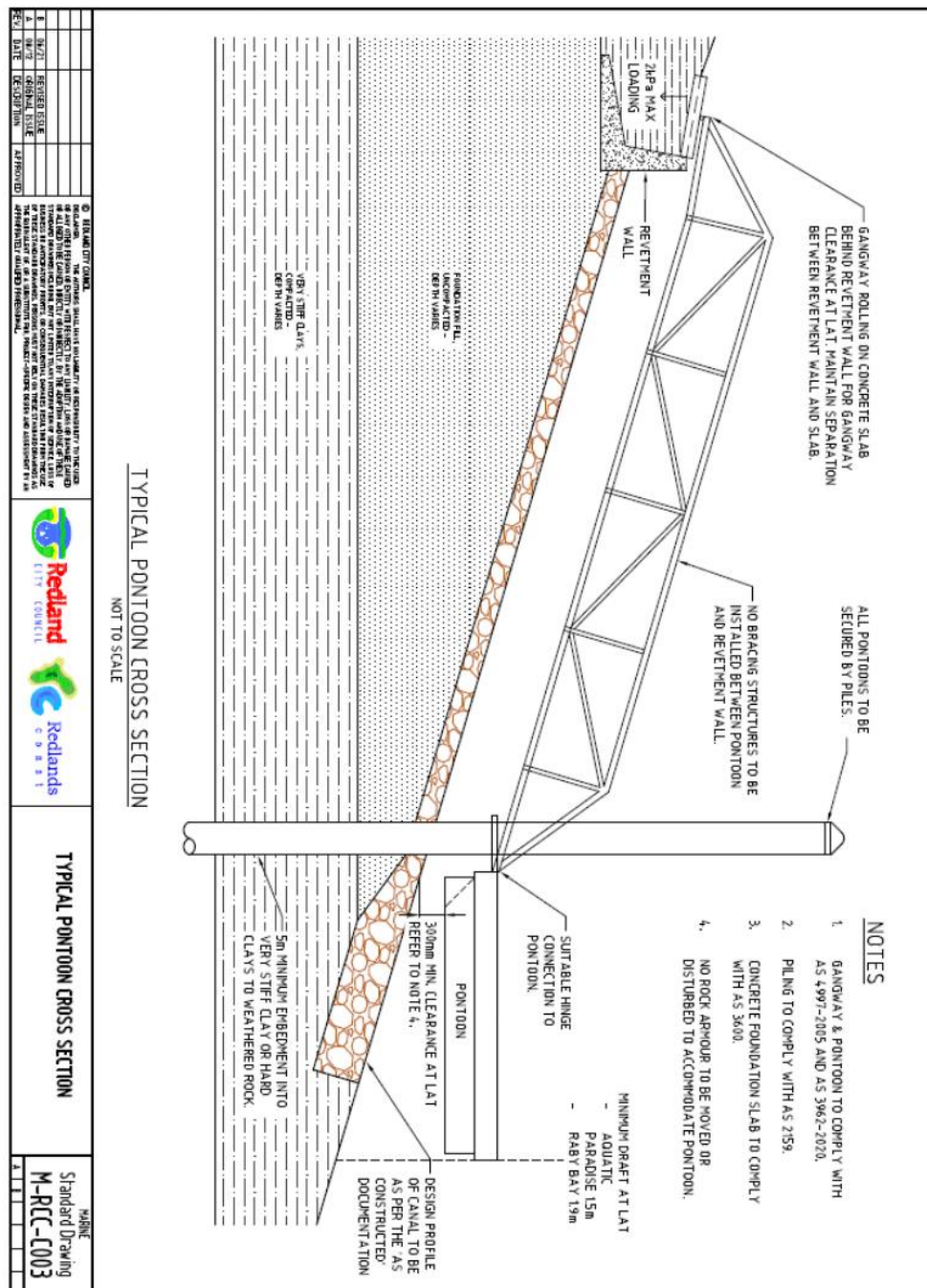
M-RCC-C004 – Typical Pool Cross Section

AQUA-01 and RABY-01, RABY-02, RABY-2A, RABY-03 and RABY -04

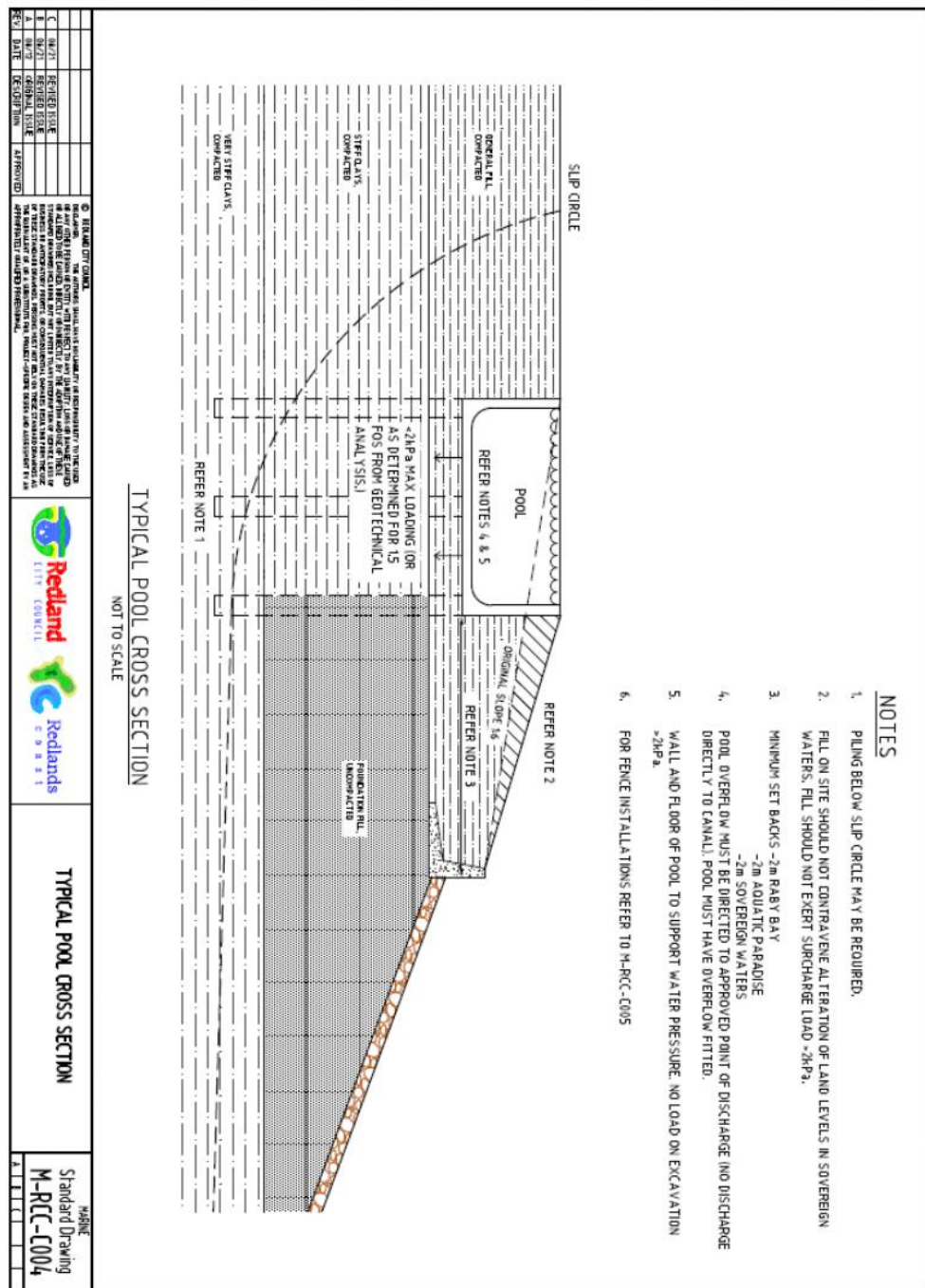




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Standard Drawing: AQUA – 01

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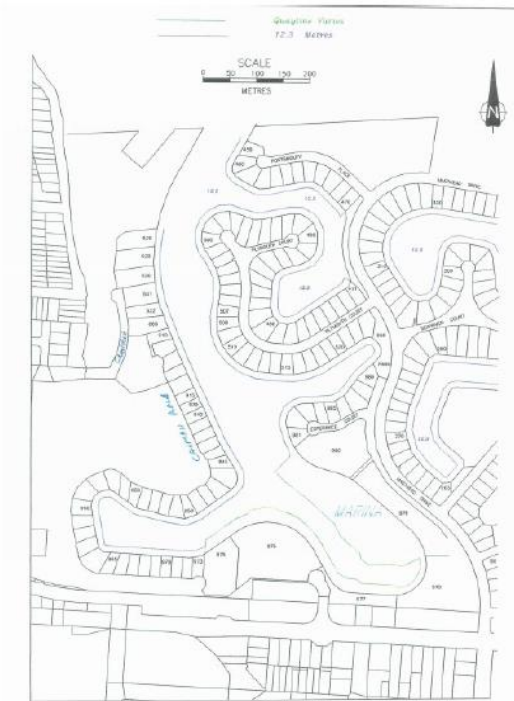


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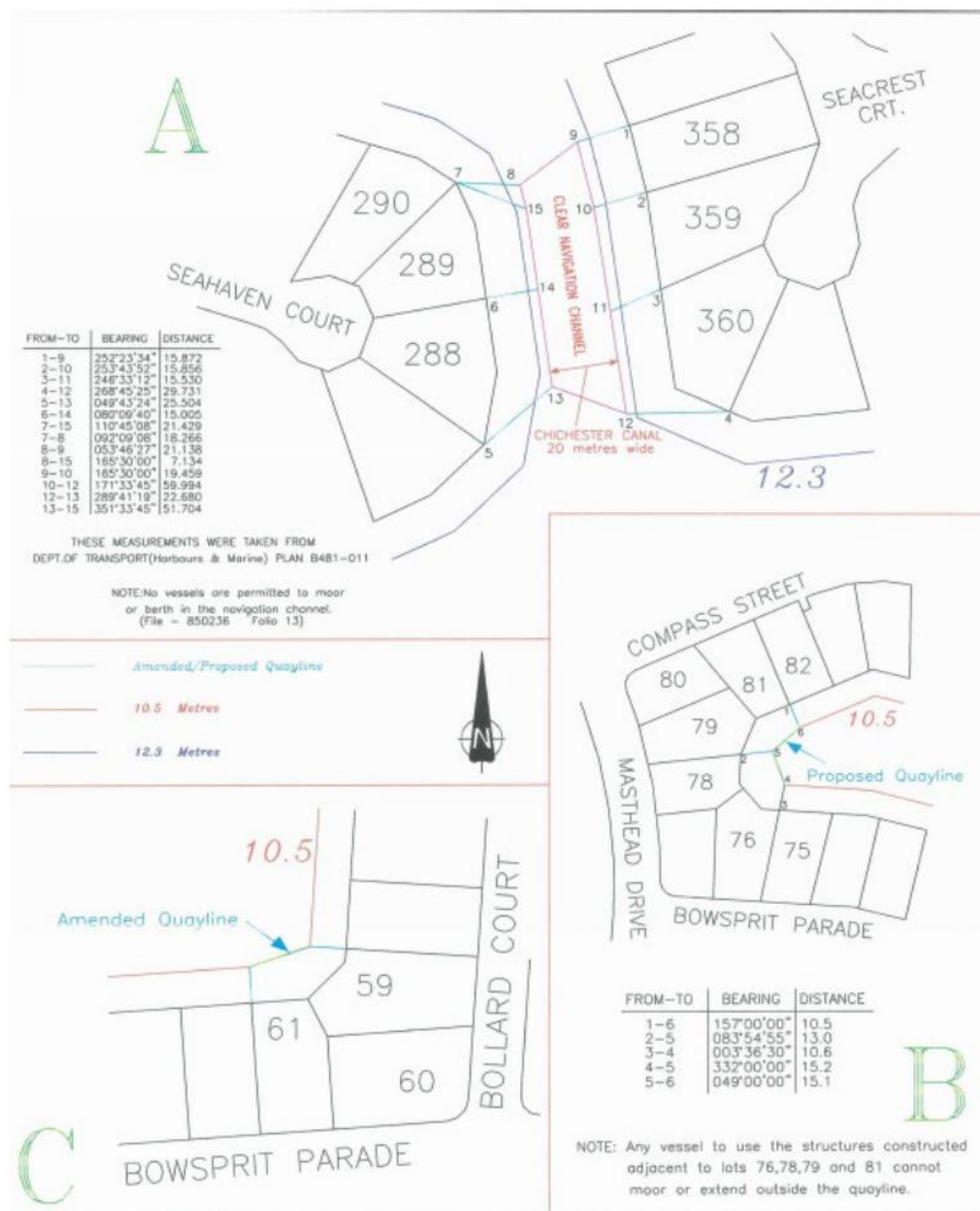
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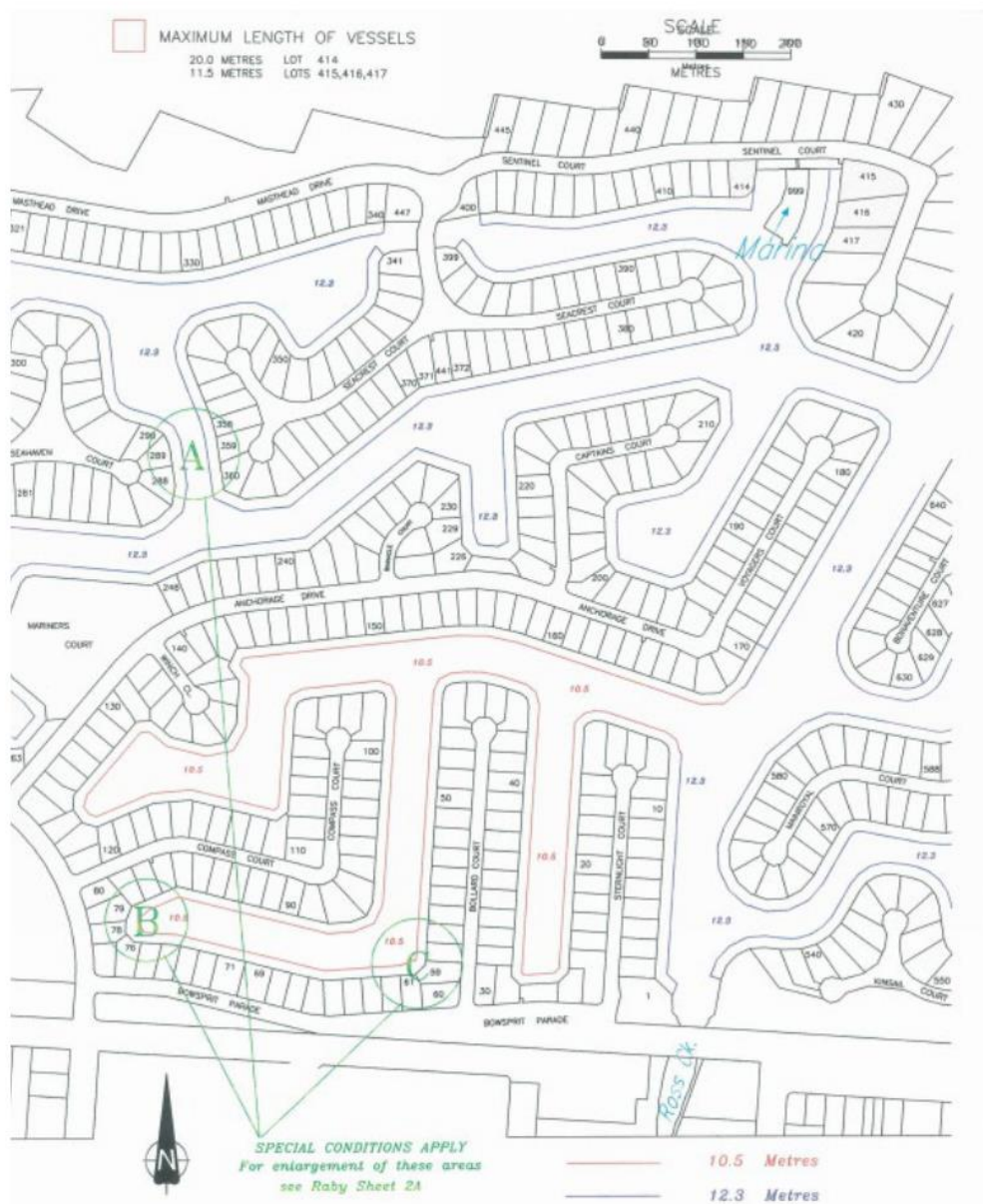
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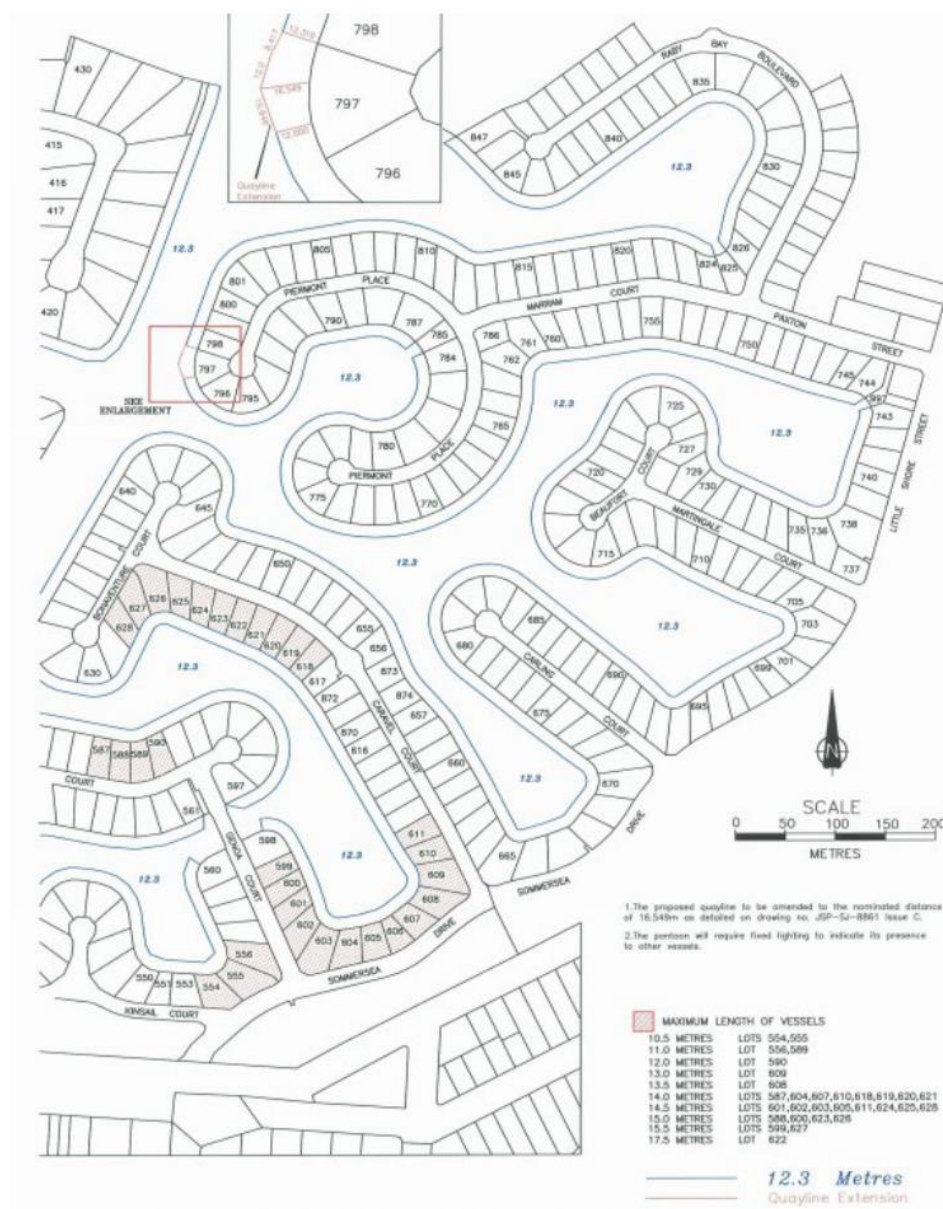
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Standard Drawing: RABY-04

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Item 19: Potential incorporation of the State Government sea turtle model code

The Queensland Government has previously released 'A sea turtle sensitive area model code – A model code for Local Government.' Council's Environment and Education Unit are currently exploring opportunities to update turtle nesting data across the whole of the Redlands Coast. This work will identify risks and measures available to safeguard nesting sites

into the future. Until this work is completed and more empirical evidence of nesting areas across the Redlands Coast is available, it is recommended that changes to the planning scheme be deferred.

Item 20: Lack of provisions relating to amenity in the overall outcomes of the infrastructure works code

Background

This item examines the need for additional wording to be included in the overall outcomes of the infrastructure works code to ensure development minimises adverse impacts on amenity in relation to excavation and filling. The request originated from Council's Planning Assessment Unit.

Issues

Current provisions

Where development exceeds the thresholds set in AO1.1 of the infrastructure works code, an assessment against performance outcome PO1 is required. This outcome references amenity as follows.

Excavation and filling	
PO1 Excavation and filling is minimised and does <u>not</u> reduce the amenity of adjoining properties or of individual lots or dwellings within a development site.	AO1.1 Excavation and filling does not exceed: (1) a depth of 750mm either alone or combined with any previous excavation or filling; (2) an area of 600m ² ; and (3) a volume of 50m ³ .

However, in circumstances where an application does not comply with the performance outcome and requires assessment against the overall outcomes there are no corresponding provisions regarding amenity in the higher level outcomes.

Proposed amendment

The purpose of the infrastructure works code is to ensure that development is provided with a level of infrastructure that meets users' needs and minimises adverse impacts on amenity and the natural environment. However provisions in regards to minimising adverse impacts on amenity are currently not reflected in the overall outcomes. The proposed amendment seeks to address this matter as shown below.

Options

1. Include additional provisions requiring infrastructure to minimise adverse impacts on amenity in the overall outcomes of the infrastructure works code; or
2. Amend the infrastructure works code subject to alternative provisions; or
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed Amendment(s) to City Plan**9.3.2.2 Purpose**

- (1) The purpose of the infrastructure works code is to ensure that development is provided with a level of infrastructure that meets users' needs, minimises risk to people and property and minimises adverse impacts on amenity and the natural environment.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development is provided with a level of service that is appropriate for the use, and for the zone or precinct in which the land is located;
 - (b) infrastructure is provided in a cost-effective and efficient manner;
 - (c) infrastructure is designed and located to minimise whole-of- lifecycle costs;
 - (d) infrastructure is integrated with the existing networks;
 - (e) the design and operation of infrastructure does not result in adverse impacts on environmental or landscape values;
 - (f) development does not increase risks to people and property; and
 - (g) infrastructure is designed to minimise adverse impacts on amenity.

Item 21: Advancing Aboriginal and Torres Strait Islander interests in land use planning**Background**

This item considers the Queensland Government's guidance document titled: '*Advancing Aboriginal and Torres Strait Islander interests in land use planning*' and whether amendments are required to City Plan to reflect the information contained in this document.

Issues

In 2019, the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) released the documents titled:

- '*Land use planning, Aboriginal and Torres Strait Islander cultural heritage and native title – An overview of their relationship in Queensland*'; and
- '*Advancing Aboriginal and Torres Strait Islander interests in land use planning – Guidance for local governments*'.

The overview document discusses the relationship between the Queensland planning system, cultural heritage and native title. The guidance document provides:

- Guidance on how to go about engaging with Aboriginal and Torres Strait Islander (ATSI) communities; and
- Information on how a local government may advance Aboriginal and Torres Strait Islander (ATSI) knowledge, culture and tradition, when preparing or amending their planning schemes.

The guideline also contains useful information on engagement processes, including who and how to engage with ATSI stakeholders. This includes cultural heritage bodies and prescribed

body corporates acting on behalf of native title holders. In this regard it should be noted that Council already has established processes in place to engage with ATSI stakeholders, such as the Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC); the prescribed body corporate representing the Quandamooka people.

Conclusion

Based upon a review, officers recommend that this item is removed from the amendment.

Moving forward there may be opportunities in the future for Council to work collaboratively with QYAC and other ATSI stakeholders to consider whether any potential amendments to City Plan may be appropriate to better reflect aboriginal interests in land use planning.'

Item 22: Bushfire hazard overlay code

Background

This item examines a request received from a consultancy for Council to review the bushfire hazard overlay code. In particular it was suggested that performance outcome PO10 was confusing and does not align with the State Planning Policy bushfire guidance material.

Issues

To ensure the overlay code appropriately reflects state interests identified in the State Planning Policy, a review of the entire overlay code has been completed in consultation with officers from Queensland Fire and Emergency Services (QFES).

The review concluded that the overall content of the overlay code was satisfactory and appropriately reflected the State Planning Policy. However, QFES did propose some minor additions and changes to the overlay code to ensure it could be more easily understood.

QFES recommended a revised editor's note to help interpret PO10 in addition to replacing the outdated reference to the corresponding Australian Standard and removing a redundant editor's note at performance outcome PO12. These changes constitute minor and administrative amendments to City Plan. It is recommended that this item is progressed as part of the next general administrative and minor amendment currently intended to be presented to Council in early 2022.

Conclusion

Based upon a review, officers recommend that this item is removed from the amendment.

Item 23: Investigate whether requirements for bicycle parking and end-of-trip facilities should be included in City Plan

Background

This item investigates whether increased requirements for bicycle parking and other 'end-of-trip' facilities should be introduced into City Plan for certain types of developments. End-of-trip facilities include for example secure bike racks, lockers and change rooms where cyclists can shower, change and secure their belongings.

Issues

Current provisions

Under City Plan, performance outcome PO8 of the transport, servicing, access and parking code requires on-site vehicle parking to include dedicated parking spaces for bicycles, however, there is no related acceptable outcome that details Council's position on a suitable way to comply with the performance outcome (i.e. how many bicycle parking spaces and other facilities should be provided to comply with the PO).

Outside of City Plan provisions, the QDC MP 4.1 (Sustainable Buildings) includes acceptable solutions for the provision of bicycle parking spaces, lockers and change room facilities. The provisions in QDC MP4.1 apply to all new 'major developments' or 'major additions' to development as defined by the QDC. Major developments include commercial office buildings, shopping centres, tertiary education facilities and hospitals, with a floor area greater than 2000m². Major additions include an increase in floor area of 1000m², to an existing major development. Where the acceptable solutions of QDC MP4.1 are not met, Council becomes a referral agency for the building works application. Council does have an option to identify, additional types of development as 'major development' in City Plan to which the provisions relating to end of trip facilities under QDC MP4.1 should apply. At this stage, City Plan does not do this.

Proposed amendment

The *Redlands Coast Transport Strategy* was adopted in 2020. The strategy has been developed to be an overarching strategic document that will guide the direction of transport planning and projects in the Redlands Coast. The strategy has a strong focus on active transport. As part of the strategy, an Active Transport Plan is to be developed to replace the *2004 Redlands Cycling and Pedestrian Strategy*, which expired in 2016.

It is expected that the proposed Active Transport Plan will include recommendations for specific amendments to the planning scheme to boost active travel participation, including adoption of best-practice street design, cycle network mapping and end-of-trip facility requirements which may exceed the requirements of QDC 4.1. The Active Transport Plan will extend to encompass all modes of micro-mobility including personal mobility devices.

However, as the Active Transport Plan project is not expected to be completed in the short term, the addition of provisions to City Plan are considered necessary in the interim. It is

recommended that the provisions in the QDC MP4.1 (end of trip facilities) be included, but that the threshold be lowered so that it applies to development with a floor area greater than 500m² and located in a centre, industry or tourist accommodation zone.

Conclusion

It is recommended that Council make amendments to the City Plan as outlined above.

Options

1. Make amendments to the provisions of City Plan in relation to end of trip facilities, as detailed below; or
2. Do not proceed with an amendment relating to end of trip facilities, until completion of the Active Transport Plan project expected to be finalised in 2022;

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendments to the City Plan

9.3.5.3 Transport, servicing, access and parking code – Specific benchmarks for assessment

Table 9.3.5.3.1—Benchmarks for development that is accepted subject to requirements and assessable development

End of trip facilities	
PO23 Development provides end-of-trip facilities such as secure bicycle parking, shower cubicles, change rooms and lockers, which are co-located and meet the needs of users and encourage bicycle use.	AO23 Development with a gross floor area greater than 500m ² and located in either a centre zone, industry zone, mixed use zone or tourist accommodation zone complies with acceptable solution A12 in the Queensland Development Code MP4.1.

Item 24: Replace outdated illumination standards within relevant zone codes

Background

The purpose of this amendment is to consider changes to an acceptable solution relating to illumination levels, which is replicated through a number of zone codes. The change is necessary as the provisions currently contained in the zone codes are outdated following the commencement of Australian/New Zealand Standard AS/NZS 4282:2019 – *Control of obtrusive effects of outdoor lighting* (replacing AS 4282-1997).

Issues

Current provisions

The current acceptable outcome located across multiple zone codes, references lux levels, opening hours and Australian Standard for the *Control of the Obtrusive Effects of Outdoor Lighting* AS4282-1997; which have been replaced by new lux levels, 'curfew' hours and an amended Australian/New Zealand Standards 4282:2019 – *Control of obtrusive effects of outdoor lighting*.

Proposed amendment

It is proposed to amend the relevant acceptable outcomes to refer to the Australian/New Zealand Standard, rather than specifying the particular lux levels and the new curfew hours. The reason for this is the standard requires different limits depending on the 'environmental zone' of a property. These 'environmental zones' do not align with the zone names in the scheme. For example, zone A1 is described as 'dark' and is used for relatively uninhabited rural areas. Zone TV is described as 'high district brightness' and is used within the vicinity of major sports stadiums. There are different requirements for illumination for each 'environmental zone'.

The proposed wording is shown below. Council's environmental health team have indicated that the proposed wording is the most appropriate way to include the provisions in City Plan.

Conclusion

The proposed amendment seeks to update the assessment benchmarks in City Plan to reference the current Australian/New Zealand Standard for the *Control of obtrusive effects of outdoor lighting*. This is consistent with some other planning instruments across Queensland. It is also similar to other acceptable outcomes currently in City Plan relating to acoustics and air quality (that requires compliance with a policy in the *Environmental Protection Act 1994*).

Options

1. Amend the acceptable outcome relating to illumination levels, in multiple zone codes as detailed below; or
2. Amend the multiple zone codes listed below subject to alternative provisions; or
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed Amendment(s) to City Plan

6.2.6.3 Principal centre zone code – Specific benchmarks for assessment

Table 6.2.6.3.1 – Benchmarks for development that is accepted subject to requirements and assessable development.

Performance outcomes	Acceptable outcomes
PO2	AO2.2

Development minimises impacts on the amenity of nearby land in a residential zone, having regard to noise, odour, vibration, air or light emissions.	<p>When measured from the windows of habitable rooms of the nearest dwelling, illumination does not exceed:</p> <p>(1) during opening hours: 25 lux; and</p> <p>(2) after opening hours, 4 lux.</p> <p>Editor's note – For measurement guidance, refer to the Australian Standard for the Control of the Obtrusive Effects of Outdoor Lighting AS4282-1997.</p> <p>Illumination does not exceed the relevant lux levels outlined in AS/NZS 4282:2019 – Control of obtrusive effects of outdoor lighting (as amended).</p>
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The above amendments will also need to be made to the following zone code acceptable outcomes:

- Table 6.2.7.3.1 - Major centre (AO2.2);
- Table 6.2.8.3.1 - District centre (AO2.2);
- Table 6.2.9.3.1 - Local centre (AO2.2);
- Table 6.2.10.3.1 - Neighbourhood centre (AO2.2);
- Table 6.2.11.3.1 - Specialised centre (AO3.2);
- Table 6.2.15.3.1 - Low impact industry (AO5.2);
- Table 6.2.16.3.1 - Medium impact industry (AO5.2);
- Table 6.2.17.3.1 - Waterfront and marine industry (AO4.2); and
- Table 6.2.18.3.1 - Mixed use (AO4.2).

6.2.19.3 Community facilities zone code – Specific benchmarks for assessment

Table 6.2.19.3.1—Benchmarks for development that is accepted subject to requirements and assessable development

Performance outcomes	Acceptable outcomes
PO4 Development minimises impacts on sensitive land uses having regard to noise, odour, vibration, air or light emissions.	<p>AO4.2</p> <p>When measured from the windows of habitable rooms of the nearest dwelling, illumination does not exceed:</p> <p>(1) before 11pm: 25 lux; and</p> <p>(2) after 11pm, 4 lux.</p> <p>Editor's note – For measurement guidance, refer to the Australian Standard for the Control of the Obtrusive Effects of Outdoor Lighting AS4282-1997.</p> <p>Illumination does not exceed the relevant lux levels outlined in AS/NZS 4282:2019 – Control of obtrusive effects of outdoor lighting (as amended).</p>

The above amendments will also need to be made to the following zone code acceptable outcomes:

- Table 6.2.20.3.1 - Emerging community (AO10.2); and
- Table 6.2.21.3.1 - Rural (AO9.2).

Item 25: Auxiliary units

Background

This amendment investigates a request made by a Councillor to consider whether City Plan could support a secondary dwelling being occupied by a separate household to that of the primary dwelling house. The purpose of the amendment would be to increase housing diversity and housing choice and provide opportunities for owners of dwelling houses to gain an extra income stream.

Issues

Current provisions

Within the City Plan framework, there are existing opportunities for a residential lot to contain two dwellings. These are defined as either a:

- **Secondary dwelling:** means ‘a dwelling, whether attached or detached, that is used in conjunction with, and subordinate to, a dwelling house on the same lot’; or
- **Dual occupancy:**
 - (a) means a residential use of premises for 2 households involving—
 - (i) 2 dwellings (whether attached or detached) on a single lot or 2 dwellings (whether attached or detached) on separate lots that share a common property; and
 - (ii) any domestic outbuilding associated with the dwellings; but
 - (b) does not include a residential use of premises that involves a secondary dwelling.

Each use includes key differences that affect the category of development and whether planning approval is required from Council.

Secondary dwelling

As detailed above, the term secondary dwelling is included in the definition of a dwelling house. Under City Plan, a secondary dwelling can be built on residential lots, typically as accepted development, provided the secondary dwelling is used in conjunction with the principal dwelling. To comply with the secondary dwelling definition there must be a clear relationship between both dwellings. This requirement means that the residents occupying the secondary dwelling must form a single household with the residents occupying the main dwelling and the secondary dwelling cannot be rented out separately.

Dual occupancy

The second option contained within City Plan provides opportunities for a dual occupancy to be established enabling the formal creation of two self-contained dwellings for two separate households on one lot. In this scenario each dwelling house may be separately titled and separately owned. In City Plan, a dual occupancy may be accepted development (subject to requirements) where located in some residential zones and the tourist accommodation zone. Elsewhere, a development permit would be required. In addition, infrastructure charges are applicable where a dual occupancy is approved and constructed.

Other LGAs

In addition to the above definitions, Logan Planning Scheme 2015 (LPS) provides an administrative term that has been added for an ‘auxiliary unit’ as a form of a dual occupancy. This term is not currently reflected within City Plan, or the definitions within the Planning Regulation. Currently, within South East Queensland, Logan City Council (LCC) and Ipswich City Council (ICC) are the only authorities that have included the term auxiliary unit within their planning schemes.

Logan City Council's position

The following diagram from the LCC 'Domestic Housing Fact Sheet' helps to identify how auxiliary units differ to other domestic housing types:



The inclusion of this term within the LPS delivers a tailored response in the context of local challenges experienced by LCC and provides an additional mechanism to facilitate a diversity of household types. Typically, the use would be categorised as accepted development subject to requirements, providing certain criteria can be met including minimum lot size, maximum gross floor area of the auxiliary unit and parking rates.

LCC reports that the intent for introducing auxiliary units into the LPS was to provide opportunities for owner occupiers to gain an extra income stream at their residence. However, investors have also benefited from these provisions. LCC report that in the first two years around 92% of the auxiliary units constructed were investor owned, hence it is questionable as to whether the intent behind the introduction of auxiliary units is being achieved.

From the commencement of version 1 of LPS in May 2015 to November 2020, 1,597 development approvals had been issued by private building certifiers (as assessment managers) for auxiliary units and lodged with Council. In comparison only 229 building approvals were lodged with Council for dual occupancy units over the same period (refer to figure 6).

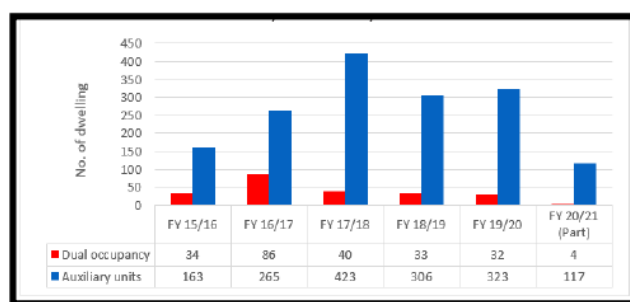


Figure 6 – LCC building approvals issued for auxiliary units and dual occupancy from 15/16 – 20/21

By contrast, during the 2019 – 2020 financial year 11 planning approvals for dual occupancy units were issued by Redland City Council and 39 building approvals were lodged with Council by private building certifiers (Note: these applications include both dual occupancy, and secondary dwellings).

LCC report the spike of auxiliary units during financial year 2017/2018 coincided with introducing the levying of infrastructure charges for an auxiliary unit. In July 2018 the Logan Charges Resolution applied infrastructure charges for an auxiliary unit at a rate of 50% of the maximum adopted charge for a dual occupancy (increasing from no charge).

LCC advise that one of the reasons they decided to levy infrastructure charges for an auxiliary unit was in an attempt to deter the rapid growth of auxiliary units across the city. As a further deterrent and to offset the increased demand on public infrastructure, from 1 July 2021 the charges were further increased from 50% to 75% of the capped charge for a dual occupancy.

Under the LPS, to meet the definition of an auxiliary unit, it must be located on a lot with a minimum size of 450m², have a maximum of two bedrooms, and a maximum floor area of 70m² if in the residential zone or on a lot that is less than 1000m² or 100m² otherwise. Within the LDR zone and the rural zones (rural and rural residential), an auxiliary unit is categorised as accepted development subject to requirements.

Other SEQ council positions

Ipswich City Council added the use auxiliary unit into its planning scheme in 2011 as a secondary residence associated with a dwelling on the same lot. The auxiliary unit may be self-contained and rented out separately. Strict size limits are in place including the unit must only contain one bedroom and must not exceed 50m². Once a development exceeds these predetermined threshold limits, it becomes a dual occupancy. Additional requirements have since been included in response to concerns about the distribution of auxiliary units across the city, which often resulted in whole streets of new development containing auxiliary units from the outset, with no additional infrastructure charges being paid.

As part of this investigation, Brisbane City Council, Gold Coast City Council, Scenic Rim Regional Council and Moreton Bay Regional Council all report that they have no plans to amend their respective planning instruments to include opportunities for the provision of

auxiliary units. These Councils all recognise that difficulties surround the use of secondary dwellings being rented out contrary to their planning instruments.

Housing diversity and affordability

Redland City Council has similar housing challenges to LCC, with both areas experiencing a growing population, Council previously sought to respond to this challenge by commissioning the Redlands Housing Strategy 2011-2031 (the strategy).

The strategy indicates that a wider mix of housing types, smaller lot sizes and more medium density development will play an increasingly important role in accommodating the future housing need of the population. The City Plan already responds to many of these challenges by facilitating a range of different housing typologies across different zones, including apartments, townhouses, dual occupancies and units recognising the decline in families with dependent children and an increase in one-person and couple-only households. To further improve design outcomes and community acceptance of medium density housing choice in Council has already significantly progressed a proposed major amendment. In addition this current amendment contains proposed changes in regards to rooming accommodation, which if supported will further enhance housing mix in the city. Consideration of auxiliary units presents an additional opportunity to further expand housing choice in the City.

Impacts

There are a number of key differences between an auxiliary unit and a traditional dual occupancy. The main difference is that the auxiliary unit and the dwelling house must remain in the same ownership. Additionally, Council can add qualifying criteria to City Plan, providing size restrictions (whereas under City Plan the size of a dual occupancy is only limited by site coverage and setback provisions). Regarding impacts on residential amenity, streetscape and demand on the trunk infrastructure networks, there is considered to be little difference when comparing an auxiliary unit with a dual occupancy that is similar in size.

Proposed amendments

Low density residential (LDR) zone

If RCC was to introduce auxiliary units and take a similar approach to LCC, there is the potential for the city to see a large number of new auxiliary units being developed in the low density residential zone, and for a large number of existing secondary dwellings (granny flats) to start being used as auxiliary units. Taking LCC's minimum 450m² lot size, across the low density residential zone there are over 6,700 residential lots with a land area between 450m² and 600m². Providing opportunities to establish auxiliary units on such relatively small lots is generally not considered consistent with the purpose of the LDR zone which is to provide *"residential areas with a high level of amenity and characterised by dwelling houses on a range of lot sizes which achieve a general sense of openness and low density streetscapes."*

If Council is to consider this form of development a minimum lot size of 600m² may be more acceptable. Generally lots between 600m² - 799m² within the LDR zone are not capable of further reconfiguration or accommodating a dual occupancy. However, with strict limits on

size an auxiliary units may provide an opportunity to utilise underused space whilst maintaining the residential amenity of the area. It should be noted that there are approximately 23,400 lots within the LDR zone that range between 600m² - 799m².

Rural zone

Lots within the rural zone provide a unique set of circumstances whereby landholders have limited opportunities to establish residential accommodation comprising anything other than a dwelling, a caretakers unit or dwelling unit. Dual occupancies are categorised as impact assessable development.

It is considered that an auxiliary unit can be established on a rural lot without undermining the rural or natural character or scenic quality of the locality. In considering the appropriateness of an auxiliary unit it is worth noting that a landholder already has the option to establish a secondary dwelling without any size restrictions. If a landholder chooses instead to establish an auxiliary unit, City Plan can include size restrictions thereby reducing the overall size and bulk of new development in the area.

Providing flexibility gives landholders in the rural zone similar opportunities to those landholders located within residential zones. The amendment would enable landholders to broaden financial opportunities and offer greater opportunities for rural housing, often with the advantage of large lots whereby impacts upon neighbours are negligible.

Separation and buffering requirements can be incorporated into City Plan to address potential land use conflicts between an auxiliary unit and the ongoing operation of nearby agricultural farming activities.

Other City Plan zones

Changes are not proposed to any other residential zone contained within City Plan. The LMDR and MDR zones already provide greater flexibility and opportunities for housing diversity across the city and introducing auxiliary units may result in a slowdown in the take up of higher density development being delivered.

The character residential zone contains several unique challenges that would make the delivery of auxiliary units problematic including lot size as well as the potential impact upon on site treatment systems.

Infrastructure charges

Schedule 16 (Prescribed amount) of the Planning Regulation specifies the following charges for a dual occupancy:

For a dual occupancy	\$21,912.60 for each dwelling with 2 bedrooms or less
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Officers recommend levying infrastructure charges of 70% of a two bedroom dual occupancy, similar to the amount levied by LCC. This charge reflects the increased demand generated by an auxiliary unit upon trunk infrastructure and the similar characteristics of an auxiliary unit compared with a dual occupancy.

Conclusion

It is considered appropriate to amend City Plan to allow auxiliary units within the LDR and rural zone. Given the LCC and ICC experiences with auxiliary units, Council has an opportunity to create a policy framework that supports auxiliary units, while ensuring negative externalities are reduced to an acceptable or tolerable level. Of particular interest to the community will be the need to:

- Ensure auxiliary units are delivered in a way that is sympathetic to the existing character and amenity of the locality;
- Levy infrastructure charges at a rate commensurate with the likely impacts on the associated trunk infrastructure networks; and
- Facilitate the timely delivery of housing forms that align with the needs of the community as it changes over time (e.g. addressing housing affordability and enabling ageing in place).

Officers recommend that the term auxiliary units is added to City Plan as an administrative term and the tables of assessment for the LDR and the rural zone are both amended to incorporate opportunities for auxiliary units to be established as accepted development subject to requirements. New provisions and requirements are proposed to the corresponding zone codes to ensure the appropriate amenity outcomes are achieved.

Options

1. To amend the provisions of City Plan as follows:
 - a. To introduce a new administrative definition (dual occupancy – auxiliary unit)
 - b. Amend the tables of assessment of the LDR and rural zone to identify dual occupancy – auxiliary units as accepted development subject to requirements
 - c. Include provisions for dual occupancy – auxiliary units that is accepted subject to requirements within the corresponding zone codes; or
2. To make the amendments applicable in a specific area of interest as a 'pilot' for implementation (for example, only within the rural zone); or
3. Do not proceed with an amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed text amendment(s) to City Plan

Administrative definition

SC1.2 Administrative definitions

Table SCError! No text of specified style in document..1—Additional administrative terms and their definitions

Column 1	Column 2
Administrative Term	Definition

Auxiliary Unit	<p>A dual occupancy where both dwellings are owned by the same person on one land title and the auxiliary unit:</p> <ul style="list-style-type: none"> (1) is located in the low density residential or rural zone; (2) is located on a lot with a minimum size of 600m²; (3) has a maximum of two bedrooms; (4) has no more than one kitchen; (5) has no more than one living space; (6) has a maximum gross floor area of: <ul style="list-style-type: none"> (a) 70m² if on a lot less than 1,000m²; or (b) 100m² otherwise. <p>Editor's note—A Dual occupancy that is an auxiliary unit differs from a secondary dwelling in that the two dwellings in a Dual occupancy that is an auxiliary unit may be occupied by different households. A secondary dwelling must be occupied by persons who form one household with the main dwelling.</p>	
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Low density residential zone:

5.4 Categories of development and assessment—Material change of use

Table 5.4.1—Low density residential zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Dual Occupancy	Accepted subject to requirements Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)). Editor's note—Dual occupancies that do not comply with any relevant acceptable outcomes of the Queensland Development Code MP1.3 will require a concurrence agency referral to Council under Schedule 9 of the Regulation.	
	If: (1) not in precincts LDR1, LDR2 or LDR4; and (2) building height is 8.5m or less; and (3) density does not exceed 1 dwelling per 400m ² of site area; or (4) an auxiliary unit.	Low density residential zone code
	Code assessment If not in precincts LDR1, LDR2 or LDR4 and not accepted subject to requirements	
		Low density residential zone code

6.2 Zone Codes

6.2.1 Low density residential zone code

6.2.1.2 Purpose

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

(d) where not within a particular precinct, the density of dual occupancy development is not to exceed one dwelling per 400m² of site area, unless the resultant development is:

- (i) consistent with the density and character of the surrounding established neighbourhood; or
- (ii) for an auxiliary unit.

6.2.1.3 Low density residential zone code – Specific benchmarks for assessment

Table 6.2.1.3.1 – Benchmarks for development that is accepted subject to requirements and assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Dual occupancies (excluding auxiliary units)	
...	...
Dual occupancies (auxiliary units)	
PO4 To provide good residential design that promotes the efficient use of a lot, an acceptable amenity to residents, and to facilitate off street parking.	AO4.1 An auxiliary unit complies with all of the Acceptable Solutions specified in the Queensland Development Code part MP1.3. Note — For the purpose of this AO, a reference to “duplex” in the Queensland Development Code MP1.3 is taken to be “Dual occupancy” as defined by this planning scheme. Note — References to the Queensland Development Code MP1.3 for the purposes of this AO are to be applied as if these provisions applied to a Dual occupancy. Note — The Queensland Development Code MP1.3 indicates that it is only applicable to Class 1 and associated Class 10 buildings. For the purpose of this AO, the class of building is irrelevant, as long as the development meets the definition of “dual occupancy” as defined by this planning scheme. Note — Other zone code provisions will prevail over this acceptable outcome to the extent of any inconsistency.
	AO4.2 Auxiliary units are located adjoining, below, above or at the side or rear of the principal dwelling.
PO5 Development is designed so that vehicular access is not a dominant feature when viewed from the road.	AO5 Auxiliary units do not result in the creation of a second driveway crossover unless located on a corner lot.

Rural zone:**5.4 Categories of development and assessment—Material change of use****Table 5.4.2—Rural zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Dual Occupancy	Accepted subject to requirements Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)). Editor's note—Dual occupancies that do not comply with any relevant acceptable outcomes of the Queensland Development Code MP1.3 will require a concurrence agency referral to Council under Schedule 9 of the Regulation.	
	If an auxiliary unit.	Rural zone code

6.2.21.3 Low density residential zone code – Specific benchmarks for assessment**Table 6.2.21.3.1 – Benchmarks for development that is accepted subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements	
Dual occupancies (auxiliary units)	
PO1 To provide good residential design that promotes the efficient use of a lot, an acceptable amenity to residents, and to facilitate off street parking.	AO1.1 An auxiliary unit complies with all of the Acceptable Solutions specified in the Queensland Development Code part MP1.3. Note — For the purpose of this AO, a reference to “duplex” in the Queensland Development Code MP1.3 is taken to be “Dual occupancy” as defined by this planning scheme. Note — References to the Queensland Development Code MP1.3 for the purposes of this AO are to be applied as if these provisions applied to a Dual occupancy. Note — The Queensland Development Code MP1.3 indicates that it is only applicable to Class 1 and associated Class 10 buildings. For the purpose of this AO, the class of building is irrelevant, as long as the development meets the definition of “dual occupancy” as defined by this planning scheme. Note — Other zone code provisions will prevail over this acceptable outcome to the extent of any inconsistency.
	AO1.2 Auxiliary units are located adjoining, below, above or at the side or rear of the principal dwelling.
PO2	AO2.1 Development requires at least a 500m separation distance to existing rural activities.

Development is located to mitigate any potential adverse impacts from nearby rural activities.	
PO3 Development is designed so that vehicular access is not a dominant feature when viewed from the road.	AO3.1 Auxiliary units do not result in the creation of a second driveway crossover unless located on a corner lot.

Item 26: Lot sizes in LDR zone where located at the head of a cul de sac

Background

This item examines a request from Councillors to consider whether additional provisions are required to address the creation of new lots at the head of a cul de sac. In particular concerns have been raised in regards to the potential impacts of this form of development on:

- increased traffic volumes in the cul de sac and loss of street parking provision;
- loss of residential amenity associated with creation of additional predominantly irregular shaped or rear lots, resulting in small lot frontages and driveways being located in close proximity to each other.

Concerns have also been raised in regards to the size of rear lots and the reduction in size from 800m² under the RPS to 400m² under City Plan.

The request noted that superseded RPS included specific provisions within the reconfiguration code which limited the creation of rear (internal) lots in a cul-de-sac head, as follows:

Probable solution P2.1(4):

Where internal lots are proposed –

- (a) lot size complies with the requirements of Table 1 for the relevant zone;*
- (b) a maximum of two internal lots are created behind a street frontage lot;*
- (c) they are not located in cul-de sac heads;*

Issues

Current provisions

An application for rear or irregular would be assessed against the benchmarks in the reconfiguring a lot code, in particular AO1/PO1, AO48/PO48 and table 9.3.4.3.2 as shown below:

Design	
PO1 Reconfiguration results in the creation of lots that:	AO1.1 New lots comply with Table 9.3.4.3.2—Lot size and dimensions.

(1) are of a size and dimensions which facilitate the uses, character and other outcomes intended for the zone or precinct; (2) have practical, generally regular shapes; and (3) have a width and depth that can easily accommodate the intended end use, associated infrastructure, on-site open space and vehicular access.	AO1.2 New lots are rectangular in shape.
Creation of rear lots	
PO48 Access to rear lots is safe and convenient.	AO48.1 Minimum widths for accessways are: (1) in a residential zone category - 4.5m where serving one lot or 6m where serving more than one lot; or (2) 10m in any other zone.

The minimum lot sizes in table 9.3.4.3.2 of the reconfiguration of a lot code apply to all lots, including irregular and rear lots. The calculation of the minimum lot area for a rear lot however excludes the accessway.

City Plan does not indicate that rear lots are not encouraged at the head of cul de sacs.

Note: the provisions of PO48/AO48 are proposed to be amended as part of item 17, to address access and driveway widths etc.

Other LGAs

Brisbane City Council

In the low density and character residential zones, rear lots are impact assessable where the lot size is less than 600m². The subdivision code indicates that rear lots in these zones should be a minimum of 600m², have a minimum rectangle dimension of 14x20m, and an average lot width of 15m. There are no provisions to discourage the creation of rear lots at the head of a cul-de-sac.

Logan City Council

In the low density residential zone, rear lots are to be a minimum of 600m². A smaller proposed lot size does not change the level of assessment (code assessment is still triggered).

As with BCC, there are no provisions to discourage the creation of rear lots at the head of a cul-de-sac.

Assessment

Cul de sac's

City Plan does not encourage the creation of cul-de-sacs generally. Although they are sometimes unavoidable, performance outcome PO15 of the reconfiguration codes states:

'Development maximises use of a grid pattern layout and avoids the use of culs-de-sac.'

This is also reflected in *Planning (Walkable Neighbourhoods) Amendment Regulation 2020* which includes assessment benchmarks for reconfiguring a lot applications as follows:

The reconfiguration provides connectivity for pedestrians by—

- a) ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints.

However, while they are generally discouraged in new development, it is acknowledged there are nevertheless numerous examples of existing cul-de-sac's within the LDR zone across the city with reconfiguration potential.

Lot size

As noted above, the minimum lot size for a rear lot, as outlined in the acceptable outcomes, has changed from 800m² under the RPS, to 400m² in City Plan (irrespective of whether or not the rear lot is accessed from a cul de sac head).

Other LGA's in South East Queensland predominantly identify a minimum lot size of 600m² for rear lots. This additional size is intended to provide for an acceptable level of amenity not only for future residents, but also for the residents of adjoining lots surrounding the site. The increased size allows for the lot to be of a usable size and shape to accommodate a future dwelling house, private open space areas and sufficient space for parking (including a visitor space) and vehicle manoeuvring areas, so that occupants can turn within the site and exit in a forward gear.

On review it is therefore considered appropriate to increase the minimum lot size for rear lots across the LDR zone to 600m² in line with other LGA's, to improve amenity outcomes for both existing and future residents. It is also noted that the provision of adequate vehicle manoeuvring areas is not currently included in PO1 of the reconfiguration code and it is therefore considered appropriate to include this requirement, so that this aspect of development is also taken into account.

Parking impacts

By increasing the rear lot size to 600m² across the LDR zone (and not just for lots at the head of a cul de sac), it is considered that this will assist in ensuring rear lots generally will have sufficient space for off-street parking (including visitor parking) and vehicle manoeuvring areas, so that the need to park on-street will be significantly reduced.

Irregular lots

While it is noted that the provision of rear lots at the head of a cul de sac may often be of an irregular shape, it is considered that the existing assessment benchmarks are largely sufficient in this regard. Acceptable outcome AO1.2 of the reconfiguring a lot code states that new lots are to be rectangular in shape. The corresponding performance outcome PO1 requires reconfiguration to achieve lots which are of a size and dimension to facilitate the end use, have practical regular shapes and be of a width and depth that can easily accommodate the

intended end use e.g. a dwelling house, associated infrastructure, on-site open space, vehicle manoeuvring and access.

Proposed amendment

Rather than limit the creation of additional lots at the head of the cul de sac to address the concern raised in relation to parking impacts, it is recommended that changes are made to the low density residential zone code and reconfiguring a lot code as follows:

- Increasing the minimum lot size for rear lots from 400m² to 600m² for all rear lots located in the LDR zone and not just those at the end of a cul de sac head. A lot size of 600m² is considered appropriate and is in line with other LGAs such as BCC and LCC.
- Amending PO1 of the reconfiguring a lot code, to include an assessment provision relating to 'vehicle manoeuvring areas.'

Even with these changes in place, it is likely that Council will receive applications which propose rear lots that do not adopt the updated minimum lot size. Under Queensland's performance based planning legislation, City Plan cannot be drafted to prohibit such applications being made. However, the amendment to the scheme sets Council's policy position which will influence development outcomes.

Options

1. Amend the low density residential zone code and the reconfiguring a lot code as outlined below; or
2. Amend the low density residential zone code and the reconfiguring a lot code as outlined below, and the following:
 - a. Inclusion of an acceptable outcome in the reconfiguring a lot code which states that: '*where rear lots are proposed, they are not located in cul-de sac heads*'; or
3. Amend the reconfiguring a lot code, subject to alternative provisions; or
4. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed Amendment(s) to City Plan

9.3.4.3 Reconfiguring a lot code – Specific benchmarks for assessment

Performance outcomes	Acceptable outcomes
For assessable development	
Design	
PO1 Reconfiguration results in the creation of lots that:	AO1.1 New lots comply with Table 9.3.4.3.2—Lot size and dimensions.
(1) are of a size and dimensions which facilitate the uses, character and other outcomes intended for the zone or precinct;	AO1.2 New lots are rectangular in shape.
(2) have practical, generally regular shapes; and	
(3) have a width and depth that can easily accommodate the intended end use, associated	

infrastructure, on-site open space and vehicular access and manoeuvring areas.	
--	--

Table 9.3.4.3.2—Lot size and dimensions

Zone	Minimum Frontage (metres)	Minimum Lot Area (excluding a rear lot)	Minimum Lot Area for a rear lot (excluding accessway)
Low density residential			
LDR1: Large lot precinct	20	2,000m ²	
LDR2: Park residential precinct	40	6,000m ²	
LDR4: Kinross Road	30	1,600m ²	
Otherwise	10	400m ²	600m ²
Low-medium density residential	10		400m ²
Medium density residential	20	800m ²	
Character residential	No reduction in existing lot sizes is intended		
Tourist residential	No reduction in existing lot sizes is intended		
Emerging community	No acceptable outcome is nominated		
Principal centre	No acceptable outcome is nominated		
Major centre	No acceptable outcome is nominated		
District centre	No acceptable outcome is nominated		
Local centre	No acceptable outcome is nominated		
Neighbourhood centre	No acceptable outcome is nominated		
Specialised centre	No acceptable outcome is nominated		
Mixed use	25	2,000m ²	
Low impact industry	25	2,000m ²	
Medium impact industry	40	4,000m ²	
Waterfront and marine industry	25	2,000m ²	
Recreation and open space	No acceptable outcome is nominated		
Community facilities	No acceptable outcome is nominated		
Rural	100	100ha	
Conservation	No reduction in existing lot sizes is intended		
Environmental management	No reduction in existing lot sizes is intended		

Low density residential zone code

6.2.1.2 Purpose

- (1) The purpose of the low density residential zone code is to provide for residential areas with a high level of amenity and characterised by dwelling houses on a range of lot sizes which achieve a general sense of openness and low density streetscapes.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) where not within a particular precinct, lot sizes are not reduced below 400m² and achieve a minimum frontage width of 10m (except where for a rear or irregular lot), unless the resultant lots are consistent with the density and character of the surrounding established neighbourhood;
 - (b) where not within a particular precinct, rear lot sizes are not reduced below 600m², unless the resultant lots are consistent with the density and character of the surrounding established neighbourhood;
 - (c) where not within a particular precinct, the density of dual occupancy development is not to exceed one dwelling per 400m² of site area, unless the resultant development is consistent with the density and character of the surrounding established neighbourhood;

- (d) uses which provide a community service function, such as a community use may be established where they are small scale, do not significantly detract from residential amenity, do not compromise the role of any centre and are located on a collector or higher order road;
- (e) shops, offices and food and drink outlets are not established;
- (f) buildings are of a house-like scale;
- (g) home-based businesses are undertaken where they do not detract from the residential amenity of the area; and
- (h) development creates a safe, comfortable and convenient pedestrian environment within and external to the site, and facilitates a high level of accessibility and permeability for pedestrians and cyclists.

Item 27: Size of domestic outbuildings in the Character residential zone

Background

This item has been raised following complaints from Southern Moreton Bay Island (SMBI) residents regarding the bulk and height of sheds that have been built on the islands.

Issues

Current provisions

Under City Plan, there are no specific criteria relating to domestic outbuildings where located within the character residential zone. As a result, the provisions of the QDC in relation to matters such as site coverage, height and setbacks apply to both dwelling houses and any associated domestic outbuildings.

Proposed amendment

Section 33 of the *Building Act 1975* allows a planning scheme to have alternative provisions to that of QDC. Therefore, Council has the ability to introduce alternative provisions to the QDC provisions in relation to domestic outbuildings located within the character residential zone. Such an approach was utilised under the previous RPS until amended with the introduction of the character residential zone in the City Plan.

Key reasons for this change included:

- The assessment of applications for domestic outbuildings occupied significant officer time, with little demonstrable benefit.
- The QDC already regulated the size, design and siting of domestic outbuildings on a lot.
- A general intent to reduce regulation for a range of domestic activities and rely on the state wide standards as set out in the QDC, unless there were clear reasons to consider alternative provisions for example at Point Lookout within the LDR3 precinct.

At this time there is little evidence of domestic outbuildings creating issues within the character residential zone which would warrant a shift in position on this issue. Council's development control and planning assessment teams have advised that they do not receive many complaints about shed size on the SMBIs. They do however receive an occasional complaint where an owner of two adjacent lots builds a house on one and a large shed on the other.

Officers consider that the existing QDC provisions are sufficient to regulate the size and siting of a domestic outbuilding, noting that where such a structure does not meet an acceptable outcome of QDC, the building application is referred to Council for a concurrence agency assessment.

Options

1. Amend the character residential zone to include alternative provisions to QDC for the size and height of domestic outbuildings; or
2. Amend the character residential zone, subject to alternative provisions; or
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 3.

Item 28: Basements and flood immunity

Background

This item seeks to address a matter originally identified in the Queensland Flood Commission of Inquiry Final Report (QFC), in relation to flood resilience of basements. This matter is currently identified as an open recommendation in Council's Audit Plan (Item 2021- 15 refers)

Recommendations of the QFC in relation to basements are:

- 1) Councils should consider amending their planning schemes to include provisions directed to consideration of the flood resilience of basements as a factor in determining the appropriateness of a material change of use.
- 2) In assessing and determining development applications for material change of use in areas susceptible to flood, councils should consider whether the new developments locate essential services infrastructure above basement level, or, alternatively, whether essential services infrastructure located at basement level can be constructed so that it can continue to function during a flood.

Issues

Definitions

'Essential services' are defined in the QFC as:

'Electrical power, the provision of drinking water, sewerage, stormwater drainage, telecommunications and roads and rail.'

Current provisions

Applications for a material change of use on a site mapped under the flood and storm tide hazard overlay are required to be assessed against the flood and storm tide hazard overlay code. The code does not contain any specific assessment provisions in relation to basements, or essential infrastructure being located in a basement.

Other LGAs

Brisbane City Council

BCC include the following provisions within their flood overlay code:

Overall outcome:

‘Development ensures that essential building services or services essential for the development are designed, located and operated to minimise the flood risk to people, minimise damage to property, disruption to building function, and re-establishment time after a flood event.’

PO6

Development involving essential electrical services or a basement storage area is suitably located and designed to ensure public safety and minimise flood recovery and economic consequences of damage during a flood.

AO6.1

Development ensures that:

- a. all areas containing essential electrical services comply with the flood planning levels in [Table 8.2.11.3.D](#); or*
- b. if a basement contains essential electrical services or a private basement storage area, the basement is a waterproof structure with walls and floors impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in [Table 8.2.11.3.D](#).*

Note—A basement storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services.

AO6.2

Development involving a basement that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump.

Proposed amendment

To address the recommendations of the Queensland Flood Commission, it is proposed to amend the flood and storm tide hazard overlay code in City Plan, as follows:

- Addition of new assessment benchmarks in relation to the provision of essential services where located within a basement, to ensure they continue to function in a flood or storm tide event.

Options

1. Amend the provisions of the flood and storm tide overlay code, as shown below; or
2. Amend the provisions of the flood and storm tide overlay code, subject to alternative provisions; or
3. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed Amendment(s) to City Plan

8.2.6 Flood and storm tide hazard overlay code

8.2.6.2 Purpose

- (1) The purpose of the code will be achieved through the following overall outcomes:
- (a) development avoids intensifying the use of land affected by the defined storm tide or flood events, unless:
 - (i) it is in an urban areas (other than the emerging community zone); and
 - (ii) the impacts of inundation on the development can be mitigated so that risk to life and property is minimised;
 - (b) in other areas, development avoids intensifying the use of land within area affected by the defined storm tide or flood events;
 - (c) development on drainage constrained land on the Southern Moreton Bay Islands minimises adverse impacts associated with overland flow paths and seepage from high water tables;
 - (d) development does not directly, indirectly or cumulatively increase adverse impacts of drainage, flood or storm tide inundation on other properties;
 - (e) development maintains the flood storage and discharge capacity of the flood and storm tide hazard area;
 - (f) the cost to the public of measures to mitigate the risks of drainage, flood and storm tide hazard are minimised;
 - (g) development involving the manufacture or storage of hazardous materials does not increase the risk to public safety or the environment in a flood or storm tide event;
 - (h) development does not reduce the functions of landforms or vegetation in providing protection against inundation;
 - (i) facilities with a role in emergency management and community support are located and designed to function effectively during and after a flood or storm tide hazard event; and
 - (j) development contributes to effective and efficient disaster management response and recovery capabilities.
 - (k) development ensures that essential building services are designed, located and operated to minimise the flood risk to people, minimise damage to property, disruption to building function, and re-establishment time after a flood event.

Table 8.2.6.3.1—Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
For assessable development	
PO13 Development involving essential building services in a basement is suitably located and designed to ensure essential building services continue to function in the event of flood or storm tide inundation.	A013 Development involving a basement locates all essential building services above the defined flood level.

Items 29-31: Waterway corridors and wetlands overlay code, healthy waters code and categories of development for reconfiguring a lot in the recreation and open space zone.

Background

At its General Meeting on 21 July 2021, Council resolved to undertake three major amendments in response to a report titled: 'Artificial Water Bodies, Buffer Widths and Reconfiguring a Lot in the Recreation and Open Space Zone' (Item 14.3).

Proposed amendments

The amendments are summarised in the following table.

Amendment description	Officer analysis
<p>1. Modify performance outcome PO8 in the waterway corridor and wetlands overlay code, which currently reads as follows: <i>'Development incorporates opportunities for revegetation to enhance stream and habitat condition, biodiversity and wildlife movement wherever possible.'</i></p>	<p>The amendment is proposed to place a definitive, not optional, obligation on a development proponent to achieve the outcomes listed. This is because the existing assessment provisions contain wording such as 'opportunities for' and 'wherever possible', potentially resulting in an applicant putting forward a case that achieving the performance outcome is not possible on the basis of cost/practicality.</p>
<p>2. Modify performance outcome PO2 and acceptable outcome AO2 within the healthy waters code, which currently reads as follows:</p> <p>PO2 <i>On-site stormwater management systems do not rely on the retention of existing artificial water bodies, except where such water bodies Artificial water bodies are retained as part of on-site stormwater management systems, or for other purposes, where it can be demonstrated that they:</i></p> <ul style="list-style-type: none"> <i>(1) perform significant ecological, water quality or recreation functions;</i> <i>(2) do not pose a significant risk to stream health or water quality;</i> <i>(3) are structurally sound;</i> <i>(4) do not pose any risk to community health and safety; and</i> <i>(5) Will not impose a significant maintenance or cost burden on the community in the short or long terms.</i> <p>Editor's note - Council would generally expect that such waterbodies are not retained as many are</p> 	<p>The amendment will change the wording so that there is no inferred preference for removing or retaining artificial water bodies as an element of on-site stormwater management systems.</p>

<p>currently in poor condition and need substantial remediation. Where an existing waterbody is proposed to be retained as an integral component of water management on the site, an assessment should be done in accordance with Planning Scheme Policy 2 – Infrastructure works. This assessment should be done in conjunction with an ecological assessment report so that conflicts between potentially competing environmental values, risk and ongoing maintenance can be identified and resolved.</p>	
<p>3. Increase the category of development (level of assessment) for reconfiguring a lot in the recreation and open space zone from code to impact assessable. This change would apply where:</p> <p>(1) Not being undertaken by Redland City Council; and</p> <p>(2) All land within the Recreation and open space zone is not contained within one single lot.</p>	<p>In the 21 July 2021 General Meeting report, the officer recommendation was to retain the existing category of development and strengthen provisions contained within the recreation and open space zone code. The advantages of proceeding with an alternative approach, as reflected in resolution 2021/176 is as follows:</p> <ul style="list-style-type: none"> • Impact assessable development must be publicly notified, providing an opportunity for the community to make a submission on proposals that may be considered inconsistent with the intent of the zone; • A submitter who makes a properly made submission is afforded third-party appeal rights to appeal the assessment manager's decision on the development application; and • The increased level of assessment with regard to costs and risk may discourage development proponents from seeking to create or extend new lots into the recreation and open space zone.

Options

1. Amend:
 - a) Performance outcome PO8 in the waterway corridor and wetlands overlay code;
 - b) Performance outcome PO2 and acceptable outcome AO2 within the healthy waters code; and
 - c) Table 5.5.1 Categories of development and assessment - Reconfiguring a lot by changing the level of assessment for reconfiguring a lot in to impact assessment where with the recreation and open space zone and not being undertaken by Council and not containing all land within the recreation and open space zone within one lot.
2. Do not proceed with the amendment (retain existing provisions).

Recommendation

Officers recommend proceeding with Option 1.

Proposed Amendment(s) to City Plan

Waterway corridors and wetlands overlay code – Specific benchmarks for assessment

Table Error! No text of specified style in document..1—Benchmarks for assessable development

Performance Outcomes	Acceptable Outcomes
For assessable development	
PO8 Development incorporates opportunities for results in revegetation to enhance stream and habitat condition, biodiversity and wildlife movement wherever possible.	No acceptable outcome is nominated.

Proposed Amendment(s) to City Plan

Healthy waters code – Specific benchmarks for assessment

Table Error! No text of specified style in document..2—Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
For assessable development	
Stormwater Drainage Design Editor's note—In order to demonstrate compliance with the performance outcomes in this section, a stormwater management plan is likely to be required. This should be prepared in accordance with the matters specified in Planning Scheme Policy 2 – Infrastructure works.	
PO2 Artificial water bodies are retained as part of on-site stormwater management systems, or for other purposes, where it can be demonstrated that they On-site stormwater management systems do not rely on the retention of existing artificial water bodies, except where such water bodies: (1) perform significant ecological, water quality or recreation functions; (2) do not pose a significant risk to stream health or water quality; (3) are structurally sound; (4) do not pose any risk to community health and safety; and (5) will not impose a significant maintenance or cost burden on the community in the short or long terms.	No acceptable outcome is nominated. Editor's note—Council would generally expect that such waterbodies are not retained as many are currently in poor condition and need substantial remediation. Where an existing waterbody is proposed to be retained as an integral component of water management on the site, an assessment should be done in accordance with Planning Scheme Policy 2 – Infrastructure works. This assessment should be done in conjunction with an ecological assessment report so that conflicts between competing environmental values can be identified and resolved.

Proposed Amendment(s) to City Plan

Table 5.5.3—Reconfiguring a lot

Zone	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Conservation Environmental management	Impact assessment	
	If not being undertaken by Redland City Council	The planning scheme
Emerging community	Impact assessment	
	If creating any lot less than 10ha	The planning scheme
Recreation and open space zone	Impact assessment	
	If: (1) not being undertaken by Redland City Council; (2) all land located within the recreation and open space zone is not contained within one single lot.	The planning scheme
Tourist accommodation zone Character residential zone	Impact assessment	
	All	The planning scheme
Rural	Impact assessment	
	All	The planning scheme
Code assessment		
Any other reconfiguring a lot not listed in this table.		Reconfiguring a lot code The relevant zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code

Attachment 2: 02/20 – Major Amendment – General – Zone Amendments

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Item 1: 19 Ballow St, Amity (Old Schoolhouse Park)**Background**

Real property details	Lot 3 on SP283824
Area	4,410m ²
Tenure	Freehold
Owner	Publicly owned.
Embellishments	Play equipment, wood BBQ, seats, tables, tennis court, basketball hoop, shed, public amenities, lighting
Current zone (City Plan)	Recreation and open space
Current Use	Park
Proposed zone	N/A



In 2016 the State government resurveyed the tidal boundary of this lot. The current survey plan (SP283824) cancels the previous survey plan of lot 3 of A33925 (refer to figures 1 and 2).



Figure 1 – Historic survey plan A33925 dated 28 July 1967



Figure 2– Current survey plan SP283824 dated 6 July 2016 (cancelling Lot 3 on A33925)

The change in location of the rear property boundary is a result of significant coastal erosion and the loss of land can be seen in the following images from 2010 and 2020 (refer to figures 3 and 4). While property boundaries displayed in Council's red-e-map system reflect the current survey plan, the zoning reflects the old boundary of the site, as shown in figure 5.



Figure 3 – Aerial photograph from 2010. Source – Nearmap.



Figure 4 – Aerial photograph from 2020. Source – Nearmap.

Assessment

It is considered that the mapping should be amended so that the zone is reflective of the new property boundaries.

In some instances, the mapping of the overlays also extends past the rear property boundary. However, unlike the zone mapping, the overlay will be clipped when the mapping model is next updated and applied to the whole city. These overlay changes are not proposed as part of this amendment package. The overlay mapping extending beyond property boundary will have no impact on development of the site or surrounding area.

Options

- 1) Remove zone mapping from the area beyond the rear site boundary, as shown in figure 5; or
- 2) Retain the zone and overlay mapping as existing.

Recommendation

It is recommended that Council proceed with Option 1.

Proposed Amendment(s) to City Plan

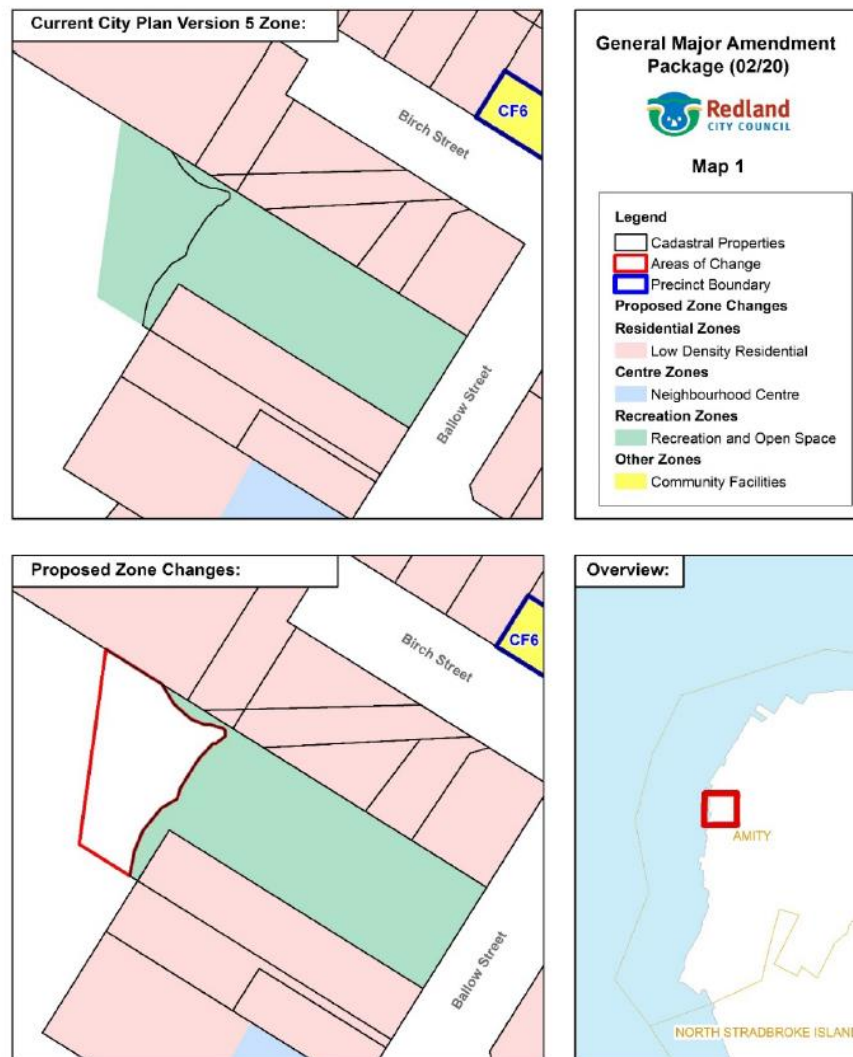



Figure 5 – Recommended zone change for 19 Ballow St, Amity.

Item 2: 39 Dean Rd, Alexandra Hills**Background**

Site address	39 Dean Road, Alexandra Hills	
Real property details	Lot 20 on RP88819	
Area	5,648m ²	
Tenure	Freehold	
Owner	Privately owned	
Embellishments	Detached dwelling	
Current zone (City Plan)	Low density residential zone – LDR 2 precinct.	
Current Use	Dwelling	
Proposed zone	Low density residential zone	

A submission requesting a zone change from LDR2 to low density residential (LDR) was submitted for this site and the adjoining site (33 Dean Road) during public consultation of the draft City Plan. A number of submissions were also received from residents in the area supporting the proposed LDR2 zoning of the area. Council subsequently resolved to retain the LDR2 zoning.

Zoning request

A pre-lodgement meeting was held in October 2019 (CRID531227) that proposed a 1 into 5 lot subdivision of the site (see figure 6). The lots sizes proposed are well under the minimum 6,000m² sought in the LDR2 precinct. The applicant indicated that they believed this was a suitable and logical outcome for the site given its location within the Urban Footprint and in a well located, serviced and accessible urban area. They indicated that the proposed infill development achieved a lot size that was consistent with the density and character of the surrounding area, is able to retain a suitable amount of native vegetation to maintain a bushland character, and is not adjoining any rural zoned land requiring a transition.

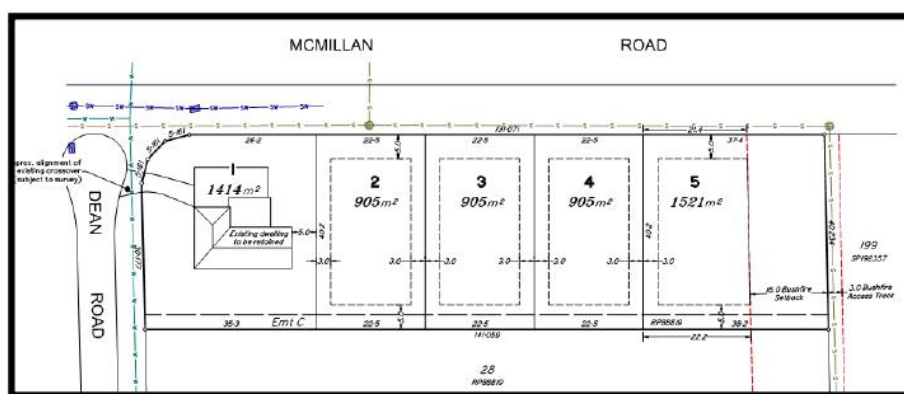


Figure 6 - Proposed subdivision plan provided by DTS (consultant) for pre-lodgement discussions

Assessment

The subject lot and adjoining pocket of nine LDR2 zoned lots are located on the edge of a large Council-owned bushland reserve that is characterised by high value bushland, comprising part of the strategically important Hilliard's creek corridor. The site is identified as containing significant vegetation with approximately a third of the rear of the lots containing Matters of Local Environmental Significance (MLES).

While the lot has potential access to key infrastructure services and fronts LDR zoned properties to the north and west, it is considered that any potential zone changes should be undertaken as a local planning investigation of the whole precinct.

Potential spot rezoning's should generally be avoided to ensure future development is coordinated, addresses environmental values and ensures the coordinated delivery of infrastructure.

There is also notable support for the retention of this large lot format from residents in the area. Any rezoning of these lots is likely to result in development that is both out of step with the existing lot configurations of the street and the public's expectation of the area's zoning.

Conclusion

This pocket of LDR2 zoned lots play an important role in transitioning this expanse of bushland into the urban areas on the western side of Dean Road. The provision of larger lots in the City also play an important role in providing lifestyle choice and diversity.

Given there is no significantly new information (since Council considered the rezoning of this property following the public notification period for the draft City Plan), that would otherwise justify rezoning the land for higher density urban purposes, it is recommended that Council make no changes to the zoning in response to this request.

Council may consider undertaking a local area planning investigation for this pocket of LDR2 zoned land at a future point in time, once a framework for a local area planning program has been established, as outlined in the Operational Plan 2021-2022.


Options

- 1) Maintain the existing LDR2 zoning; or
- 2) Consider undertaking a future local area planning investigation of this pocket of ten LDR2 zoned properties; or
- 3) Amend the zoning of the subject site and adjoining LDR2 zoned properties along Dean Street to LDR, LDR1 or environmental management.

Recommendation

Officers recommend proceeding with Option 1.

Item 3: 29-37 Pandanus St, Birkdale**Background**

Site address	29-37 Pandanus Street, Birkdale	
Real property details	Lot 1 RP219687	
Area	2,838m ²	
Tenure	Freehold	
Owner	Privately owned	
Embellishments	Detached dwelling with ancillary structures including swimming pool and sheds.	
Current zone (City Plan)	Environmental management	
Current Use	Dwelling	
Proposed zone	Low density residential zone	

Under the superseded Redland Planning Scheme (RPS), this site and the adjoining three sites to the east (25-27, 21-23 and 17-19 Pandanus Street) were zoned environmental protection. When the draft City Plan was released for public consultation, these four sites were proposed to be included in the environmental management zone (the equivalent zone to environmental protection).

In November 2015, the owners of the site submitted a request for a review of their zoning during the public consultation period for the draft City Plan. The submission indicated that they believed the proposed environmental management zone was not the most appropriate designation and requested the site be changed to LDR.

The submission also indicated that the properties adjoining and surrounding the subject land would also be more suitably included with the LDR zone for the same reasons.

The public consultation report issued on 28 February 2017 notes that the submission was considered, but that no change to the zone was recommended in response to the submission.

In May 2018, the site owners requested a meeting with Council. The meeting request indicated that the owners had been in communication with Council since October 2015 regarding a proposal to amend the zoning of their property to low density residential. Following the meeting in 2018, the proposed zone change was added to the register of potential major amendments for investigation.

Assessment

It is considered that the zone should be retained as environmental management given:

- Under the *Wildlife Connections Plan*, the site forms part of a 'stepping stone wildlife habitat corridor'. This also applies to the other three (3) sites zoned environmental management (25-27, 21-23 and 17-19 Pandanus Street);
- If the zoning of the site were to be changed from environmental management to LDR, the provisions relating to operational work involving the clearing of native vegetation

(triggered by the presence of the environmental significance overlay on the site), would change. Under the current zone, a code assessable operational works application would be required to clear native vegetation. Under the proposed zone (low density residential), up to 500m² of native vegetation could be cleared as accepted development. This means that a significant amount of vegetation (within this stepping stone wildlife habitat corridor) could be cleared without any assessment on the value or condition of the vegetation. Only clearing over 500m² would trigger a code assessable application; and

- The owner can lodge an application for future development without the zone changing. In this instance, given the potential impact on clearing thresholds that would result from the proposed zone change, an application process is considered a more appropriate way to evaluate the values of the site and consider the appropriateness of the further development.

Options

- 1) To remove the site from the environmental management zone and place it into the LDR zone; or
- 2) Retain the existing environmental management zone.

Recommendation

It is recommended that Council proceed with Option 2.

Item 4: 163 Bay St, Cleveland

Background

Site address	163 Bay Street, Cleveland	
Real property details	Lot 1 RP93335	
Area	2,013m ²	
Tenure	Freehold	
Owner	Privately owned	
Embellishments	Detached dwelling with ancillary structures including swimming pool and pergola.	
Current zone (City Plan)	Environmental management	
Current Use	Dwelling	
Proposed zone	Low density residential zone	

Under the superseded RPS, the site was zoned environmental protection. This zoning was carried through into City Plan, with the site now within the environmental management zone. The overall outcomes of this zone are to maintain or enhance the site's environmental values and avoid further fragmentation by subdivision of the lot into smaller lots. Development is generally limited to a single dwelling house on a large lot.

Zoning request

In July 2019, a request was made to change the zone from the environmental management zone to the LDR zone.

The request noted that there were five (5) eucalypt trees on the property and a further eight (8) on the footpath outside the property. Other trees on the property included paper barks, melaleucas, palms and ornamentals. The request indicated that the change is warranted as they have seen no koalas using the trees, and that the site is located alongside a busy intersection.

The zone change request was made by the site's previous owners who indicated that the property had been up for sale for many months and the environmental management zone was impacting possible sales. It is noted that since the request was made, the property ownership has transferred and the new owners have not contacted Council to raise any concerns with the existing zoning or overlays that are applied to the property.

Assessment

Existing environmental values

The site is mapped as containing MLES under the environmental significance overlay.

In response to the zone change request, Council officers attended the site to assess the vegetation types (native or non-native). The inspection revealed that the site has a mix of existing native vegetation (mostly established trees including *Melaleuca quinquenervia*, *Eucalyptus microcorys*, *Eucalyptus tereticornis* and *Acacia* spp) and understorey plantings reflective of an established, mostly exotic, ornamental garden. It is expected that the native tree species would provide habitat to opportunistic and mobile species such as birds, bats and possums. While the trees are suitable for koalas, the location of the lot with an arterial road on one side and a local collector on the other, means it is unlikely that koalas could safely access these trees. No signs of koala scats or markings on the trees were evident. In summary, the native trees on the lot provide some habitat, in a limited stepping stone sense, for a small range of fauna only.

Development potential

If the site were to be removed from the environmental management zone and rezoned residential, it would be logical to apply the low density residential zone consistent with the zoning of the surrounding properties. Under this zoning, based on a minimum lot size of 400m², the site could potentially be subdivided into five lots (subject to assessment including access and infrastructure requirements).

Accepted clearing

The change in zone would alter the category of assessment relating to operational work involving clearing of native vegetation (triggered by the environmental significance overlay). Currently, under the environmental management zone, a code assessable application would be required to clear the vegetation. If the zone were changed to LDR, up to 500m² of native

vegetation could be cleared without requiring a permit from council (further clearing above 500m² would trigger a code assessable application).

Locational constraints

The subject site is located on the boundary between Stage 2 and Stage 3 of the Wellington Panorama upgrade program. Stage 1 Boundary to South Street is approved by Council for delivery and works are expected to commence in early 2022. Bay Street is intended to be signalised in Stage 2. Given the upgrade works occurring, it is considered that the location of the lot is not ideal to support species which are not highly mobile e.g. Koala's.

It is however noted that fauna crossings are planned in all three program stages, specifically the Ross Creek corridor and the South Street conservation area. Additionally offset and enhancement plantings are planned for all stages in addition to fauna fencing, the focus of which will be concentrated within known corridors identified in the *Wildlife Connections Plan*.

Conclusion

Overall, the zone amendment is supported for the following reasons:

- The location of the lot, on a corner of a busy intersection which will be upgraded in early 2022, is not ideal to support highly mobile species such as koalas.
- The lot forms an isolated pocket of environmental zoned land with no connections to wider habitat areas or wildlife corridors.
- While the lot contains some native trees which provide a habitat function in a limited stepping stone sense, this is only for a small range of fauna.
- The purpose of the environmental management zone is to protect land with significant natural values. The lot is not considered to contain significant natural values that would warrant retention of its current designation.

Options

- 1) Remove the site from the environmental management zone and place it into the LDR; or
- 2) Remove the site from the environmental management zone and place it in an alternative zone.
- 3) Retain the existing environmental management zone.


Recommendation

It is recommended that Council proceed with Option 1.

Item 5: 26-34 and 40-46 Weippin St, Cleveland

Background

Site address	The two lots on the subject land are identified as having a street address of Units 20 and 21 at 40-46 Weippin Street.	
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Real property details	Lots 20 and 21 on SP212406. And common property Lot 0 on SP180790.	
Area	1,598m ² (Lot 20) and 1,993m ² (Lot 21)	
Tenure	Freehold.	
Owner	Privately owned.	
Embellishments	Part of an industrial development approved in 2004.	
Current zone (City Plan)	Environmental management (Lots 20 and 21).	
Current Use	Part of a 21-lot business park, each with building tenancies, and common manoeuvring and servicing areas, with some perimeter planting.	
Proposed zone	Specialised centre.	

Zoning request

The request relates to the Euro Business Park at 26-34 Weippin Street, Cleveland and seeks to remove the site from the environmental management zone and include it within the specialised centre zone. The Euro Business was constructed in the mid-2000s to reflect a planning approval granted in 2004 (MC008291). The proposed zone change is over part of the common property and two of the lots within the business park.

Assessment

Environmental values of any significance were extinguished through the 2004 planning approval and subsequent development. The proposed zone change does not alter the existing physical development on the site, and development on the site remains subject to the conditions imposed in the 2004 planning approval.

Recognising these circumstances, it is considered that the environmental management should be removed and replaced with either:

- the specialised centre zone, aligning with the current City Plan zoning for developed land along Weippin Street; or
- the medium impact industry zone, aligning with the approved use and the existing industrial zoning in nearby Enterprise Street - see figure 8 below.

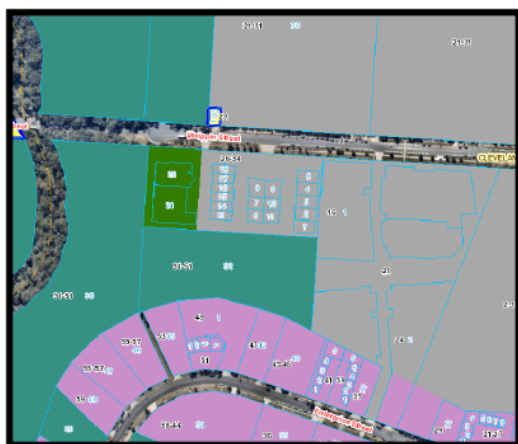


Figure 8: Surrounding land use zones.

The purpose of the specialised centre zone is to provide land for medical, research and technology activities, and to protect hospital and major healthcare operations. The subject site is approved and used for warehouse and industrial activities. Although this does not align with the specialised centre zone purpose, even if the zone is changed, the approval remains with the land. Given the zoning of the surrounding properties and that of the common property that lots 20 and 21 sit within, it is considered that most logical zone for this portion of site is specialised centre.

Note that an amendment to change the zone of a property to reflect a development permit generally requires a minor amendment to the planning scheme (in accordance with the MGR). In this instance however, the zone is proposed to be changed to be consistent with the surrounding zoning of developed land, rather than the development permit. Hence, a major amendment is required.

Options

- 1) Amend the zoning of the site to remove the environmental management zone and include it within the specialised centre zone as shown in figure 9; or
- 2) Amend the zoning of the site to remove the environmental management zone and include it within the medium impact industry zone; or
- 3) Retain the environmental management zone as existing.

Recommendation

It is recommended that Council proceed with Option 1.

Proposed Amendment(s) to City Plan

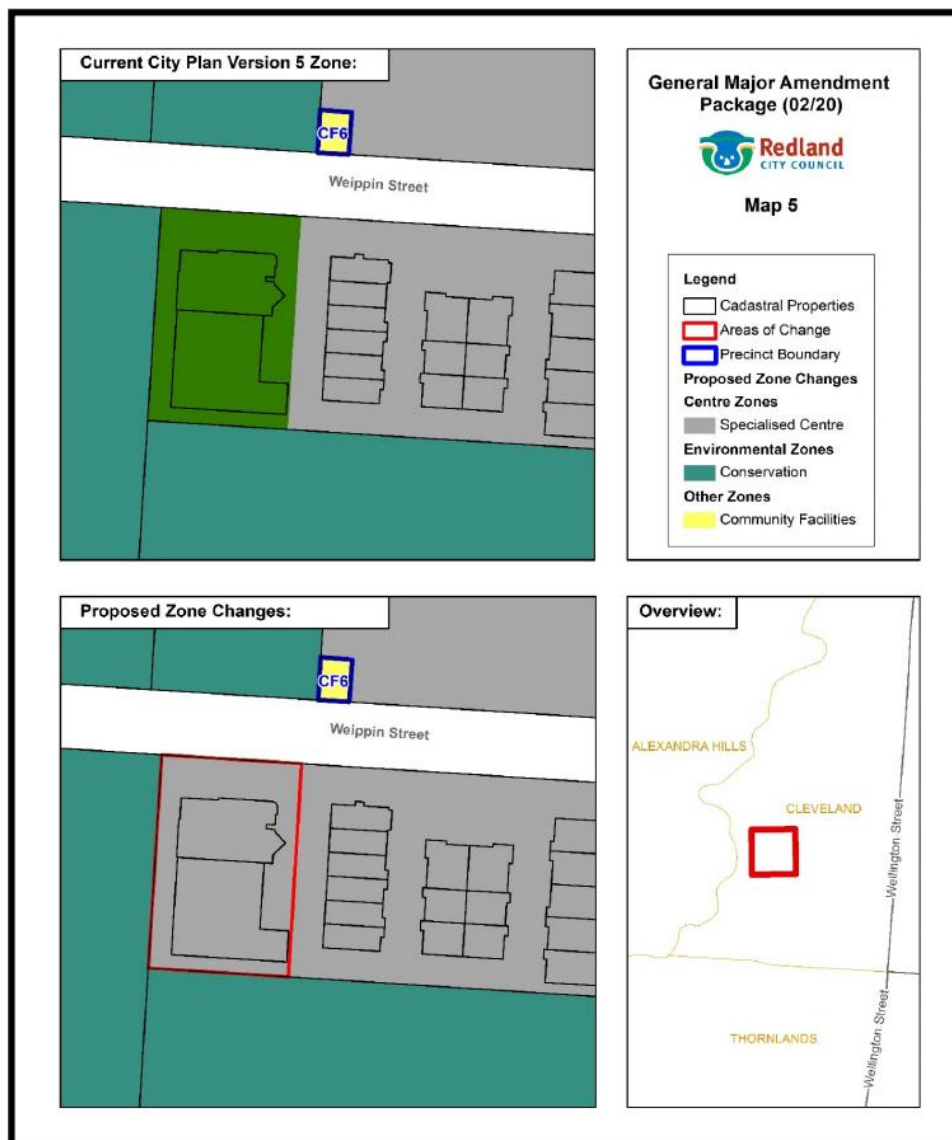
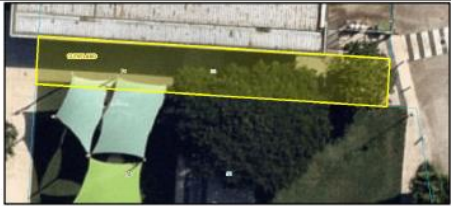




Figure 9: Recommended zone change for 26-34 and 40-46 Weippin St, Cleveland

Item 6: 70-72 Bloomfield St, Cleveland, 110-112 Queen St, Cleveland and road reserves (Waters Street/Waters Lane/Bloomfield Street)

Background

Site address	70-72 Bloomfield Street, Cleveland; 110-112 Queen Street, Cleveland; and	
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	Road reserve.	  
Real property details	Lots 32 and 33 on SP188390 (70 and 72 Bloomfield Street); and Lot 11 on SP297227 (110-112 Queen Street).	
Area	184m ² and 889m ² (70 and 72 Bloomfield Street property); 9095m ² (110-112 Queen Street).	
Tenure	Freehold and road reserve	
Owner	Publicly and Privately owned	
Embellishments	Park and commercial centre access and car parking, and a small road reserve area off Bloomfield Street containing electrical plant.	
Current zone (City Plan)	Recreation and open space and principal centre (72 Bloomfield Street); Principal centre (70 Bloomfield and 110-112 Queen Street).	
Current Use	Park and shopping centre carpark/access way.	

The zoning of the block of land surrounded by Middle, Wynyard, Queen and Bloomfield Streets, Cleveland, does not align with the current lot boundaries. This is a result of various changes to lot boundaries and changed access arrangements that have occurred over time.

Proposed amendment

The areas to be amended are as follows:

- The land at 72 Bloomfield Street has a split zoning (recreation and open space and principal centre) with another part not reflecting any zone. 72 Bloomfield Street is a constructed playground and park, and the entire lot should be zoned recreation and open space in accordance with the existing use.
- The land at 70 Bloomfield Street is currently zoned principal centre. It is designated as part of the recreation park and owned by Redland City Council City Spaces. It is a paved area between the playground and the eaves of the shopping centre buildings. The area has markings for outdoor dining next to the parkland, however, due to tenancy changes, this outdoor dining area is currently not being used. Council's Civic Open Space and Asset Management (COSAM) team have requested that this lot also be zoned recreation and open space, to reflect the T5 park mapping. The change of zone will have no bearing on the ongoing provision of outdoor dining associated with any future tenant of the adjoining buildings.

- The zoning over the land at 110-112 Queen Street reflects the previous access arrangements and lot layout. The site should be zoned principal centre in its entirety.
- Some road reserves are shown as being zoned, where no zoning should be reflected (Waters Lane, Waters Street and a small unnamed section of road reserve off Bloomfield that contains electrical infrastructure).

Conclusion

Zone changes should be undertaken to reflect the existing use of the land, current lot boundaries, park designations and road reserves.

Options

- 1) Amend the zoning of the following properties, as shown in figure 10 , to:
 - a) include 70 and 72 Bloomfield Street within the recreation and open space zone;
 - b) include 110-112 Queen Street within the principal centre zone; and
 - c) ensure no zone is reflected over Waters Lane, Waters Street and the unnamed road reserve off Bloomfield Street.
- 2) Retain the zone mapping as existing.

Recommendation

It is recommended that Council proceed with Option 1.

Proposed Amendment(s) to City Plan

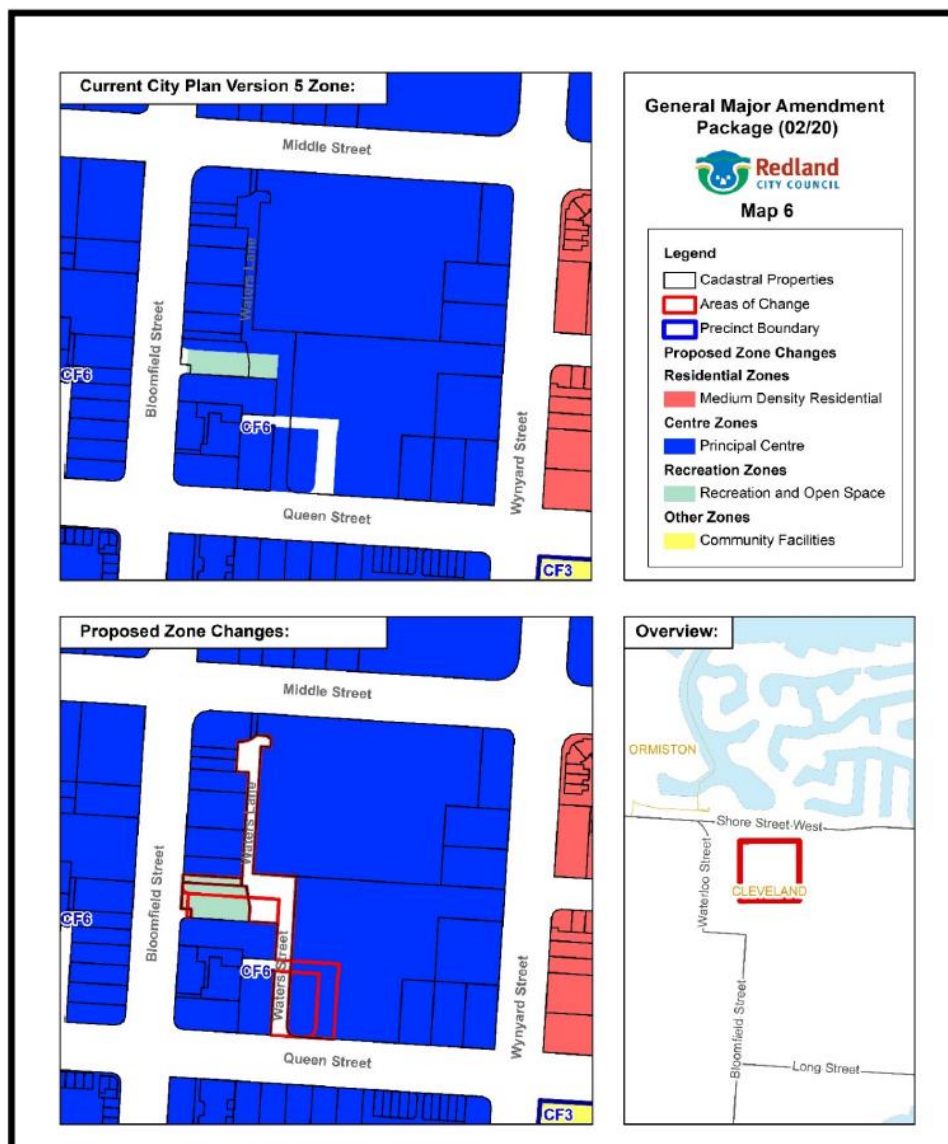



Figure 10: Recommended zone change 70-72 Bloomfield St, Cleveland, 110-112 Queen St, Cleveland and road reserves.

Item 7: 242 Shore Street North, Cleveland**Background**

Site address	242 Shore Street North, Cleveland, and road reserve
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	Lot 391 on SP252663	
Area	8,924 m2	
Tenure	State Land/Reserve	
Owner	Publicly owned.	
Embellishments	Park infrastructure including shelters, seating playground equipment, walkways, car parks and grassed areas.	
Current zone (City Plan)	Recreation and open space (ROS) and community facilities (CF6). Other parts of the site are not designated within a zone.	
Current Use	Recreational reserve	
Proposed zone	Recreation and open space zone	

The land at 242 Shore Street North, Cleveland is a constructed park and playground. The lot has over time been consolidated and now incorporates former road reserve and parking areas.

A report taken to the General Meeting of 15 December 2010, identified that the Cleveland Point area included a lease area for a navigational beacon (lot 392), gazetted road and a central recreation space. At this meeting, Council resolved to:

- permanently close the northern part of Shore Street North;
- amalgamate Lot 392 into the new park area; and
- declare the land from this road closure as a reserve for park and recreation purposes, with Council to accept trusteeship of the land.

Part of the site is also zoned community facilities to reflect a lighthouse that was installed at the site in 1975 (replacing the timber lighthouse, which had been moved within the lot and State heritage listed). In August 2009, the lighthouse was removed for the purpose of filming for a movie. The intent was to replace the structure once filming concluded, however, Maritime Safety Queensland determined that the infrastructure was redundant and did not need to be reinstated.

In addition, it is noted Council has acquired an additional three lots to the south of the existing reserve on the western side of Shore St North. This land is currently included in the LDR zone. Further investigations are progressing regarding the preferred future use of this land.

Assessment

The current partial zoning of the site reflects the old lot layout (SL10999) prior to it being changed in 2012 (now SP252663) in response to the general meeting resolution. It is therefore considered that the recreation and open zoning should be extended across the full extent of the site, to reflect the current Lot 391 on SP252663, as shown in Figure 11 below.

Given the lighthouse has been removed from the site and is now redundant, there is no need to retain the community facilities zoning to the north of the site and it is considered that this should also be re-zoned to recreation and open space to reflect the balance of the lot.

With respect to the three Council owned lots to the south, it is considered prudent to await the outcome of future investigations regarding land uses on these lots, before considering alternative zoning. It is also noted that Council may wish retain the existing zonings on all lots mentioned above, until such time as these works are completed; so that Council can consider the zoning of all land parcels simultaneously.

Native title implications

While Lot 391 on SP252663 is currently on the list provided by the State as potentially subject to native title, it has been confirmed that the proposed zone change over the currently unzoned part of Lot 391 will not impact on the native title determination.

Options

- 1) Amend the zoning to remove the community facilities (precinct CF6) zoning and extend the recreation and open space zone over the entire lot2, as shown in figure 11 below; or
- 2) Amend the zoning to remove the community facilities (precinct CF6) zone and extend the recreation and open space zone over the whole of 242 Shore Street North and the adjoining three Council owned lots to the south; or
- 3) Retain the existing zoning and remove from the current amendment package until such time as further investigations regarding future land uses over the adjoining three Council owned lots to the south are completed. Reconsider the zoning of all Council owned parcels at Cleveland Point at this time as part of a future major amendment process.
- 4) Retain the zone mapping as existing.

Recommendation

It is recommended that Council proceed with Option 1.

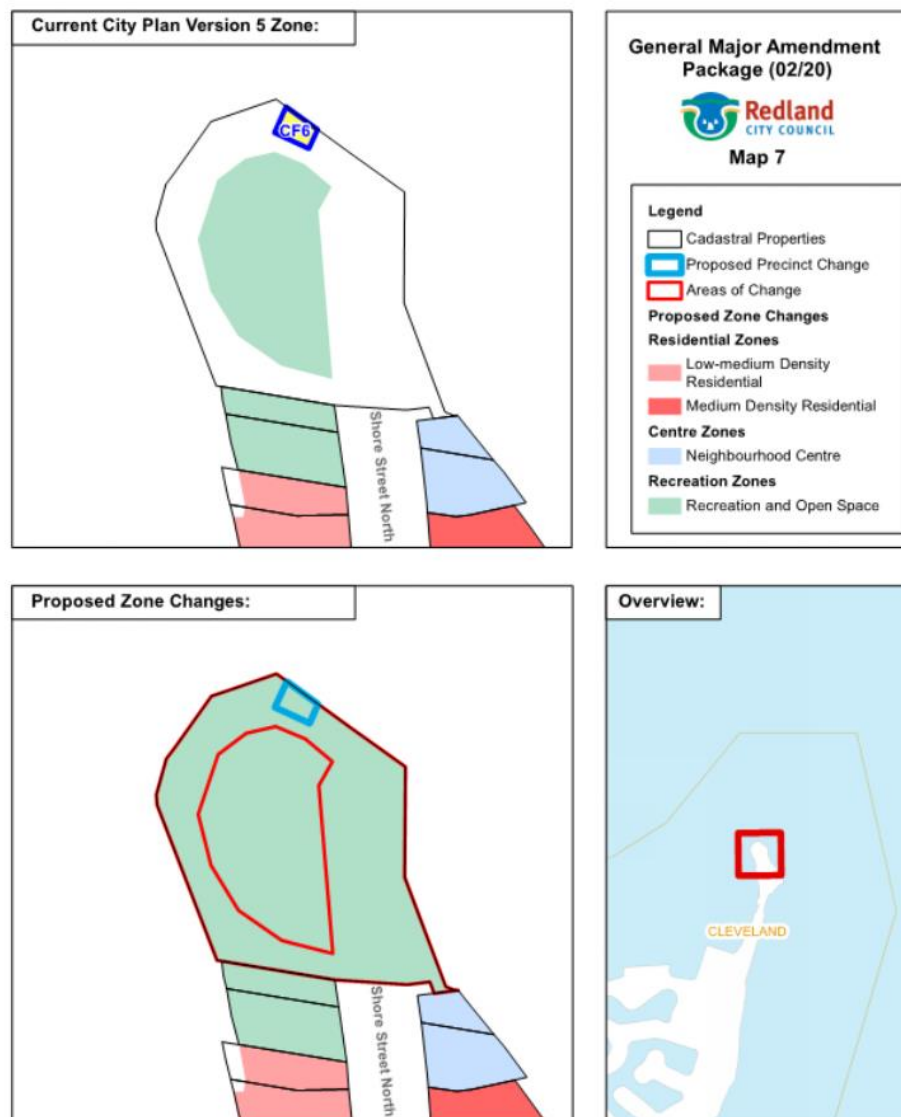



Figure 11: Recommended zone change for 242 Shore St North, Cleveland

Item 8: 195-199 Delancey St, Ormiston**Background**

Site address	195-199 Delancey St, Ormiston	
Real property details	Lot 11 on RP55933	
Area	10,221 m ²	
Tenure	Freehold	
Owner	Privately owned.	
Embellishments	Dwelling house, secondary dwelling, outbuildings.	
Current zone (City Plan)	Environmental Management	
Current Use	Dwelling house	
Proposed zone	Part LMDR	

In August 2019, an approval was given for the reconfiguration of the lot (1 into 2 lots - RAL18/0115). The approval included development envelopes, landscaping buffers, retention of native trees and rehabilitation of the area outside of the development envelopes (see figure 12). The development envelopes were sited in the predominantly cleared front section of the site protecting the area to the rear, mapped under both the environmental significance and flood overlays. This approval has not been acted on to date.

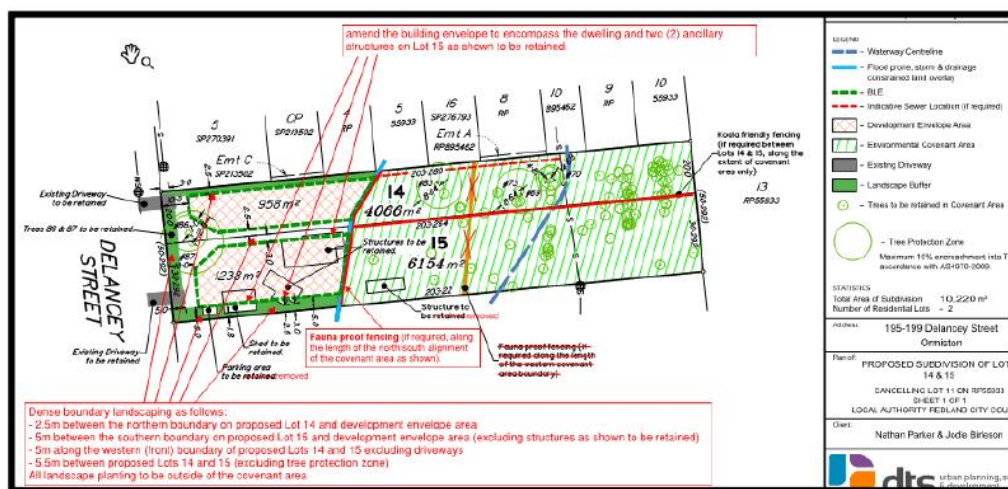


Figure 12 - Approved reconfiguration plan


A secondary dwelling was approved by a private certifier (BX320554 approved 5 May 2020). Aerial photography shows that this secondary dwelling was constructed in 2020 (note that a dwelling house, including a secondary dwelling, is accepted development in the environmental management zone).

Recommendation

It is recommended that Council proceed with Option 1.

Item 9: 122 and 132-134 Sturgeon St, Ormiston (Ormiston College)

Background

Site address	122 and 132-134 Sturgeon Street, Ormiston	
Real property details	Lot 3 on RP109238 and Lot 1 on RP127130	
Area	974m ² and 8,094m ²	
Tenure	Freehold	
Owner	Privately owned.	
Embellishments	Vacant land	
Current zone (City Plan)	Low density residential (122 Sturgeon) and low density residential precinct LDR1 (132-134 Sturgeon)	
Current Use	Nil	
Proposed zone	Community facilities CF3	

Ormiston College has acquired these two properties adjoining the school for the purpose of accommodating future growth. The college has requested a change of zone from LDR/LDR1 to community facilities (CF3).

It is noted that when City Plan was introduced, the zoning of the following four properties surrounding the college were changed to CF3 (at the request of the College):

- 126 Sturgeon Street;
- 128 Sturgeon Street;
- 182 Delancey Street;
- 168-180 Delancey Street.

Assessment

The current CF3 zone covers the majority of the developable land in the block that is surrounded by Sturgeon, Delancey and Dundas Streets. The two (2) sites this request relates to are part of five (5) remaining LDR/LDR1 zoned sites in this block.

Given the location of these sites in a small, isolated pocket of LDR land adjoining the school, it is recommended that the zone be changed.

Re-zoning of all the five (5) remaining land parcels is not recommended at this time. These lots are still privately owned and contain existing dwelling houses. This position can be reconsidered if the College obtains ownership of the lots in the future.

Options

- 1) Amend the zoning to remove 122 Sturgeon Street and 132-134 Sturgeon Street from the low density residential (LDR1) zone and include within the community facilities (CF3) zone, as shown in figure 14 & 15 below; or
- 2) Retain the existing zoning.

Recommendation

It is recommended that Council proceed with Option 1.

Proposed Amendment(s) to City Plan

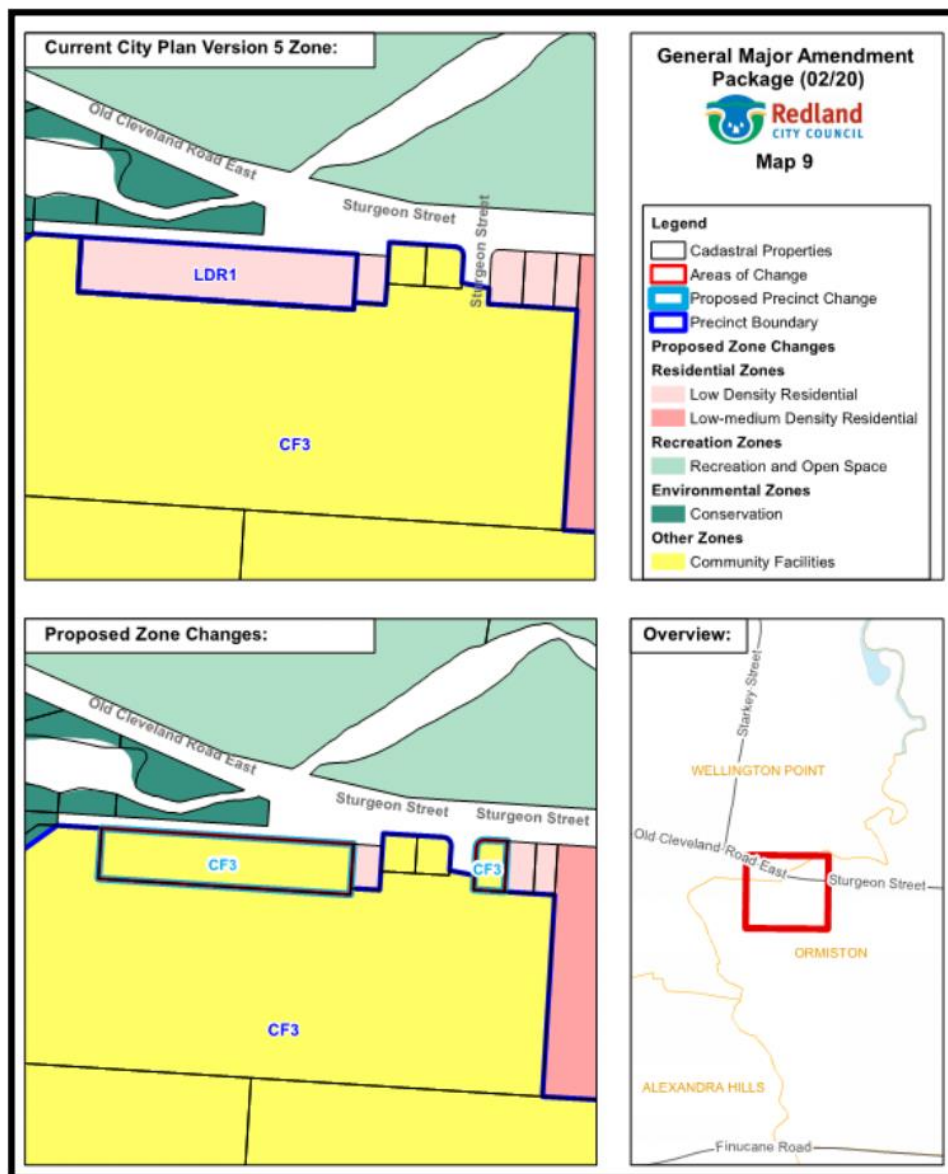


Figure 14 - Recommended zone change for 122 and 132-134 Sturgeon St, Ormiston (Ormiston College)

Subsequent amendment to the low density residential zone code - Figure 6.2.1.2.1 – Precinct LDR1: large lot residential, to remove the LDR1 property at Sturgeon St:

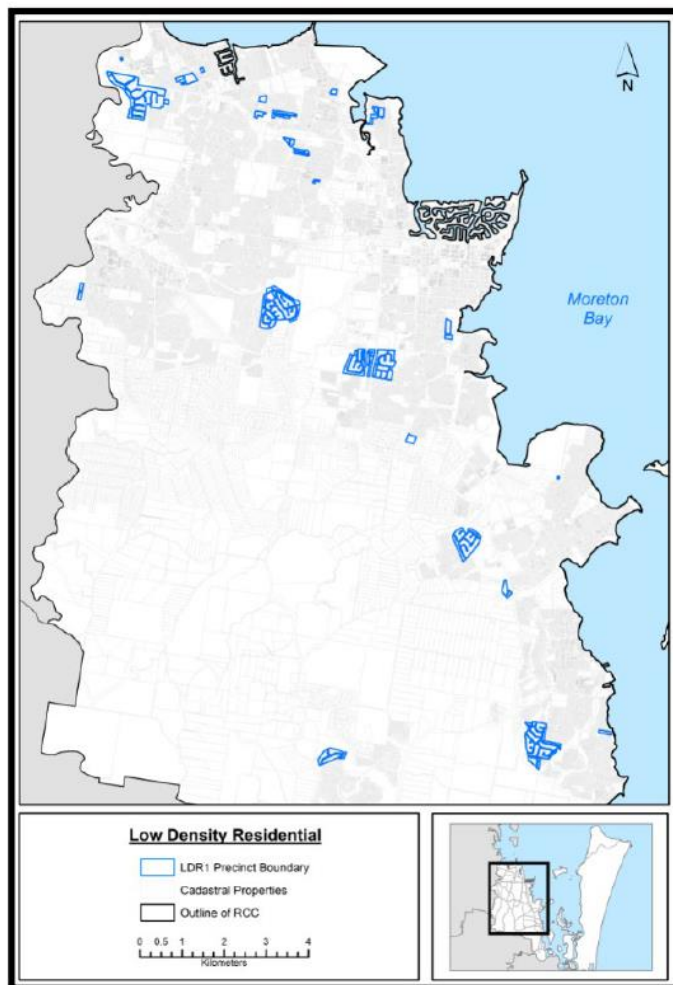


Figure 15 - Recommended amendment to LDR1 precinct.

Item 10: 277-293 Heinemann Rd, Mount Cotton (Redlands Coast Regional Sport and Recreation Precinct)

Background

Site address	277-293 Heinemann Road, Mount Cotton	
Real property details	Lot 420 on S312160 & Lot 2 RP227426	
Area	1,011,719m ² and 582,078m ²	
Tenure	Freehold	
Owner	Publicly owned.	

	(City Spaces)	
Embellishments	Shed	
Current zone (City Plan)	Rural and community facilities CF2	
Current Use	Vacant Land	

This property is the site of the Redlands Coast Regional Sport and Recreation Precinct. Council resolved to approve the master plan for the precinct at its General Meeting of 13 May 2020. In accordance with the master plan, sport and recreation facilities are to be provided in the partially cleared northern portion of Lot 420. The heavily vegetated southern portion of Lot 420 is to be set aside for conservation purposes, and remain undeveloped other than for unsealed tracks and trails to be used for passive recreation purposes. Refer to figure 16 below for the approved Masterplan over lot 420.



Figure 16: Approved master plan.

Zone request

COSAM have requested a change in zone from rural to a split zoning of recreation and open space and conservation, to reflect the endorsed masterplan. Additionally, COSAM have requested a change of zone from rural to conservation for lot 2, which is located to the south

of lot 420. Lot 2 surrounds the existing water infrastructure that is located on a separate lot owned by the Queensland Bulk Water Supply Authority. The intent is to continue the unsealed recreation trails from lot 420 into Lot 2. No changes are proposed to the overlays affecting either lot, or the existing section of community facilities zoned land within lot 2 (the purpose of which is to provide access to the lot owned by the Queensland Bulk Water Supply Authority).

Assessment

The development of the masterplan, along with walking trails within the vegetated area, would result in a material change of use of land. The applicable uses, as defined by *Planning Regulation 2017* are:

‘outdoor sport and recreation means the use of premises for:

- a) a recreation or sporting activity that is carried on outdoors and requires areas of open space; or*
- b) providing and selling food and drink, change room facilities or storage facilities, if the use is ancillary to the use in paragraph (a).*

Examples of outdoor sport and recreation include cricket oval, driving range, golf course, swimming pool, tennis court.’

‘park means the use of premises, accessible to the public free of charge, for sport, recreation and leisure activities and facilities.’

Under the current rural zoning, a code assessable application is triggered for outdoor sport and recreation, while a park is accepted development.

Re-zoning the northern portion of Lot 420 to recreation and open space zone, will allow outdoor sport and recreation uses to be accepted development where undertaken by RCC, or on Council land and in accordance with a resolution of RCC. A park remains accepted development in both proposed zones (conservation and recreation and open space).

The proposed re-zoning will allow a more streamlined process in delivering the sports precinct for Council’s COSAM team, reducing costs and potential time delays associated with a development application process, as well as providing a consistent message to the community about Council’s commitment on delivering the sports precinct.

The City Plan overlays (in particular, the environmental significance and the waterway corridors and wetlands overlay) that affect the site may trigger code assessment if operational work involves the clearing of native vegetation.

Conclusion

The request to rezone the land to part recreation and open space and part conservation, is consistent with the adopted master plan and is a logical step in the planning and delivery of the regional sport and recreation precinct for the land.

Options

- 1) Amend the zoning of the site as shown in figure 17 below, with changes as follows:
 - a) Remove the rural zone from Lot 420 and include the northern section of the site in the recreation and open space zone and the southern section in the conservation zone in accordance with the approved masterplan. and
 - b) Remove the rural zone from Lot 2 and include within the conservation zone whilst retaining the balance of the lot within the community facilities (CF2) zone; or
- 2) Retain the zone mapping as existing.

Recommendation

It is recommended that Council proceed with Option 1.

Proposed Amendment(s) to City Plan

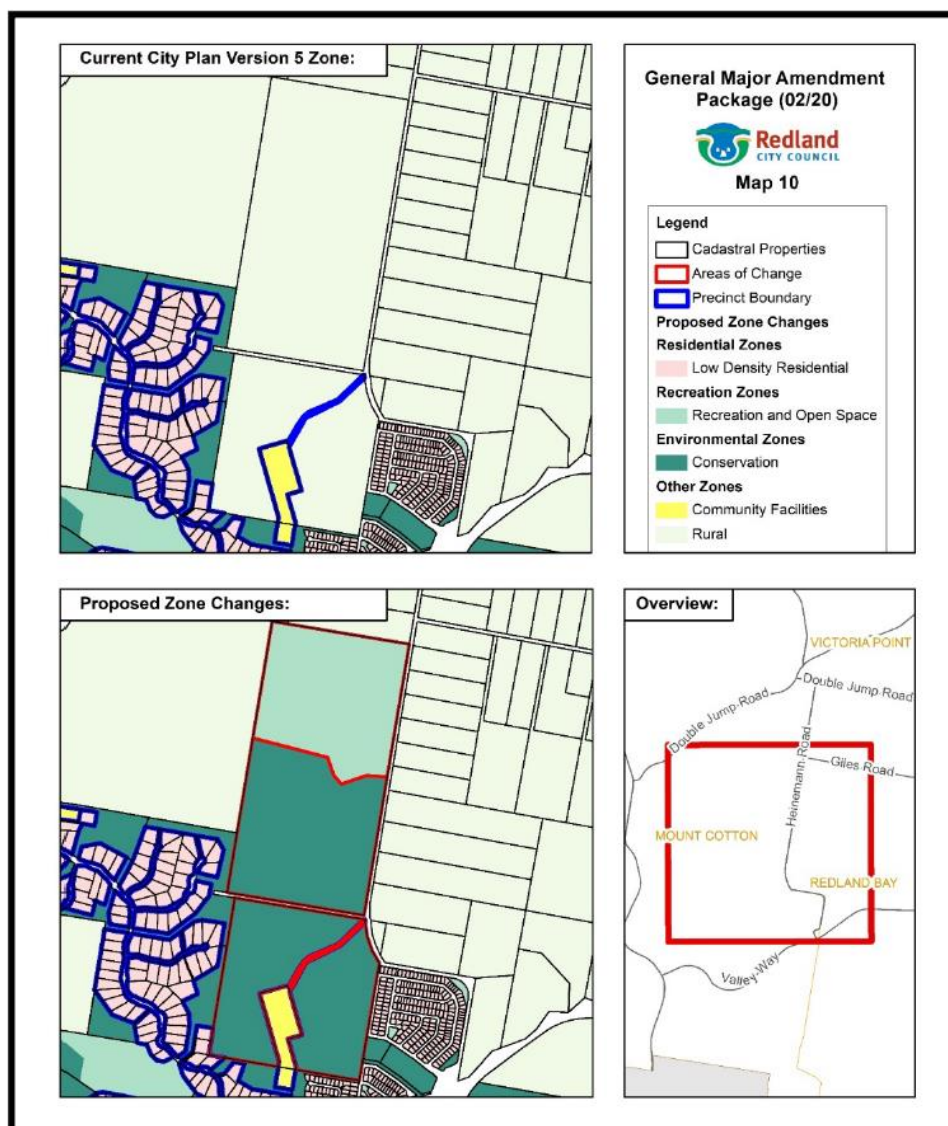



Figure 17: Recommended zone change for 277-293 Heinemann Rd, Mount Cotton (Redlands Coast Regional Sport and Recreation Precinct)

Item 11: 312 Colburn Ave, Victoria Point

Background

Site address	312 Colburn Avenue, Victoria Point
Real property details	Lot 1 on SP304179
Area	2,050m ²
Tenure	Freehold

Owner	Privately owned	
Embellishments	Dwelling/shed (known locally as the White House)	
Current zone (City Plan)	Medium density residential	
Current Use	Used for commercial businesses.	
Proposed zone	Medium density residential	

The site currently contains a building that gives the appearance of a detached dwelling with ancillary structures. In more recent years the building has been divided into separate tenancy areas and has been occupied by various small businesses. Locally, the property is known as 'The Whitehouse'. The majority of the site is located within the medium density residential (MDR) zone and reflects an outdated survey plan (RP161052) as seen in figure 18 and 19 below.

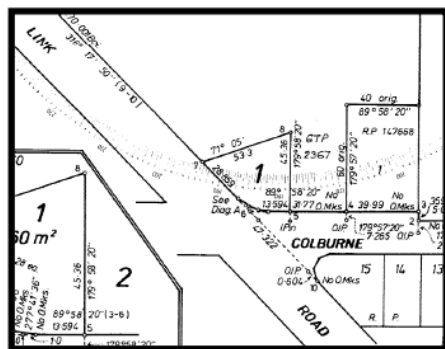


Figure 18: Previous survey plan (subject site was lot 1 on RP161052)

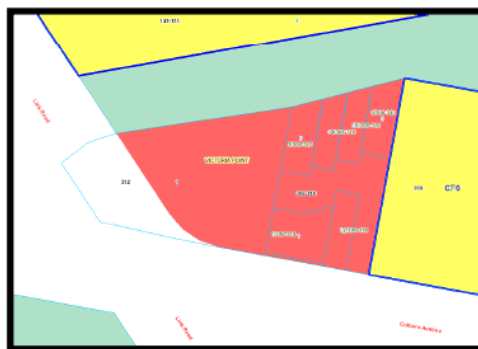


Figure 19: Current MDR zoning.

In 2016 the landowner applied to the State Government to request that approximately 590m² of unallocated road reserve, be permanently closed and incorporated into 312 Colburn Avenue. The road closure was approved by the Department of Natural Resources and Mines and the road area that was closed was amalgamated into 312 Colburn Avenue. Survey plan SP304179 was created and registered to reflect the new boundaries of the lot, as shown in figure 20 below.

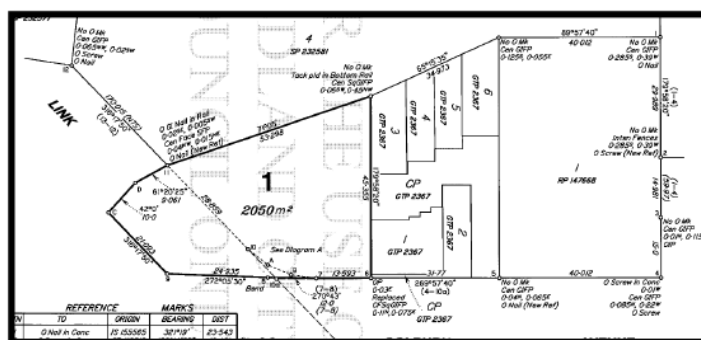


Figure 20 – Current survey plan SP304179.

Assessment

The purpose of this amendment is to consider whether the current MDR zoning should be extended over the currently unzoned section of the site which was previously road reserve or whether the entire lot should be included within an alternative zone.

Medium density residential zone

Typically, in accordance with s1.3.4 of City Plan, the zoning of a 'closed road' takes on the zoning of the adjoining land, and would therefore be zoned MDR. However, in this scenario the closed road has been amalgamated into the adjoining lot and is no longer considered to be a 'closed road' for the purposes of section 1.3.4. Consequently this part of the lot is unzoned.

Extension of the MDR zone across the entire lot is considered to be the most appropriate approach in this instance. This would reflect the balance of the lot and would also be consistent with the small pocket of MDR zoned land directly adjoining the site to the east.

Centre zone

The use of the site for commercial development is not approved. Hence a change to a centre zone, in order to align the zone with the use of the land, is not recommended. Additionally, it is considered that a study of centre zoned land and assessment of the need for additional centre zoned land should be undertaken before such a rezoning is considered.

It is noted that when draft City Plan was on public consultation, a submission was made to change the zone of the site from MDR to neighbourhood centre. The submission report prepared at the time noted:

Summary of grounds made in submission	Analysis
<ul style="list-style-type: none"> Current uses are consistent with a neighbourhood centre. Prominent location and ease of parking. Asset to local community and visitors. Important to local economy. 	<ul style="list-style-type: none"> Current uses are unlawful and require an impact assessable development application. Several Neighbourhood centre zoned lots nearby.

	<ul style="list-style-type: none"> Centres and Employment strategy recommends consolidating existing centres. Potential amenity impacts to adjacent residential area.
--	---

Alternative land use zone

Consideration could be given to an alternative land use zone for the entire site, which would reflect the current land uses occurring, for example, a precinct within one of the centre zones.

Given the constraints of the site, the limited lot size and the uses already occurring, a precinct within the neighbourhood centre is considered to be the most appropriate. The neighbourhood centre seeks to provide a limited range of businesses, services and facilities to meet the day to day needs of the immediate community and is the lowest order centre available.

Specific assessment criteria for the precinct have been considered, and are provided below. These include:

- Limiting the use to within the existing built form;
- Facilitating a limited range of commercial uses such as small scale offices, food and drink outlet, a community use or shop;
- Maintaining on-site vehicle parking areas;
- Protecting existing mature vegetation along the road frontage; and
- Protecting the visual amenity of the area and the amenity of surrounding land uses.

Ecological values

This portion of land does contain some ecological values, being mapped as having MLES and MSES. This mapping will remain on site and any development undertaken on this portion of the land will need to consider any constraints that apply.

Conclusion

It is considered that, given the use of the site for commercial development is not approved, the former closed road should take on the zoning of the adjoining land, being medium density residential.

Council can however consider undertaking further detailed investigations into an alternative land use zone for the site, for example a precinct within the neighbourhood centre zone, which could contain site specific assessment criteria.

Options

- 1) Extend the MDR zone over the entire allotment; or
- 2) Apply an alternative zone to the part of the allotment that is not allocated a zone; or
- 3) Include the entire lot within the neighbourhood centre precinct NC1: Colburn Avenue, Victoria Point, as shown below.

- 4) Amend the provisions of the neighbourhood centre zone, as shown below, and as follows:
 - a) Include the entire lot within the neighbourhood centre precinct NC1: Colburn Avenue, Victoria Point;
 - b) Amend the tables of assessment to identify that an office, community use, food and drink outlet and shop are accepted subject to requirements in this precinct; and
 - c) Include benchmarks within the neighbourhood centre zone for development located in precinct NC1.
- 5) Apply an alternative precinct to the entire lot; with alternative assessment provisions; or
- 6) Retain the current zoning.

Recommendation

It is recommended that Council proceed with Option 1.

Proposed text amendments to City Plan (corresponding to option 4)

Table 5.4.11 Neighbourhood centre zone

	Accepted subject to requirements	
	Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)).	
Bar Caretaker's accommodation Childcare centre Club Community care centre Community residence Community use Dwelling unit Emergency services Food and drink outlet Health care services Office Service industry Veterinary service	If: (1) a change of use within an existing building and involving only minor building work; (2) not in precinct NC1.	Neighbourhood centre zone code
	Code assessment	
	If: (1) not accepted subject to requirements; (2) building height does not exceed: (a) 14m in the Kinross Road neighbourhood centre; (b) 10.5m in other neighbourhood centres; (3) not in precinct NC1.	Neighbourhood centre zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code
Shop	Accepted subject to requirements	
	Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2))	
Shopping centre	If: (1) a change of use within an existing building and involving only minor building work; and	Neighbourhood centre zone code

	<p>(2) proposed gross floor area does not exceed 500m²;</p> <p>(3) not in precinct NC1.</p>	
	Code assessment	
	<p>If not accepted subject to requirements and:</p> <p>(1) building height does not exceed</p> <p>(a) 14m in Kinross Road neighbourhood centre; and</p> <p>(b) (b) 10.5m in other neighbourhood centres;</p> <p>(2) proposed gross floor area does not exceed 500m²;</p> <p>(3) not in precinct NC1.</p>	<p>Neighbourhood centre zone code</p> <p>Healthy waters code</p> <p>Infrastructure works code</p> <p>Landscape code</p> <p>Transport, servicing, access and parking code</p>
Office Community use Food and drink outlet Shop	<p>Accepted subject to requirements</p> <p>Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)).</p>	
	<p>If:</p> <p>(1) a change of use within an existing building and involving only minor building work;</p> <p>(2) if a shop and the proposed gross floor area does not exceed 500m²;</p> <p>(3) if in precinct NC1 and no increase in gross floor area.</p>	
	Code assessment	
	<p>If not accepted subject to requirements:</p> <p>(1) building height does not exceed</p> <p>(a) 14m in Kinross Road neighbourhood centre; and</p> <p>(b) (b) 10.5m in other neighbourhood centres;</p> <p>(2) if a shop and the proposed gross floor area does not exceed 500m².</p>	<p>Neighbourhood centre zone code</p> <p>Healthy waters code</p> <p>Infrastructure works code</p> <p>Landscape code</p> <p>Transport, servicing, access and parking code</p>
Home-based business	<p>Accepted subject to requirements</p> <p>Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)).</p>	
	if not in precinct NC1.	Home based business code
Service Station Multiple dwelling Residential care facility Retirement facility Rooming accommodation Short term accommodation	Code assessment	
	<p>If building height does not exceed:</p> <p>(1) 4m in the Kinross Road neighbourhood centre; and</p> <p>(2) 10.5m in other neighbourhood centres;</p> <p>(3) Not in precinct NC1.</p>	<p>Neighbourhood centre zone code</p> <p>Healthy waters code</p> <p>Infrastructure works code</p> <p>Landscape code</p> <p>Transport, servicing, access and parking code</p>

6.2.10 Neighbourhood centre zone code

6.2.10.1 Application

This code applies to development:

- (1) within the neighbourhood centre zone as identified on the zoning maps contained within Schedule 2 (mapping); and
- (2) identified as requiring assessment against the neighbourhood centre zone code by the tables of assessment in Part 5 (tables of assessment).

When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3, in Part 5.

6.2.10.2 Purpose

- (1) The purpose of the neighbourhood centre zone code is to guide the creation of neighbourhood centres which contain a limited range of businesses, services and facilities to meet the basic, day to day needs of the community in the immediate vicinity.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development is of a scale and nature that services the day to day retail, commercial and community needs of a walkable neighbourhood catchment;
 - (b) neighbourhood centres are subordinate to and do not compromise higher order centres;
 - (c) full line supermarkets and higher order retailing are not established;
 - (d) community, entertainment and other activities associated serving a broader catchment or involving late night operation are not established other than on North Stradbroke Island or Southern Moreton Bay Islands;
 - (e) residential development occurs in the form of [shop](#)-top housing or in a manner that does not detract from centre activities;
 - (f) development avoids increasing adverse impacts on the residential amenity of the surrounding neighbourhood;
 - (g) development contributes to the creation of safe and accessible pedestrian and cycle focused environments;
 - (h) built form is low-rise, consistent with the surrounding residential environment;
 - (i) development contributes positively to an active, pedestrian focussed and attractive streetscape; and
 - (j) car parking areas and servicing areas are generally located behind or beside buildings and do not visually dominate the centre.
- (3) The purpose of the zone will also be achieved through the following additional overall outcomes for particular precincts:
 - (a) Precinct NC1: Colburn Avenue, Victoria Point
 - (i) development maintains the existing built form and on-site vehicle parking areas;
 - (ii) uses include small-scale shops, offices, community uses and food and drink outlets only;
 - (iii) development protects and retains existing mature vegetation along the road frontages;
 - (iv) development protects the visual amenity of the area and the amenity of surrounding land uses.

6.2.10.3 Neighbourhood centre zone code – Specific Benchmarks for assessment

Table 6.2.10.3.1—Benchmarks for development that is accepted subject to requirements and assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Amenity	
PO1 Opening hours are consistent with maintaining a reasonable level of amenity for nearby land in a residential zone.	AO1.1 Hours of opening are limited to 6am to 10pm.
PO2 Development minimises impacts on the amenity of	AO2.1 Development achieves the acoustic quality objectives

<p>surrounding land in a residential zone having regard to noise, odour, vibration, air or light emissions.</p>	<p>stated in the Queensland <i>Environmental Protection Act 1994: Environmental Protection (Noise) Policy 2019</i>: Schedule 1.</p> <p>AO2.2 When measured from the windows of habitable rooms of the nearest dwelling, illumination does not exceed:</p> <ol style="list-style-type: none"> 1. during opening hours: 25 lux; and 2. after opening hours, 4 lux. <p>Editor's note—For measurement guidance, refer to the Australian Standard for the Control of the Obtrusive Effects of Outdoor Lighting AS4282 – 1997.</p> <p>AO2.3 Vibrations do not exceed the maximum acceptable levels identified in Australian Standard AS2670 Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1-80Hz) when measured at the boundary of the site.</p> <p>AO2.4 Development achieves the air quality objectives stated in the Queensland <i>Environmental Protection Act 1994: Environmental Protection (Air) Policy 2019</i>: Schedule 1.</p> <p>AO2.5 Odour levels do not exceed 2.5 OU, 99.5%, 1 hour average. Editor's note - for further information on odour reports and methodology refer to Planning Scheme Policy 6 - Environmental Emissions</p>
Shop, office, community use and food and drink outlet in precinct NC1: Colburn Avenue, Victoria Point	
<p>PO3 Development maintains the existing amenity and streetscape character by retaining the existing built form on the site.</p>	<p>AO3.1 No acceptable outcome is nominated.</p>
<p>PO4 Development maintains the existing visual amenity of the streetscape.</p>	<p>AO4.1 Along the Colburn Avenue and Link Road frontages of the site, development:</p> <ol style="list-style-type: none"> (1) protects and retains all existing mature vegetation; (2) provides a landscape area with a minimum width of 1m.
<p>PO5 Development does not have a negative impact on the visual amenity of the streetscape.</p>	<p>AO5.1 Waste bins are not visible from the street or a public place.</p>
<p>PO6 Development maintains sufficient on-site vehicle parking for the type and size of development.</p>	<p>AO6.1 Development utilises the area to the west of the existing building for on-site vehicle parking for the premises.</p>

Item 12: 27-39 Oasis Drive, Russell Island (Canaipa Point Drive Park)**Background**

Site address	27-39 Oasis Drive, Russell Island	
Real property details	Lot 1 on SP258981	
Area	19,100m ²	
Tenure	Freehold	
Owner	Publicly owned.	
Embellishments	Bench seating	
Current zone (City Plan)	Rural	
Current Use	Vacant Land	
Proposed zone	Recreation and open space	

The subject site was offered to Council free of charge on the agreement that it would be rezoned and used for park purposes. A report was considered at the general meeting of Council on 15 July 2015 which indicated:

- The Redland Open Space Strategy 2026 (endorsed by Council in December 2012) indicates that access to recreational parkland and activities along Canaipa Road and Canaipa Point Drive is limited or non-existent. The residents at the end of the point are approximately 4km from the island centre and recreation activities provided in public parkland. Consideration will be given to acquiring additional parkland along the peninsular to cater for the future recreation needs of residents.
- This parcel of land will make an exceptional neighbourhood park for the local residents. The lot has excellent street frontage to the main road that links residents of the point to the rest of the Island.

Council resolved to accept this property and to change the zoning of the parcel to recreation and open space purposes as and when practicable. The site was transferred into Council ownership in April 2016.

Assessment

The site is unconstrained and currently functions as a park, providing public access for recreation and leisure activities. The site meets an identified shortfall of recreation parkland (as noted in the Redlands Open Space Strategy 2026) and will cater for the future recreation needs of residents.

In accordance with the T3 Neighbourhood Park designation, the intended use of this site would be a 'park', which is defined by the *Planning Regulation 2017* as 'the use of premises, accessible to the public free of charge, for sport, recreation and leisure activities and facilities'. A park is accepted development in both the rural and recreation and open space zones.

Conclusion

Amending the zoning to the recreation and open space zone is consistent with Council's resolution of 15 July 2015 and addresses the projected recreational and open space needs of the island's residents.

Options

- 1) Amend the zoning of the site to remove the rural zone and include within the recreation and open space zone as shown in figure 21 below: or
- 2) Retain the subject site within the rural zone.

Recommendation

It is recommended that Council proceed with Option 1.

Proposed Amendment(s) to City Plan




Figure 21: Recommended zone change for 27-39 Oasis Drive, Russell Island (Canaipa Point Drive Park)

Item 13: 16-46 Brindabella Circuit, Thornlands (Brindabella Bushland Refuge)

Background

Site address	16-46 Brindabella Circuit, Thornlands
Real property details	Lot 900 on SP257525
Area	35,400m ²
Tenure	Freehold
Owner	Publicly owned.
Embellishments	Play equipment, shade structure, shelter, table, seats and pathways.

Current zone (City Plan)	Conservation	
Current Use	Park	
Proposed zone	Part recreation and open space	

The subject site is located within the South East Thornlands structure plan area. COSAM have requested the zone of part of this site be changed to recreation and open space zone.

Assessment

The proposal seeks to amend the zoning over the area that aligns with the recreation and open space assets (play equipment, seats, tables, shelters and walking paths). These assets are provided outside of the area containing the highest environmental values, at the site's interface with Brindabella Circuit, providing linear open space. The zone change simply reflects the current use of this part of the site.

It is noted that a material change of use for a 'park' is accepted development in both the conservation and recreation and open space zones. Further, the purpose of the recreation and open space zone is to provide for a range of sporting, recreation, leisure, cultural and educational activities and to protect ecological, drainage and flood related functions of open space areas. As such the change in zone will continue to protect the environmental functions identified on the site.

Options

- 1) Amend the zone over the part of the site that contains recreation and open space assets from conservation to recreation and open space as shown in figure 22 below; or
- 2) Retain the entire subject site within the conservation zone.

Recommendation

It is recommended that Council proceed with Option 1.


Proposed Amendment(s) to City Plan



Figure 22: Recommended zone change for 16-46 Brindabella Circuit, Thornlands (Brindabella Bushland Refuge)

Item 14: 64-106 Valley Way, Mount Cotton (German Church Road Wetlands) and 22 Hoop Pine St, Mount Cotton (Bunya Pine Place Bushland Refuge)

Background

Site address	64-106 Valley Way and 22 Hoop Pine Street, Mount Cotton	
Real property details	Lot 825 on SP221272 and Lot 904 on SP221273	
Area	617,800m ² and 4,856m ²	
Tenure	Reserve trustee	
Owner	Publicly owned.	
Embellishments	Nil	
Current zone (City Plan)	Both properties are zoned rural and low density residential	
Current Use	Park/environmental reserve	
Proposed zone	Part recreation and open space/conservation zone.	

The site is zoned rural and was dedicated to Council as part of subdivision SB004823. Prior to Council ownership, the land was owned by Villa World Developments Pty Ltd. It is noted that under the superseded RPS, the site was zoned conservation and that this changed to rural under City Plan. When City Plan was drafted in 2013/2014, a decision was made to rezone all privately owned properties that were outside of the urban footprint and zoned conservation, to the rural zone. At this time, the property was privately owned. The site was transferred into Council ownership on 4 April 2016. Similarly, the property at Hoop Pine Street was transferred into Council ownership on 25 March 2015, hence why the conservation section of this property was changed to rural under City Plan.

Zoning request

This amendment has been requested by the divisional councillor and is supported by COSAM. The proposed amendment seeks to include a small area of the site within the recreation and open space zone with the balance of the lot to be included within conservation zone.

Assessment

The potential uses COSAM are seeking to support include clubs and low key/ small scale indoor and outdoor recreation facilities. The zoning proposed is considered to be consistent with the end uses envisioned, as well as protecting the ecological, drainage and flood related functions of the site.

Upon review of the German Church Road Wetlands site in relation to this request, it has been identified that a small area along the property's southern boundary is zoned LDR. Further, in this same location, the site at 22 Hoop Pine St (known as Bunya Pine Place Bushland Refuge) is predominantly zoned LDR, with a small area within the rural zone. It is considered that these two properties should be zoned conservation.

Conclusion

It is recommended that the zone over 64-106 Valley Way be changed to incorporate a section of the lot within the recreation and open space zone with the balance of the site included in the conservation zone. In addition it is recommended that 22 Hoop Pine Street should be removed from the LDR zone and included in the conservation zone to reflect its environmental values and Council ownership.

Options

- 1) Amend the zoning of land at 64-106 Valley Way to include part of the site within the recreation and open space zone with the balance of this site, and the site at 22 Hoop Pine Street included within the conservation zone as shown in figure 23 below; or
- 2) Retain the existing zoning of the subject site, until such time as the future use of the land is determined.

Recommendation

It is recommended that Council proceed with Option 1.

Proposed Amendment(s) to City Plan

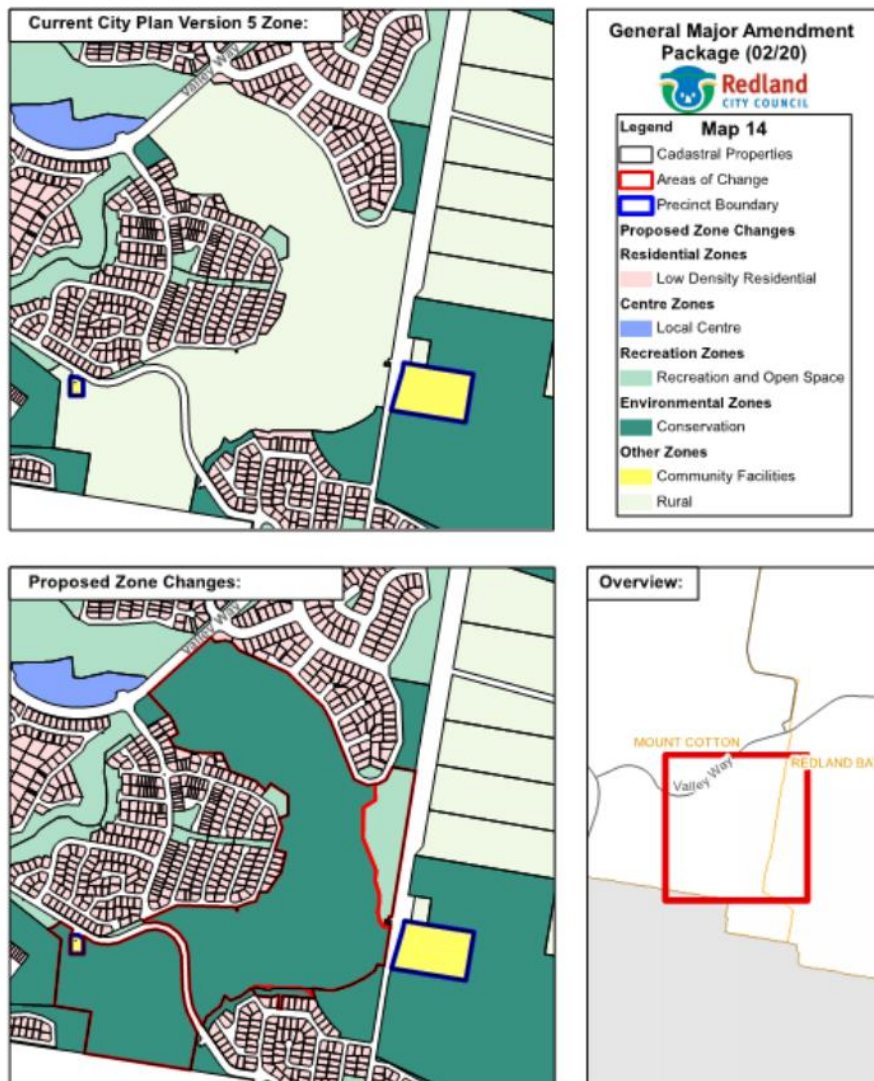



Figure 23: Recommended zone change for 64-106 Valley Way, Mount Cotton (German Church Road Wetlands) and 22 Hoop Pine St, Mount Cotton (Bunya Pine Place Bushland Refuge)

Item 15: 14 Willowie Crescent, Capalaba

Background

Site address	14 Willowie Crescent, Capalaba
Real property details	Lot 5 on 122428
Area	481m ²

Tenure	Freehold	
Owner	Publicly owned.	
Embellishments	Nil	
Current zone (City Plan)	Community facilities CF6	
Current Use	Road reserve	
Proposed zone	Low density residential	

The lot was established through a 1969 subdivision of the wider estate and transferred to Council for future road purposes to potentially connect Allambee Crescent to Larbonya Crescent. The lot is currently zoned community facilities and is within precinct CF6, which provides for infrastructure such as roads.

At the general meeting of 22 July 2020, Council resolved to dispose of the property. The general meeting report identifies that the land is surplus to Council requirements given that the road connection between Allambee and Larbonya Crescents is unable to be achieved due to subsequent development on the properties where such a road would be located.

Two adjoining property owners have approached Council seeking to purchase the lot. Any future disposal of the property will therefore be via auction in accordance with the resolution.

Zoning request

Council's Senior Property Officer has requested consideration of a change of zone for the lot to LDR, to match the general zoning of the locality.

Assessment

It is considered that there are grounds to change the zone, as follows:

- As a result of battle axe style subdivisions that have occurred in the area, there is no possibility of constructing a new road to connect Allambee Crescent to Larbonya Crescent.
- The City Infrastructure Group has confirmed that there is no need to maintain the site in its current zoning, as a through-road will not be constructed.
- The lot has an area of 481m² and a general width of 10 metres, with a splay at the Willowie Crescent road alignment, designed to provide a future corner truncation for the now redundant through-road. Given the site's location in an established residential area, the size of the lot (being over 400m² in area and 10m in width), and the surrounding zoning, the most suitable use of the land is considered to be a detached dwelling house.
- The site is not currently serviced by sewer however there are a number of possible options for sewer connection.

Road reserve to south

- It is noted there is an additional area of road reserve located to the south of lot 14. If Council wished to purchase this land and include it within lot 14, an application would

need to be made to the State to close the road. If approved, the land could then be amalgamated into lot 14.

- The purchase price for the land is unknown and is via a method determined by the State. Such an application can take up to 12 months processing time.

Conclusion

Overall, the lot is of a size and configuration suited to development for a dwelling house and accordingly it is recommended that the land be re-zoned to low density residential, prior to disposal of the property in accordance with Council's resolution.

Options

- 1) Change the zone of the subject lot from community facilities (precinct CF6) to low density residential as shown in figure 24 below: or
- 2) Investigate possible options to close and acquire the road reserve to the south of lot 14 and amalgamate both parcels; or
- 3) Retain the entire subject site within the community facilities (precinct CF6) zone.

Recommendation

It is recommended that Council proceed with Option 1.

Proposed Amendment(s) to City Plan

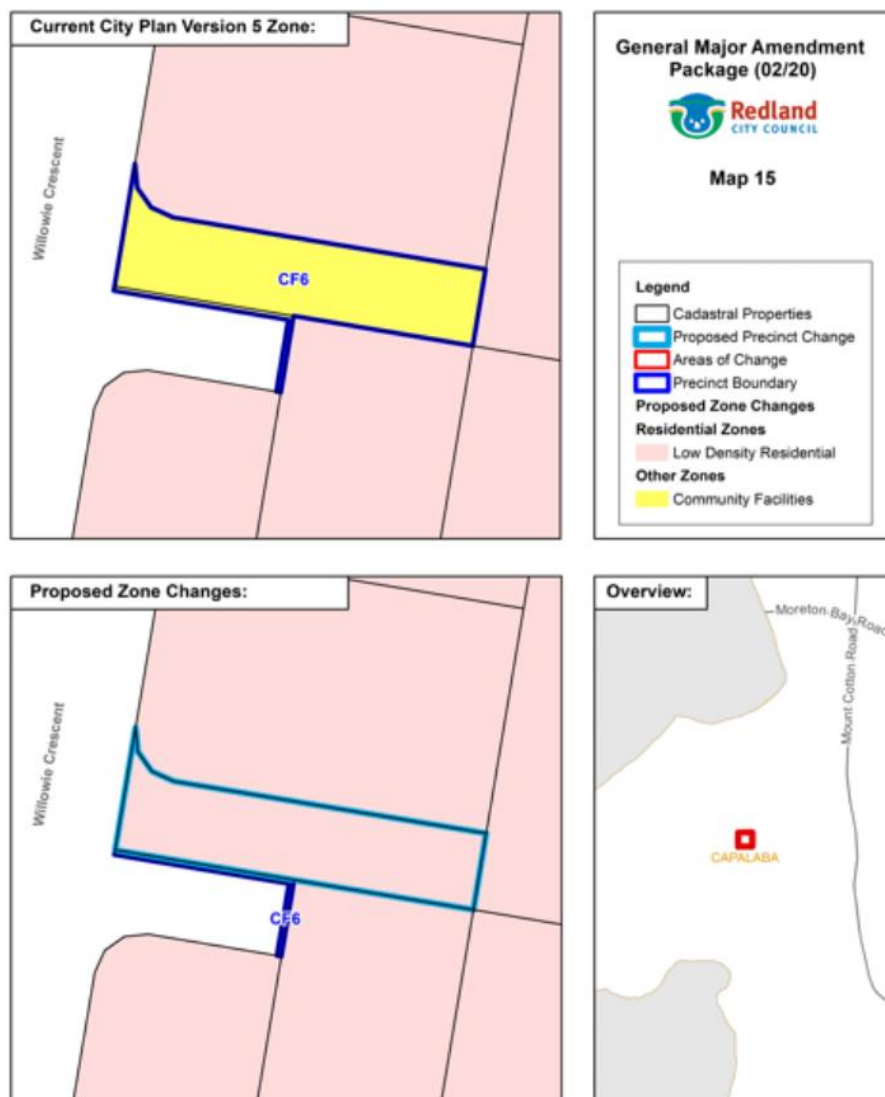


Figure 24: Recommended zone change for 14 Willowie Crescent, Capalaba

Item 16: 52-60 Flinders Street, Alexandra Hills

Background

Site address	52-60 Flinders Street, Alexandra Hills
Real property details	Lot 713 on C625

Area	16,187m ²	
Tenure	Freehold	
Owner	Privately owned	
Embellishments	Detached dwelling with ancillary structures	
Current zone (City Plan)	Environmental management zone	
Current Use	Dwelling	
Proposed zone	Rural zone	

Zoning request

The owner has made multiple rezoning requests in the past and has previously been advised that one of the reasons for the environmental management zoning of this property was the MSES mapping. It is noted that the MSES mapping has significantly changed due to State Government amendments, with only small areas of the property now being mapped as having MSES. The request has indicated that following the change in MSES, the most appropriate zone for the site and neighbouring properties would be rural. It is noted that the site exists within a pocket of 12 environmental management zoned properties.

Site history

- 1988 Planning Scheme – rural non-urban zone.
- 1995 and 1997 – State Koala SPP’s – includes site in other major habitat category – no intensification of use
- 1998 Strategic Plan – rural non-urban zone and identified as a ‘Greenspace Habitat’ on a Greenspace Map of the city. Further details on the Greenspace Map are as follows:
 - The map sought to identify publically and privately owned land that contained areas of environmental and conservation value.
 - The Greenspace Map was informed by the Redland Shire Environmental Inventory undertaken in 1996, which pulled together all data Council had relating to environmental features and values across the city (including State government data on koala habitat and environmental values.)
 - The data was used to categorise all vegetated parts of the city in ‘conservation management areas’ to reflect their value and significance.
 - The Greenspace Map also recognised land identified as Koala Conservation Area and Other Major Habitat as identified under the State Government’s Conservation of Koalas in the Koala Coast State Planning Policy 1997 (Koala SPP). The Koala SPP identified much of Hilliard’s Creek, including this group of properties, as Other Major Habitat – Major Corridor.
- In 2004 Council completed a further revision of the Redland Shire Environmental Inventory – this identified the subject property and others to the north and west, as a Major Mosaic Conservation Management Area.
- 2006 Redland Planning Scheme – environmental protection zone. Through drafting of the scheme, it was determined that all Major Mosaic areas in the City should be included in

the environmental protection zone and bushland habitat category of the bushland habitat overlay.

Current provisions

When City Plan was drafted, the zone was proposed to change from environmental protection to environmental management in accordance with the following zone translation rules:

RPS zone	Draft City Plan zone
Conservation/environmental protection (private land outside the urban footprint)	Rural
Conservation (public land, and private land in CN1 on NSI/SMBI/Coochiemudlo)	Conservation
Environmental Protection (private and inside the urban footprint)	Environmental management

A submission was subsequently lodged during the public consultation period on the (then) draft City Plan in relation to 52-60 Flinders Street requesting the new zone be LMDR or MDR. The grounds to support this (as put forward in the submission) included that the property:

- represents an excellent infill development opportunity;
- is surrounded by urban development; and
- is well serviced by public transport and shopping precincts.

In response to the submission, Council officers recommended that the proposed zone of environmental management be retained given:

- Issues with spot zoning and the site being isolated from urban areas;
- The site not being connected to sewer; and
- Significant environmental values on the site and surrounding areas.

At the time of this decision, the SEQ Koala Conservation State Planning Regulatory Provisions (SPRP) was in place, with the site being identified as being of high value bushland. This was the highest designation under the Koala SPRP, with the relevant assessment criteria stating that site design must not result in the clearing of any non-juvenile koala habitat tree. It was acknowledged that much of the site is cleared of vegetation, however there was still vegetation scattered throughout the site which would mean that under the Koala SPRP designation, the site would be difficult to develop further. The SPRP has since been repealed.

The relevant environmental mapping is as follows:

Major amendment 01/21 Environmental Significance Overlay (MSES and MLES)	Current MLES (mapping layer separated from MSES)
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Assessment

As can be seen from the above mapping, this pocket of 12 properties contains vegetation of local and state significance. Further, the surrounding area to the north east, east and south forms part of the Hilliards Creek corridor, and includes large tracts of land set aside for the purpose of conservation of environmental values.

In a letter to the owner of 52-60 Flinders Street dated 29 April 2016, Council officers responded to a number of questions relating to the site and its vegetation, overlays and potential development. As part of this letter, Council acknowledged the inclusion of the site within the Urban Footprint designation of Shaping SEQ (South East Queensland Regional Plan 2017). However, officers advised the owner that *“a property’s inclusion within the Urban Footprint does not imply that the land can be developed or is suitable for urban purposes. Significant areas of land included in the Urban Footprint are unsuitable for urban development for reasons such as the need to protect significant biodiversity values, land slope and scenic amenity.”*

The purpose of the current environmental management zone is to protect land with significant natural values while providing for dwelling houses on privately owned lots. This is considered suitable for the property (and surrounding properties) given the environmental values over the lots and surrounding area.

The current zone change request nominates a change to the rural zone. The purpose of this zone is to provide for a wide range of primary production activities while protecting natural resources and significant environmental and landscape values. Given the lot size of 16,187m² (considered small for undertaking productive rural activities), the inclusion of the site in the urban footprint, the presence of MLES and MSES on the site, and use of the site and adjoining lots for dwelling houses (which are sensitive land uses that can be impacted on by rural operations), the rural zone is not considered suitable for this lot (52-60 Flinders Street) or the surrounding pocket of properties. Changing the zone to rural would also allow for up to 2,500m² of vegetation mapped under the environmental significance overlay (on each site) to be cleared without the need for Council assessment and approval (the clearing would be accepted subject to requirements). This does not align with the identified values of the site.

As a whole, the pocket of properties provides for MLES and MSES. There is also a ‘stepping stone wildlife habitat corridor’ mapped through the centre of this pocket of properties that links areas of core habitat (Scribbly Gums Conservation Area to the south and Squirrel Glider Conservation Reserve to the North) and the ‘established wildlife habitat riparian corridor’ covering Hilliards Creek to the east, as seen in figure 25 below. In addition this pocket of environmental management zoned lots provide an important transition from the regionally significant Hilliards creek corridor into the urban areas on the western side of McDonald Road. The provision of larger lots in the City also play an important role in providing lifestyle choice and diversity.



Figure 25 – Extract from Wildlife Connections Plan

LDR2 zoning

While the rural zone is not considered to be appropriate, Council may wish to consider re-zoning the properties to low density residential precinct LDR2 – park residential. The purpose of the LDR2 precinct is:

- (i) *the precinct retains a semi-rural, bushland character, providing a transition between urban and rural land uses;*
- (ii) *retention of habitat within the precinct is maximised;*
- (iii) *housing forms are limited to dwelling houses, and*
- (iv) *lot sizes are not reduced below 6,000m², unless the resultant lots are consistent with the density and character of the surrounding neighbourhood.*

In section 3.3.1.3 (6) of the strategic framework it stated that '*although within the designated urban area, land in the park residential (LDR2) precinct provides a transition between suburban and rural areas of the Redlands. This land is not provided with the full range or same standard of urban services, such as wastewater networks, public transport and roads.*'

Accepted clearing provisions within the LDR2 precinct are less than those allowable under the rural zone; however up to 500sqm of native vegetation can be cleared without requiring operational works approval. It should also be noted exempt clearing may also be undertaken under the Planning Regulations.

It is noted that this pocket of properties are generally 1.25ha to 1.6ha in size and could be subdivided into smaller lots, subject to meeting the overall outcomes of the LDR2 precinct,

environmental significance overlay (for impacts on MLES) and not interfering with state mapped vegetation.

Conclusion

Overall, the existing zone is considered by Council officers to be the most appropriate for the site and the pocket of properties that the site forms part of.

Options

- 1) Retain the subject site within the environmental management zone; or
- 2) Include the subject lot and/or pocket of twelve (12) environmental management zoned properties within the LDR2 precinct.

Recommendation

It is recommended that Council proceed with Option 1.

14.3 04/20 - MAJOR AMENDMENT - MEDIUM DENSITY RESIDENTIAL ZONE CODE REVIEW - PUBLIC CONSULTATION

Objective Reference: A6138122

Authorising Officer: David Jeanes, Acting General Manager, Community & Customer Services

Responsible Officer: Stephen Hill, Acting Group Manager, City Planning and Assessment

Report Author: Michael Beekhuyzen, Principal Strategic Planner

Attachments:

1. 04/20 - Major Amendment - Medium Density Residential Zone Code Review [↓](#)
2. Planning Scheme Policy 7 - Multiple Dwelling Design [↓](#)
3. Consultation Report [↓](#)

PURPOSE

To brief Council on the public consultation undertaken for 04/20 – Major Amendment – Medium Density Residential Zone Code Review (the amendment), and seek Council endorsement to proceed with the major amendment.

BACKGROUND

At its General Meeting on 13 May 2020 Council resolved to commence this amendment to City Plan.

The amendment was subsequently prepared and presented to Council at its General Meeting on 4 November 2020. The amendment included:

- An amended medium density residential (MDR) zone code.
- Other consequential amendments to City Plan, including:
 - Amended low medium density residential (LMDR) and tourist accommodation zone codes.
 - New administrative definitions for a townhouse and apartment.
 - Other amendments to City Plan required to reflect the above amendments.

In addition, a proposed new Planning Scheme Policy 7 – Multiple Dwelling Design (the new planning scheme policy), was also noted at this meeting.

Council subsequently resolved to submit the amendment to the Planning Minister for the purpose of completing a State interest review, in accordance with the process outlined in the *Minister's Guideline and Rules* (MGR).

The proposed new planning scheme policy was placed on hold until such time as it could be publically consulted on concurrently with the amendment.

The Planning Minister, on 15 December 2020, advised that the amendment was supported, but requested changes to address workability and efficiency issues to enable the integration of all relevant state interests.

Council, at its General Meeting on 17 March 2021, considered the changes requested by the Planning Minister and resolved to submit a revised amendment that addressed the requested changes.

By letter dated 21 June 2021, the Planning Minister gave notice that the revised amendment appropriately integrates all relevant state interests and that public consultation could proceed (without conditions).

Council subsequently resolved, at its General Meeting of 21 July 2021, to undertake public consultation on the amendment in accordance with the Planning Minister's notice.

At this General Meeting, Council also resolved to make the new planning scheme policy and place it on public consultation concurrently with the amendment.

ISSUES

Public consultation on the amendment and the proposed new planning scheme policy was undertaken for a period of 30 business days, from 4 August 2021 to 16 September 2021. Public consultation was undertaken in line with the communications strategy prepared for the amendment and included:

- A public notice in the *Redland City Bulletin* on 4 August 2021.
- A media release issued to media and published on the Redland City Council (RCC) news site on 2 August 2021, published on the Redland City Bulletin website on 5 August 2021, and print edition on 11 August 2021.
- A copy of the public notice and the amendment, plus fact sheets and hardcopy submission forms were displayed at each of Council's customer service centres.
- Advising key industry groups of the amendment and opportunity to comment. These groups included the Urban Development Industry Association (UDIA), the Local Government Association of Queensland (LGAQ), the Housing Industry Association (HIA), the Planning Institute of Australia (PIA) (Qld), and the Property Council of Australia (PCA).
- Providing opportunity to contact Council's strategic planning team via on-line platforms.
- Establishing a 'Your Say' webpage that included the amendment and policy documents, with supporting information including fact sheets. This information outlined the MDR review and each of the key recommendations, the independent scenario and development feasibility testing reports and the ability to lodge an on-line submission.
- The 'Your Say' web page included an optional survey function where an on-line submitter could nominate which of the MDR review recommendation or recommendations best addressed their submission instead of, or in addition to, making written comments on the amendment.

At the close of the public consultation period, 105 properly made submissions were received. The majority of submissions (94) were from individuals, with the remaining 11 submissions from community groups (8) and industry groups (3).

The majority of submissions support the proposed changes to City Plan with 70 of the 105 or 67% of submissions clearly indicating support for the amendment and new planning scheme policy. This included all community groups except for one.

In accordance with the requirements of the MGR, each properly made submission has been reviewed to identify key themes and a consultation report prepared that responds to each key theme. The consultation report is attached (Attachment 3).

The consultation report does not document every individual issue but provides a consolidation of the key themes raised in the submissions.

The consultation report also includes an officer recommended response to each key theme, including in some cases changes to the amendment. It should be noted that where a change is recommended, it is proposed to be made in the MDR zone code as well as the LMDR and tourist accommodation zone codes where relevant.

In summary, the changes in the table below outlines recommended changes to the amendment.

Theme	Summary of change recommended
Theme 6 – Building height	<ul style="list-style-type: none"> Amending the expected building height in the City Plan table of assessment and MDR zone code acceptable outcome table to include storeys and metres. Retaining the current expected building height in City Plan.
Theme 8 – Building setback acceptable outcome	<ul style="list-style-type: none"> Removing the built to boundary acceptable outcome.
Theme 9 – Rear and side building setback performance outcome	<ul style="list-style-type: none"> Adding a qualification that side and rear building setbacks only provide communal open space where required.
Theme 10 – Freehold townhouses	<ul style="list-style-type: none"> Adding an editor's note to the site cover acceptable outcome to clarify how to calculate site cover for a freehold townhouse. Adding a new front building setback for freehold townhouses with rear access.
Theme 11 – Communal open space	<ul style="list-style-type: none"> Improving the wording of the communal open space acceptable outcome.
Theme 13 – Concept design proposal	<ul style="list-style-type: none"> Amending the editor's note to refer to new Planning Scheme Policy 7 – Multiple Dwelling Design.
Theme 14 – new Planning Scheme Policy 7 – Multiple dwelling design	<ul style="list-style-type: none"> Adding further references to new Planning Scheme Policy 7 – Multiple Dwelling Design, where relevant.
Theme 15 – Administrative definitions	<ul style="list-style-type: none"> Amending the administrative definitions for townhouse and apartment development.
Theme 21 – Minimum site area	<ul style="list-style-type: none"> Amending the wording of the site area acceptable outcome for clarity.
Theme 23 – Visitor car parking in front building setback	<ul style="list-style-type: none"> Amending the front building setback performance outcome to support visitor car parking for apartment development. Adding a qualification to the side and rear building setback performance outcome to clarify these setbacks are not intended for car parking.
Theme 24 - Subtropical design and orientation of private open space to the street	<ul style="list-style-type: none"> Amending the private open space acceptable outcome to clarify private open space should be orientated to the street and predominately face north, east or west except where orientated to the street.
Theme 25 - Sub-tropical design and natural ventilation	<ul style="list-style-type: none"> Amending the editor's note to refer to new Planning Scheme Policy 7 – Multiple Dwelling Design.

The MGR allows Council to make changes to the amendment to:

- Address issues raised in submissions.
- Amend a drafting error.
- Address changed planning circumstances or information.

In accordance with the MGR, it is considered that the proposed changes to the amendment:

- Continue to appropriately integrate all relevant State interests.
- Do not result in the amendment being significantly different to the version released for public consultation.

The MGR requires that each submitter is provided with the attached consultation report (Attachment 3) and the report be made available for download from Council's website and available for inspection and purchase in Council's customer service centres.

Next steps

In accordance with the MGR, the next steps in the amendment process involve:

- Council deciding whether or not to proceed with the amendment.
- If Council decide to proceed with the amendment, Council must give a notice to the Planning Minister requesting approval to adopt the amendment.
- The Planning Minister will then consider and issue a notice stating whether or not the amendment may be adopted, and any Minister's conditions, if any, that apply.
- Council may then either adopt the amendment or decide not to proceed.

For the new planning scheme policy (Attachment 2) the next steps are different to the amendment and involve:

- Council deciding whether or not to adopt the new planning scheme policy or not proceed with it.
- Make a public notice on the decision and within 10 days of making the notice give the Chief Executive Office a copy of the public notice and certified copy of the adopted planning scheme policy.

Given the close nexus between the adoption of the amendment and the new planning scheme policy, it is recommended that they commence operation at the same time. This requires adopting the new planning scheme policy but delaying its commencement until such time as the amendment is approved by the Planning Minister and is adopted by Council with a confirmed commencement date.

STRATEGIC IMPLICATIONS

Legislative Requirements

In accordance with the MGR, Council must consider each properly made submission and determine whether changes to the amendment are necessary in response to submissions. This report satisfies this statutory requirement. The recommendations of this report align with the requirements of the *Planning Act 2016* and the MGR.

Risk Management

Undertaking amendments to City Plan will ensure the document remains current and consistent with community expectations. Mandatory public consultation requirements (in accordance with the MGR) for a major amendment to City Plan also ensures the community is given the opportunity to provide feedback on the proposed changes.

Financial

This amendment to City Plan is being funded as part of the operating budget of the City Planning and Assessment Group.

People

The staff resourcing required to facilitate the amendment to City Plan will be primarily drawn from the Strategic Planning Unit of the City Planning and Assessment Group.

Environmental

Ensuring the MDR zone code delivers a high-quality medium density built form consistent with the Redland City character, and with reasonable community views and expectations, is important to provide sufficient housing for the growing community, within a contained settlement pattern that supports environmental protection outcomes.

Social

Ensuring the MDR zone code delivers a high-quality medium density built form consistent with the Redland City character, and with reasonable community views and expectations, is important in providing housing diversity (including affordable and social housing outcomes) to meet the diverse and changing housing needs of the community.

Human Rights

There are no known human rights issues associated with this report.

Alignment with Council's Policy and Plans

This report actions Corporate Plan Goal 5: 5.1 Liveable Neighbourhoods, Key Initiative 3c of the *Operational Plan 2021-2022* to:

- Finalise Major Amendment 4/20 – Medium Density Residential Zone Code Amendment.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Environmental Assessment Team	October 2021	Discussions regarding suitability of environmental benchmarks, the subject of a detailed submission on lighting and noise nuisance.

OPTIONS

Option One

That Council resolves as follows:

1. To adopt the consultation report (Attachment 3) and make the submission report publicly available in accordance with section 18.4 of Chapter 2, Part 4 of the Minister's Guidelines and Rules.
2. To proceed with 04/20 – Major Amendment – Medium density residential zone code review, with changes, as detailed in Attachment 1.
3. To submit the 04/20 – Major Amendment – Medium density residential zone code review with changes, as detailed in Attachment 1, to the Planning Minister under Chapter 2, Part 4, section 21 of the Minister's Guidelines and Rules, seeking approval to adopt the amendment.
4. To adopt the proposed Planning Scheme Policy 7: Multiple Dwelling Design (Attachment 2), with the new policy to commence concurrently with the amendment.

Option Two

That Council resolves as follows:

1. To adopt an amended consultation report to reflect that no changes are proposed to the amendment and make the submission report publicly available in accordance with section 18.4 of Chapter 2, Part 4 of the Minister's Guidelines and Rules.
2. To proceed with the proposed 04/20 Major Amendment – Medium density residential zone without the changes detailed in Attachment 1.
3. To submit the 04/20 - Major Amendment – Medium density residential zone, without changes, to the Planning Minister under Chapter 2, Part 4, section 21 of the Minister's Guidelines and Rules, seeking approval to adopt the amendment.
4. To adopt the proposed Planning Scheme Policy 7: Multiple Dwelling Design (Attachment 2), with the new policy to commence concurrently with the adoption of the amendment.

Option Three

That Council resolves as follows:

1. To adopt an amended consultation report to reflect the alternative changes proposed to the amendment and make the submission report publicly available in accordance with section 18.4 of Chapter 2, Part 4 of the Minister's Guidelines and Rules.
2. To proceed with 04/20 - Major Amendment – Medium density residential zone code review with alternative changes to those detailed in Attachment 1.
3. To confirm that it reasonably believes that the alternative changes do not result in the amendment being significantly different to the version released for public consultation, and the reasons why Council formed this view.
4. To amend and adopt the proposed Planning Scheme Policy 7: Multiple Dwelling Design with the new policy to commence concurrently with the adoption of the major amendment.

Option Four

That Council resolves as follows:

1. To not to proceed with 04/20 – Major Amendment – Medium density residential zone code review.
2. To give notice to the Department of State Development, Infrastructure, Local Government and Planning of this resolution.
3. To publish a notice in accordance with the Minister's Guidelines and Rules, which outlines the reasons for not proceeding with the amendment.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To adopt the consultation report (Attachment 3) and make the submission report publicly available in accordance with section 18.4 of Chapter 2, Part 4 of the Minister's Guidelines and Rules.
2. To proceed with 04/20 – Major Amendment – Medium density residential zone code review, with changes, as detailed in Attachment 1.
3. To submit the 04/20 – Major Amendment – Medium density residential zone code review with changes, as detailed in Attachment 1, to the Planning Minister under Chapter 2, Part 4, section 21 of the Minister's Guidelines and Rules, seeking approval to adopt the amendment.
4. To adopt the proposed Planning Scheme Policy 7: Multiple Dwelling Design (Attachment 2), with the new policy to commence concurrently with the amendment.



04/20 – Major Amendment Medium Density Residential Code Review

Part 1: Medium Density Residential Zone Code

Ministerial Approval Version

Prepared by Redland City Council

November 2020 **January 2022**



Note

- Yellow highlight denotes an addition.
- ~~Strikeout~~ denotes a deletion.

6.2.3 Medium density residential zone code**6.2.3.1 Application**

This code applies to development:

- (1) within the medium density residential zone as identified on the zoning maps contained within Schedule 2 (mapping); and
- (2) identified as requiring assessment against the medium density residential zone code by the tables of assessment in Part 5 (tables of assessment).

When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3, in Part 5.

6.2.3.2 Purpose

- (1) The purpose of the medium density residential zone code is to provide for medium density living in areas that are close to public transport or centres, and characterised by a mix of multiple dwelling types.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the medium density residential zone consists predominantly of townhouses and apartments. Short term accommodation, retirement and residential care facilities may also be established;
 - (b) non-residential uses which provide a community service function or a local service such as a café, are only established where they are small scale, primarily serve the needs of the immediate locality, do not significantly detract from residential amenity, do not compromise the role of any centre and are provided as part of a mixed use development with residential, retirement or tourist accommodation;
 - (c) reconfiguration does not reduce lot sizes below 800m², unless the resultant lots are of a sufficient size to accommodate well-designed development and all required design elements (e.g. articulation of building elements, landscaping, deep planting and open space) or where a townhouse development has been designed to facilitate freehold titling;

Editor's note – small medium density residential zoned sites may need to be amalgamated or packaged into larger sites to facilitate well-designed, integrated and efficient multiple dwelling design outcomes.

- (d) individual apartment development provides a range of dwelling sizes in terms of the number of bedrooms to cater for a range of different households;
- (e) home-based businesses are undertaken where they do not detract from the residential amenity of the area;
- (f) development is generally two to three storeys in height, unless otherwise intended in a particular precinct;
- (g) buildings are set back from property boundaries to maintain an attractive streetscape character, protect the privacy and amenity of adjoining residences, provide for natural light and air circulation and provide for landscaping, including deep planting areas;
- (h) development incorporates architectural styles and elements that reduce bulk and enhance the visual impact of the built form;
- (i) development achieves a well-designed, architecturally interesting built form through a mix of articulation of building elements, roof forms, screening, textures, materials and colours;
- (j) development makes a positive contribution to the streetscape and character of the locality and strengthens site features, such as views, heritage or significant trees;
- (k) development provides high-quality private and communal open spaces for residents that enhance liveability and meet recreational needs;

- (l) development provides car parking that is integrated into the site and building and does not negatively impact on the site or adjoining sites or the quality and amenity of the streetscape;
- (m) development retains (except where not practicable) or establishes significant trees in deep planting areas and avoids alteration to natural drainage lines; and

Note – the retention of significant trees is accepted as not practicable where a significant tree due to its location prevents the ability to facilitate a well-designed, integrated and efficient multiple dwelling design outcome consistent with this code.

- (n) development creates a safe, comfortable and convenient pedestrian environment within and external to the site, and facilitates a high level of accessibility and permeability for pedestrians and cyclists.

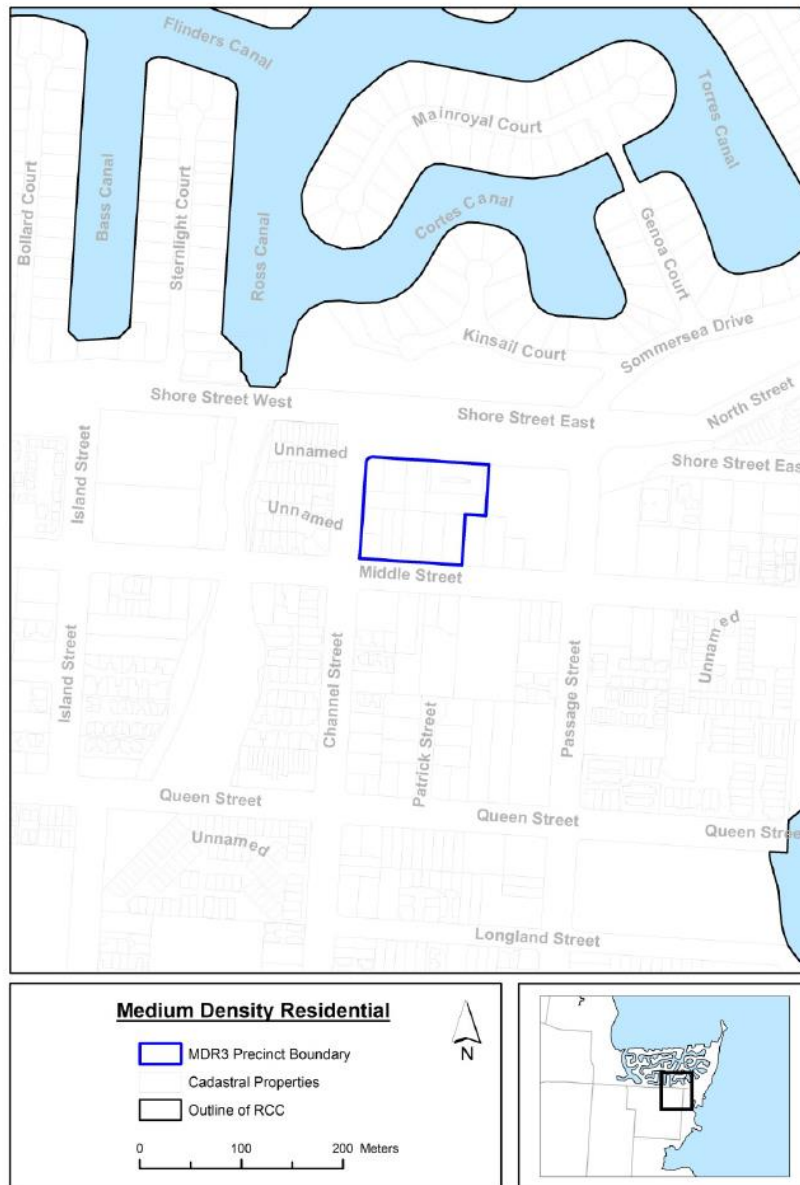
- (3) The purpose of the zone will also be achieved through the following additional overall outcomes for particular medium density residential precincts:
- (a) Precinct MDR1: parkland living, Capalaba:
 - (i) buildings are orientated towards Capalaba Regional Park and encourage surveillance, access and views towards the park;
 - (ii) building height reinforces the role and vibrancy of Capalaba as a principal centre;
 - (iii) paths and landscape elements connect to the east-west pedestrian spine through Capalaba principal centre through to Capalaba Regional Park; and
 - (iv) development reinforces a low speed traffic environment within the precinct and extensive on-street car parking.



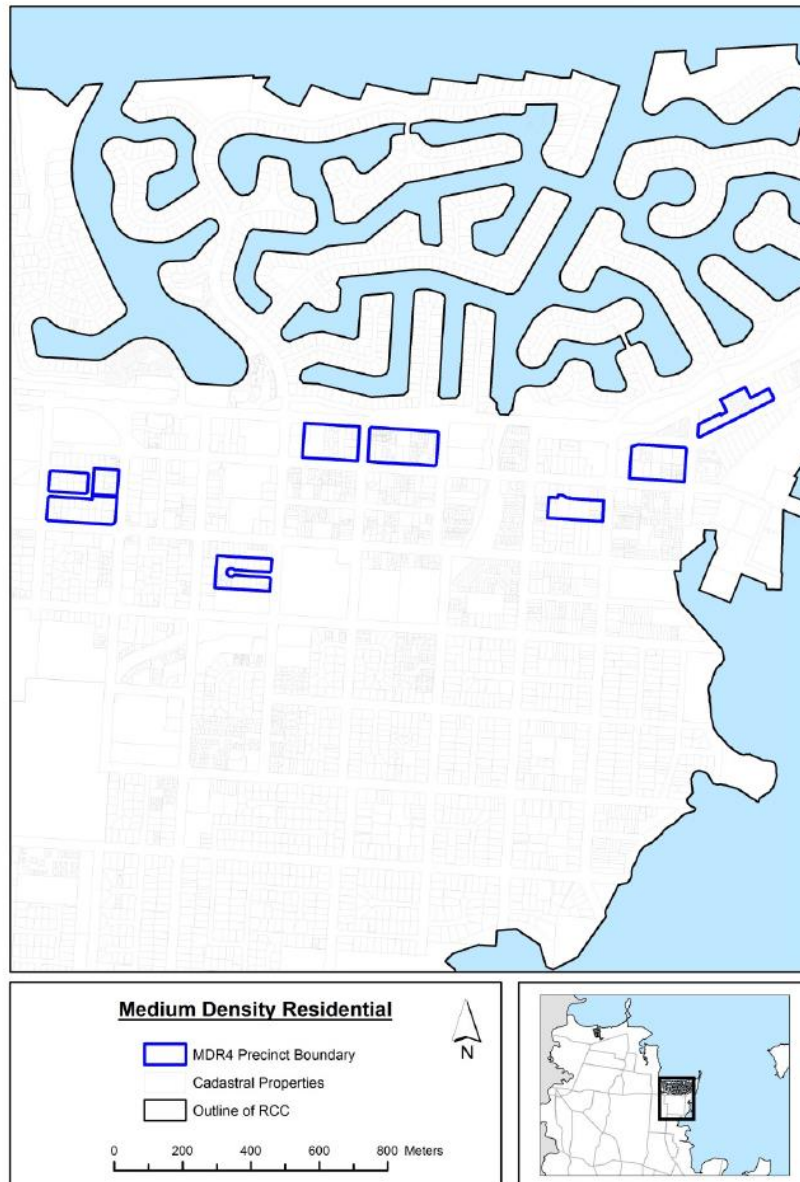
- (b) Precinct MDR2: Mount Cotton Road, Capalaba:
- (i) building height provides a transition in height between the principal centre and the surrounding residential environment, to minimise potential impacts of overshadowing and loss of privacy on adjoining sites.



- (c) Precinct MDR3: Shore Street East, Cleveland:
- (i) a slightly higher built form creates a focal point between Cleveland principal centre and Toondah Harbour; and
 - (ii) new development consolidates underutilised sites.



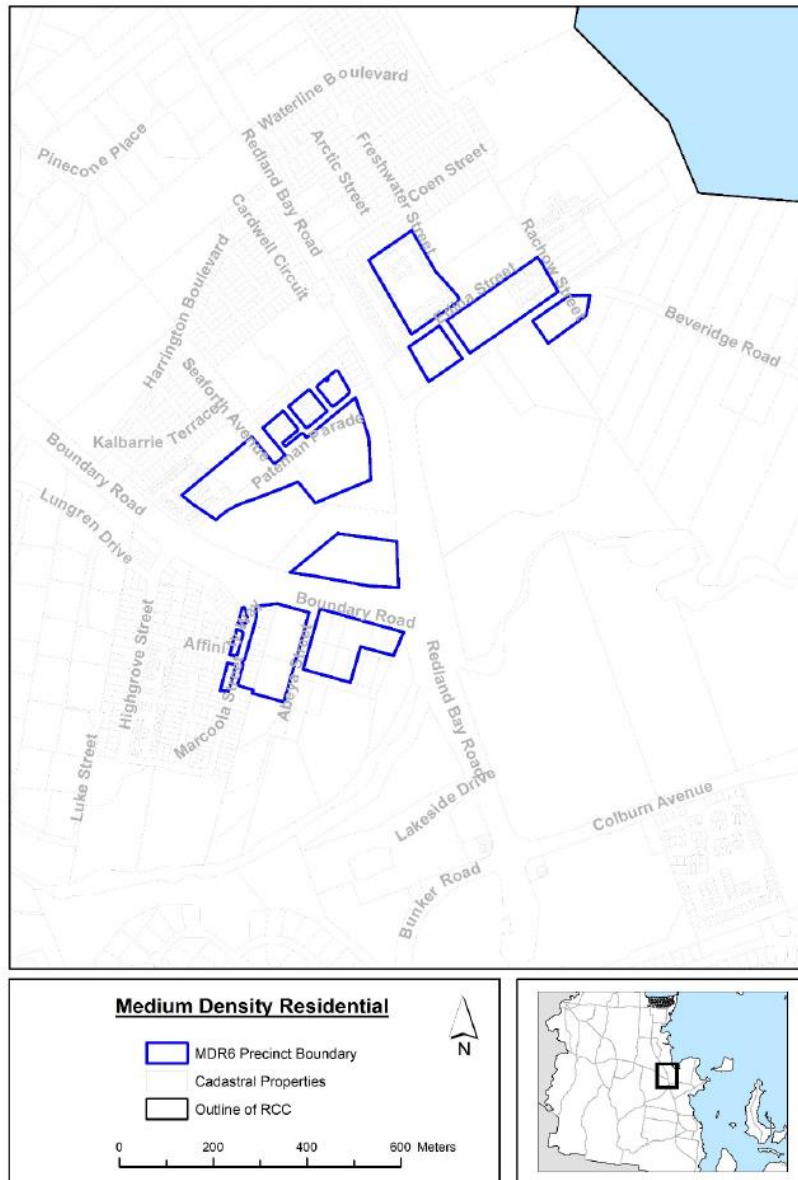
- (d) Precinct MDR4: Cleveland:
- (i) development assists in providing connections between Cleveland principal centre and the surrounding area;
 - (ii) building height reinforces the role and vibrancy of Cleveland as a principal centre and the connection between the centre and Toondah Harbour; and
 - (iii) new development consolidates underutilised sites.



- (e) Precinct MDR5: Esplanade, Redland Bay:
- (i) development provides for a slightly higher built form which optimises the amenity provided by the bay-side location.

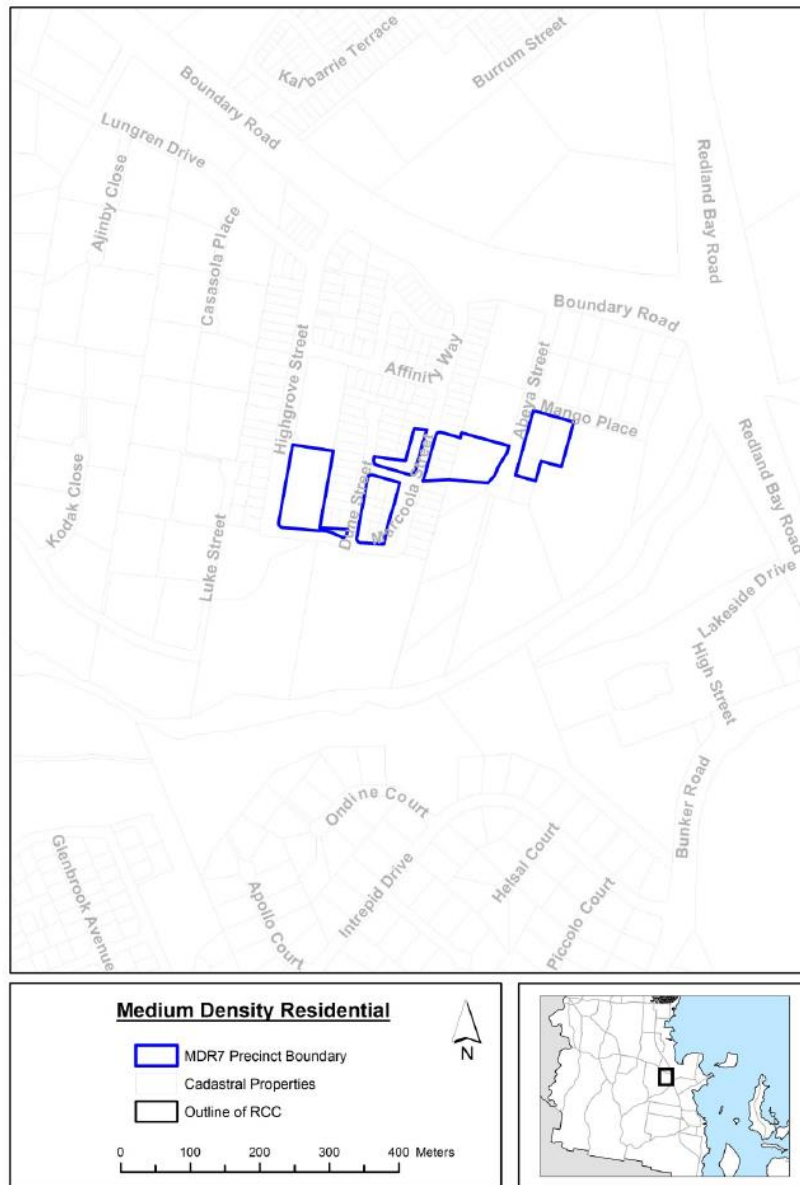


- (f) Precinct MDR6: South East Thomlands:
- (i) urban development provides for a mix of affordable housing types;
 - (ii) transport networks are coordinated and interconnected to ensure a high level of accessibility for pedestrians, cyclists, public transport and private vehicles; and
 - (iii) interim development does not compromise or constrain the potential for well designed future urban communities.



- (g) Precinct MDR7: Eprapah Creek, South East Thornlands:

- (i) urban development provides for a mix of affordable housing types;
- (ii) development along Eprapah Creek provides for a slightly higher built form which optimises the amenity provided by the creek-side open space;
- (iii) transport networks are coordinated and interconnected to ensure a high level of accessibility for pedestrians, cyclists, public transport and private vehicles; and
- (iv) interim development does not compromise or constrain the potential for well designed future urban communities.



- (h) Precinct MDR8: Kinross Road and Boundary Road and precinct MDR9: Kinross Road:
 - (i) urban development provides for a mix of housing types and achieves a minimum net residential density of 44 dwellings per hectare;
 - (ii) development provides for a high level of accessibility to nearby local centres and community facilities;
 - (iii) transport networks are coordinated and interconnected to ensure a high level of accessibility for pedestrians, cyclists, public transport and private vehicles;
 - (iv) development on land fronting Boundary Road and Panorama Drive is designed to:
 - (A) rely on access from the internal street network with no access from Boundary Road and Panorama Drive; and
 - (B) facilitate landscaping and acoustic treatment of Boundary Road and Panorama Drive;
 - (v) development maintains significant habitat linkages and assists in the safe movement of koalas;
- Editor's note—Applicants should be aware that the provisions of the *Planning Regulation 2017*, Schedules 10 (part 10) and 11 also apply to development in this area.
- (vi) development does not compromise or constrain the potential for well designed future urban communities;
 - (vii) building height in precinct MDR8 Kinross Road and Boundary Road is compatible with that of surrounding residences.





6.2.3.3 Medium density residential zone code – Specific benchmarks for assessment

Table 6.2.3.3.1—Benchmarks for assessable development


Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Dual occupancies	
PO1 Good residential design promotes the efficient use of a lot, an acceptable amenity to residents, and facilitates off street parking.	AO1.1 A Dual occupancy complies with all of the Acceptable Solutions specified in the Queensland Development Code part MP1.3. Note — For the purpose of this AO, a reference to “duplex” in the Queensland Development Code MP1.3 is taken to be “Dual occupancy” as defined by this planning scheme. Note — References to the Queensland Development Code MP1.3 for the purposes of this AO are to be applied as if these provisions applied to a Dual occupancy. Note — The Queensland Development Code MP1.3 indicates that it is only applicable to Class 1 and associated Class 10 buildings. For the purpose of this AO, the class of building is irrelevant, as long as the development meets the definition of “dual occupancy” as defined by this planning scheme. Note — Other zone code provisions will prevail over this acceptable outcome to the extent of any inconsistency.
For assessable development Note – Planning Scheme Policy 7 Multiple Dwelling Design Guide provides assistance to applicants in achieving high standard design outcomes for multiple dwellings that meet the assessment criteria in this planning scheme.	
Non residential uses	
PO2 Non-residential uses occur only where they: <ol style="list-style-type: none"> (1) are for a food and drink outlet, community care centre or community use; (2) are designed to be compatible with residential activities as part of a mixed use development; (3) do not unduly detract from internal or local residential amenity; (4) are small scale and primarily serve the immediate community; and (5) do not impact on the function of any nearby centre. 	No acceptable outcome is nominated.
Short term accommodation	
PO3 Short term accommodation is located and designed to minimise conflicts with permanent residential development.	No acceptable outcome is nominated.
All residential development – communal and private open space	
PO4	AO4.1

Performance outcomes	Acceptable outcomes
<p>Development involving an apartment development with 10 or more dwellings or a townhouse development with 20 or more dwellings provides sufficient communal open space that:</p> <ol style="list-style-type: none"> (1) is readily accessible, usable and safe; (2) provides flexible spaces and recreation facilities suitable for a range of activities; (3) is landscaped to provide shade, creating a pleasant micro-climate and for visual relief to soften the impact of building and hardstand areas; (4) provides opportunity for casual social interaction; (5) is designed and located to minimise impacts on the amenity of residents of the development and neighbouring properties; (6) is co-located with but separate from deep planting areas (except where not practicable); and (7) minimises impervious ground level areas to improve on-site stormwater filtration. 	<p>Communal open space is provided, where development involves:</p> <ol style="list-style-type: none"> (1) an apartment development with 10 or more dwellings; <ol style="list-style-type: none"> (a) at a minimum rate of 15% of the site area or 100m² (whichever is greater) as communal open space; (b) has with a minimum dimension of 5m; and (c) communal open space can be provided at ground level, on rooftops, on podiums, by indoor recreational facilities, or a combination of these; and (2) a townhouse with 20 or more dwellings; <ol style="list-style-type: none"> (a) provides at a minimum rate of 5% of the site area or 50m² (whichever is greater) as communal open space; and (b) has a with a minimum dimension of 5m. <p>AO4.2</p> <p>A communal open space area is designed to:</p> <ol style="list-style-type: none"> (1) be centrally located to be readily accessible for residents via pedestrian pathways; (2) be co-located with deep planting areas where practicable; (3) ensure that 50% of the principal usable area receives a minimum of two hours of direct sunlight between 9am and 3pm on 21 June; (4) be clearly distinguished from any private open space ; (5) be well lit and subject to passive surveillance; (6) provide a range of recreational facilities including, for example; <ol style="list-style-type: none"> (a) seating for individuals or groups; (b) barbeque areas; (c) play equipment or play areas; and (d) swimming pool, gyms, tennis court, common room or communal gardens; (7) provide a minimum of 15% planted or grassed landscaping, including a planted area with a minimum width of 1.5m where adjoining a neighbouring property; (8) ensure a minimum of 15% of the area is shaded by trees; (9) have a finished surface level with a gradient less than 5 percent; (10) have hard and soft landscape treatments; and

Performance outcomes	Acceptable outcomes
	<p>(11) be clear of all non-recreational structures, including clothes hoists, driveways, water tanks, car parking and garbage storage.</p> <p>Editor's note: landscaping provided in communal open space is separate from deep planting areas.</p>
<p>PO5</p> <p>Development provides private open space that:</p> <ol style="list-style-type: none"> (1) is useable in size and shape to meet the needs of a diversity of potential residents; (2) is functional and easily accessible from living or common areas to promotes outdoor living as an extension of the dwelling; (3) is clearly identified as private open space; (4) provides a high level of privacy for residents and neighbours; and (5) is located and designed to enhance the liveability of residents. 	<p>AO5.1</p> <p>For a ground floor dwelling, ground floor private open space is designed and located to:</p> <ol style="list-style-type: none"> (1) orient to the street for an apartment development; (2) predominately face north, east or west, except where orientated to the street; (3) provide a minimum area of 16m² if a dwelling in a residential care facility; or (4) provide a minimum area of 25m² for all other dwellings; <p>with:</p> <ol style="list-style-type: none"> a. a minimum dimension of 4m and clear of any utilities such as gas, clothes drying facilities, water tanks or air-conditioning units; b. direct access from living or common areas to extend the living space; c. screening or fencing to clearly identify the area as private open space; d. a high level of privacy for residents and neighbours; and e. a high level of acoustic amenity.

Performance outcomes	Acceptable outcomes
	<p>AO5.2 For dwellings above ground level, private balconies are designed and located to:</p> <ul style="list-style-type: none"> (1) orient to the street; (2) predominately face north, east or west, except where orientated to the street; (3) be orientated with the longer side facing outwards, or open to the sky, to optimise daylight access into adjacent rooms; (4) provide a minimum of 10m² if a dwelling in a residential care facility; or (5) for all other dwellings: <ul style="list-style-type: none"> (a) a minimum area of 10m² for a 1 bedroom unit; or (b) a minimum area of 16m² for a two or more bedroom unit; <p>with:</p> <ul style="list-style-type: none"> a. a minimum dimension of 3m and clear of any air conditioning unit or drying space; b. direct access from living or common areas to extend living areas; and c. a high level of privacy for residents and neighbours. <p>AO5.3 Where clothes drying areas are provided on private balconies they are screened from public view and do not take up more than 10% of the balcony area.</p>
Apartment diversity	
<p>PO6 Development for an apartment development involving 5 or more dwellings provides a mix of dwelling sizes, in terms of the number of bedrooms, to accommodate a range of household types.</p>	No acceptable solution nominated.
Built form	
<p>PO7 Development occurs on a site that has an area and street frontage width that is sufficient to:</p> <ul style="list-style-type: none"> (1) accommodate the scale and form of well-designed and articulated multiple dwelling building; (2) allow buildings to be oriented to the street; 	<p>AO7.1 A development site has a minimum site-area and street frontage width of:</p> <ul style="list-style-type: none"> (1) site area of 800m² and a street frontage width of 20m for a building 3 storeys or less in height; or (2) site area of 1,000m² and a street frontage width of 20m for a building 4 storeys or greater in height.

Performance outcomes	Acceptable outcomes
<ul style="list-style-type: none"> (3) provide for communal and private open spaces at ground level; (4) provide safe and convenient vehicle access to the site; (5) accommodate on-site parking for residents and visitors, and waste and delivery vehicles manoeuvring; (6) deliver substantial landscaping including deep planting areas to retain or establish significant trees; and (7) provide adequate building setbacks to adjoining properties to maintain residential amenity and privacy. 	
<p>PO8</p> <p>Development provides for interaction with the street and public spaces by:</p> <ul style="list-style-type: none"> (1) providing non-residential uses, like a food and drink outlet, at ground level with direct and safe pedestrian access; or (2) providing dwellings or habitable rooms at ground level; and (3) ensuring ground level dwellings or habitable rooms adjoining a street or public space have direct and safe pedestrian access to the street or public space wherever possible. 	<p>No acceptable solution nominated.</p> <p>Figure 6.2.3.3.6 illustrates.</p>
<p>PO9</p> <p>Site cover:</p> <ul style="list-style-type: none"> (1) is consistent with the intended medium density character of the area and immediate streetscape; (2) mitigates the bulk and scale of development; (3) provides natural light, sunlight and breeze to living and open space areas; (4) provides for privacy between dwelling units for residents and neighbouring properties; (5) supports residential amenity for residents and neighbouring properties (6) provides usable open space for residents; and (7) allows for substantial landscaping, including deep planting areas to retain or establish significant trees. 	<p>AO9.1</p> <p>Site cover does not exceed :</p> <ul style="list-style-type: none"> (a) 55% for an apartment development on a lot 800m² to 1000m²; or (b) 50% for an apartment development on a lot 1000m² or greater; or (c) 50% for a townhouse development. <p>Editor's note: there is no acceptable outcome for development on a lot less than 800m². An application on a lot less than 800m² requires assessment against the site cover performance outcome.</p> <p>Editor's note: site cover for a townhouse designed for freehold titling is calculated as a proportion of the lot before reconfiguration.</p>

Performance outcomes	Acceptable outcomes
<p>PO10</p> <p>Building height:</p> <ol style="list-style-type: none"> (1) in precinct MDR1 parkland living, Capalaba, is mid-rise and provides a transition up to higher buildings within the principal centre; (2) in precinct MDR2 Mount Cotton Road Capalaba, is mid-rise but steps down from the principal centre to low-rise residential areas south of Redland Bay Road; (3) in precinct MDR3 Shore Street East, Cleveland, is mid-rise but creates a focal point between Cleveland principal centre and Toondah Harbour; (4) in precinct MDR4 Cleveland, is mid-rise and reinforces the connection between Cleveland principal centre and Toondah Harbour; (5) in precinct MDR7 Erapah Creek, South East Thornlands and precinct MDR5 Esplanade, Redland Bay, is mid-rise, accommodating a slightly higher built form than surrounding medium density residential zoned land; (6) in precinct MDR8 Kinross Road and Boundary Road, is low-rise and compatible with the height of surrounding residences; and (7) is up to three storeys (with a maximum height of 11.5m) in all other areas. 	<p>A10.1</p> <p>Building height does not exceed the maximum number of storeys and height set out in Table 6.2.3.3.2 Maximum building storeys and height.</p> <p><i>Editor's Note-Refer to Schedule 24 of the Planning Regulation 2017 for the definition of storey.</i></p>
<p>PO11</p> <p>Where building height over 13m 11.5m is intended, buildings step down in height and scale to be of a similar size to intended building height on adjoining residential zoned land.</p>	<p>AO11.1</p> <p>Buildings:</p> <ol style="list-style-type: none"> (1) within 10m of the common boundary have a building height no more than 13m 11.5m; and (2) within 20m of the common boundary have a building height no more than 6m greater than the intended building height on the adjoining site. <p>Figure 6.2.3.3.1 illustrates.</p>  <p>Figure 6.2.3.3.1 —Height between adjoining development</p>

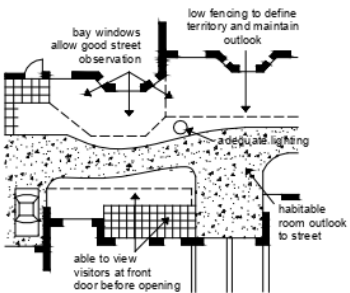
Performance outcomes	Acceptable outcomes
<p>PO12</p> <p>Front boundary setbacks (other than basements):</p> <ol style="list-style-type: none"> (1) create an attractive, consistent and cohesive streetscape; (2) results in development not being visually dominant or overbearing with respect to the streetscape; (3) assist in achieving visual privacy to ground floor dwellings from the street; (4) support the location of balconies for casual surveillance of the street and articulation of the building facade; (5) provide for landscaping to soften and screen the built form, including deep planting areas to retain or establish significant vegetation; (6) provide for usable open space for the residents; and (7) provide for visitor car parking for apartment development where adjoining the driveway and landscaped or screened from the street; and (8) where tandem car parking spaces are proposed in front of townhouse garages, they are contained wholly within the property boundary. <p>Editor's note –The provision of tandem car parking spaces is not supported in all locations. Refer to Table 9.3.5.3.2 – Minimum on-site vehicle parking requirements in the Transport, servicing, access and parking code for further information.</p>	<p>AO12.1</p> <p>The front boundary setback is a minimum of:</p> <ol style="list-style-type: none"> (1) 3m to the building wall and 5.5m for garage doors for a townhouse development with front street access; or (2) 3m to the building wall for a townhouse development with rear lane access; or (3) 4m to balcony, eaves, awning or the like and 6m to building wall for an apartment development; <p>Figure 6.2.3.3.5 illustrates.</p>
<p>PO13</p> <p>Side and rear boundary setbacks:</p> <ol style="list-style-type: none"> (1) minimise the impacts of development on the amenity and privacy of existing and future adjoining residents; (2) does not prejudice the intended future development of adjoining sites; (3) contribute to the pattern of the streetscape consistent with the intended neighbourhood character; (4) support the separation of buildings to provide visual and acoustic privacy; (5) maintain sufficient levels of natural light, and air circulation for residents of the development and adjoining sites; (6) ensure daylight penetrates all sides of the proposed building; (7) provide for communal (where required) and private open space areas; (8) provide space for service functions (except car parking), including clothes drying areas if needed; 	<p>AO13.1</p> <p>The side boundary setback:</p> <ol style="list-style-type: none"> (1) provides that a built-to-boundary wall does not exceed 4.5m in height and 9m in length along any one external boundary for a townhouse development; and (2) otherwise for a townhouse development, is a minimum of: <ol style="list-style-type: none"> (a) 1.5m for a building wall up to 4.5m high; (b) 2m for a wall up to 8.5m high; (c) 2m plus 0.5m for every 3m or part thereof by which the building exceeds 8.5m; or (3) for apartment development on a lot 800m² to 1000m², is a minimum of 3m to a balcony or the building wall; or (4) for apartment development on a lot greater than 1000m², is a minimum of 4m to a balcony or the building wall.

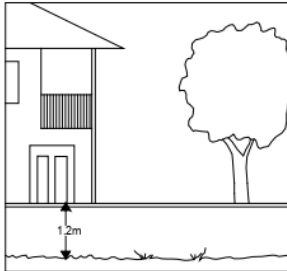
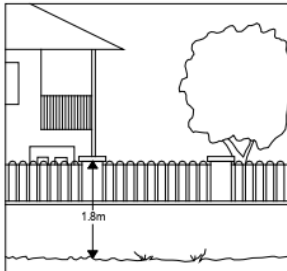
Performance outcomes	Acceptable outcomes
<p>(9) support the introduction of landscaping to complement building massing, screen buildings and support the privacy of existing and future adjoining residents; and</p> <p>(10) provide for deep planting areas, to retain and protect significant native trees (except where not practicable) and vegetation, or establish large subtropical shade trees.</p> <p>Note – the retention of a significant tree is accepted as not practicable where a significant tree due to its location prevents the ability to facilitate a well-designed, integrated and efficient multiple dwelling design outcome consistent with this code.</p>	<p>Note—Where a multiple dwelling in the form of attached or terrace houses is proposed, side setbacks would apply only to boundaries shared with adjoining sites and not to "internal" lot boundaries within the development site.</p> <p>AO13.2</p> <p>The rear boundary setback is:</p> <p>(1) for a townhouse development a minimum of 3m; or</p> <p>(2) for apartment development on a lot 800m² to 1000m², a minimum of 5m to a balcony or the building wall; or</p> <p>(3) for apartment development on a lot greater than 1000m², a minimum of 6m to a balcony or the building wall.</p>
<p>PO14</p> <p>Basements:</p> <p>(1) are located outside of deep planting areas;</p> <p>(2) are designed to integrate into the building façade and landscape design to minimise visual impacts on the streetscape; and</p> <p>(3) provide for natural ventilation.</p>	<p>No acceptable outcome is nominated.</p>
<p>PO15</p> <p>Buildings are designed to:</p> <p>(1) contribute to an attractive streetscape and intended character of the local area;</p> <p>(2) be orientated to the street;</p> <p>(3) incorporate balconies that address street frontages and public spaces;</p> <p>(4) provide modulation and articulation in the building façade and elevations' horizontal and vertical profiles;</p> <p>(5) provide projections and recesses in the facade and elevations that reflect changes of internal functions of buildings, including circulation;</p> <p>(6) include variation in building materials, contrasting colours, textures and finishes that emphasise architectural features;</p> <p>(7) use similarly proportioned roof forms, doors, windows and balconies to complement the local character;</p> <p>(8) break up the appearance of large buildings through roof form, materials, articulation, projections and recesses that reflect the existing streetscape scale; and</p> <p>(9) articulate building entrances and openings.</p>	<p>No acceptable outcome is nominated.</p> <p>Figures 6.2.3.3.6 and 6.2.3.3.7 illustrates</p>
<p>PO16</p> <p>Development ensures that:</p>	<p>No acceptable outcome is nominated.</p>

Performance outcomes	Acceptable outcomes
<p>(1) corner sites address both street frontages; and</p> <p>(2) key corners are given prominence by changes in articulation, materials, colour/artwork and roof expression.</p>	<p>Figures 6.2.3.3.6 and 6.2.3.3.7 illustrates.</p>
<p>PO17</p> <p>Development for services and related structures:</p> <p>(1) are accessible for maintenance;</p> <p>(2) are integrated to blend into the overall development design; and</p> <p>(3) are designed and orientated to not visually dominate the street frontage.</p>	<p>AO17.1</p> <p>Services and related structures (such as electricity transformers, fire hydrant and booster assemblies.) where located in the front boundary setback:</p> <p>(1) extend for no more than 5m or 10% of the street frontage (whichever is lesser);</p> <p>(2) are orientated towards internal driveways or footpaths; and</p> <p>(3) are located, screened with similar materials to the building or landscaped to not be visually obtrusive when viewed from the street.</p> <p>Figure 6.2.3.3.7 illustrates.</p>
<p>PO18</p> <p>A main pedestrian entrance is provided for an apartment building that connects the street with the building and:</p> <p>(1) is separated from the vehicle entry;</p> <p>(2) provides safe and convenient access to the building for pedestrians, with crime prevention principles incorporated, to eliminate concealment areas and visually delineate the public and private spaces; and</p> <p>(3) includes an entry treatment that provides waiting space off the footpath, lighting, mailboxes, building signage and numbering.</p>	<p>No acceptable outcome is nominated.</p>
<p>PO19</p> <p>Multiple dwelling building walls are designed to:</p> <p>(1) be visually interesting through the provision of articulation on the side and rear walls;</p> <p>(2) avoid highly reflective finishes;</p> <p>(3) break up multiple dwelling development and reduce the scale and bulk of the buildings; and</p> <p>(4) support dual-orientation dwellings to provide for natural cross ventilation.</p>	<p>AO19.1</p> <p>The maximum length of a building wall in any direction is 30m, with a change in the building line every 15m on side and rear walls of plus or minus 1.5m for a length not less than 5m.</p> <p>Figures 6.2.3.3.6 and 6.2.3.3.7 illustrates.</p> <p>Editor's note-full building separation provides a minimum of 6m for apartments and 3m for townhouses.</p>
<p>PO20</p> <p>Design elements promote a subtropical and climate responsive design character through:</p>	<p>No acceptable outcome is nominated</p>

Performance outcomes	Acceptable outcomes
<p>(1) the use of deep balconies, decks and eaves;</p> <p>(2) orientating habitable room windows, private open space (balconies and terraces) to the north where possible;</p> <p>(3) maximising dwellings with a northern aspect;</p> <p>(4) maximising dual orientation of habitable rooms to provide for natural cross ventilation;</p> <p>(5) integration of buildings with landscape planting and deep planting areas to create a pleasant micro-climate; and</p> <p>(6) screening habitable rooms from the western sun, using building and landscape elements.</p> <p>Editor's note—Applicants should have regard to:</p> <ol style="list-style-type: none"> 1. Subtropical Design in South East Queensland: A handbook for planners, developers and decision makers; and 2. Planning Scheme Policy 7: Multiple Dwelling Design. 	<p>Figures 6.2.3.3.6 and 6.2.3.3.7 illustrates.</p> <p>Editor's note—Applicants should have regard to Subtropical Design in South East Queensland A Handbook for Planners Developers and Decision Makers (2010 Centre for Subtropical Design QUT).</p>
<p>PO21</p> <p>The design of roof form, rooftops and building caps of apartment development:</p> <ol style="list-style-type: none"> (1) provides an interesting and attractive roof-scape that enhances the architectural distinction of the building and makes a positive contribution to the local character; (2) is articulated to reduce the bulk and scale of a building when viewed from the street (3) considers the ability for discreet placement and optimum orientation of solar panels; (4) maximises solar access for dwellings during winter and provides shade in summer; and (5) incorporates variety in design; and (6) effectively integrates or screens service structures, plant and equipment and provides for the future inclusion of additional plant and equipment; and (7) avoids highly reflective finishes. 	<p>AO21.1</p> <p>Roof form, rooftops and building caps are designed to:</p> <ol style="list-style-type: none"> (1) include interesting forms created through pitches, gables, skillions or other features; (2) be articulated to break down the roof and building bulk and scale; (3) provide opportunity for stormwater collection, solar energy and communal open space; (4) be angled to the north and east to maximise solar access in winter; and (5) incorporate hoods and overhangs to shade walls and windows from the summer sun. <p>Figures 6.2.3.3.6 and 6.2.3.3.7 illustrates.</p> <p>AO21.2</p> <p>Rooftop service structures, plant and equipment are:</p> <ol style="list-style-type: none"> (1) integrated into the building design to be an architectural feature; or (2) discreet or effectively screened; and (3) designed to enable future inclusion of plant and equipment such as telecommunications facilities in an unobtrusive manner <p>AO21.3</p>

Performance outcomes	Acceptable outcomes
	Where rooftops are used for communal open space: (1) service structures, plant and equipment are visually and acoustically screened; and (2) landscaping is provided to provide shade and visual relief.
PO22 Parking facilities for apartment development: (1) are contained within a basement level or within the building footprint where located at ground level ; (2) are designed to not dominate the streetscape or the building form when viewed from the street, other public spaces and adjoining properties; (3) provide storage areas for residents; and (4) mitigate amenity impacts on adjoining residents.	AO22.1 Parking facilities for residents (excludes visitor car parking):: (1) are located in a basement level; or (2) within the building footprint at ground level where; (a) landscaped and screened from view from the street, other public spaces and adjoining properties; (b) integrated into the building façade through architectural elements; and (3) provide storage areas for residents.
	AO22.2 Visitor car parking (excludes resident parking) are located: (1) in a basement level; or (2) at ground level within the building footprint where landscaped or screened from view from the street, other public spaces and adjoining properties; or (3) in the front setback where adjoining the driveway and landscaped or screened from view from the street.
PO23 Parking facilities for townhouse development are located so they do not dominate the streetscape or the building form when viewed from the street.	AO23.1 Vehicle parking structures are located behind the front building alignment.
PO24 Driveways and internal access ways are located and designed to: (1) integrate into the overall building design; (2) define the public and private space; (3) support active street frontages and enhance the streetscape character; (4) incorporate high quality pavement materials, textures and colours to contribute to an attractive and interesting streetscape; (5) minimise visual impact of long driveways through changing alignments and landscaping;	AO24.1 Driveways and internal access ways are located and designed: (1) to incorporate high quality pavement materials, textures and colours that are consistent with the overall building design; (2) to be limited to one crossover per street frontage; (3) to provide the minimum width required; (4) to be offset from the side boundary by a minimum of 1m to allow for landscaping; and

Performance outcomes	Acceptable outcomes
(6) be located on secondary/rear frontages, where available; (7) limit the number and width of driveway crossovers to the minimum required; (8) minimise the extent of internal access ways; (9) mitigate impacts on neighbouring properties; (10) maximise the availability of on-street parking; (11) support the retention or establishment of street trees; and (12) allow for refuse collection and street infrastructure.	(5) to minimise and soften visual impacts through <ul style="list-style-type: none"> (a) offset alignment of the driveway and landscaping to screen the view of the driveway from the street; (b) a change in alignment within 20m from the street frontage; and (c) soft landscaping along the driveway and at the end of the straight alignment. <p>Figure 6.2.3.3.6 illustrates.</p>
PO25 Development provides front fences or walls along street frontages, or public spaces, that create an attractive streetscape by: <ul style="list-style-type: none"> (1) incorporating a mixture of building materials that complement the design of buildings (2) providing visual interest and a softening of the visual impact where significant in length (3) highlighting the entrance to the property 	AO25.1 Fences or walls along a street front or public space are designed to incorporate a mixture of building materials that complement the design of the building.
	AO25.2 Where a fence or wall along street frontages or public spaces exceeds 10m in length, indentations, material variation or soft landscaping (including planter boxes) are incorporated.
	Figure 6.2.3.3.6 illustrates.
PO26 Development is designed to discourage crime and anti-social behaviour by: <ul style="list-style-type: none"> (1) maximising opportunities for casual surveillance of the street, public places, communal open space (where provided) pedestrian and cycle paths, including the primary pedestrian entrance and car parking areas; (2) ensuring spaces are well lit; (3) minimising potential concealment and entrapment opportunities; (4) providing direct movements with clear unobscured sight lines; and (5) having fencing and walls along a street frontage or public space incorporate visually permeable materials and treatments. 	AO26.1 Balconies, windows and building openings overlook streets and other public spaces.
	Figures 6.2.3.3.2 and 6.2.3.3.8 illustrates.
	 <p>The diagram shows a cross-section of a street and a building. A bay window is labeled 'bay windows allow good street observation'. A low fence is labeled 'low fencing to define territory and maintain outlook'. A light fixture is labeled 'adequate lighting'. A room with a window overlooking the street is labeled 'habitable room outlook to street'. A person is shown looking out from a door, labeled 'able to view visitors at front door before opening'.</p>
	Figure 6.2.3.3.2—Overlooking
	AO26.2 Fences or walls along a street frontage or public space have a maximum height of: <ul style="list-style-type: none"> (1) 1.2m where solid; or (2) 1.8m where that portion of the fence above 1.2m high is at least 50% transparent.

Performance outcomes	Acceptable outcomes
	<p>Figures 6.2.3.3.3 and 6.2.3.3.4 illustrate.</p>  <p>Figure 6.2.3.3.3 — Fencing (1)</p>  <p>Figure 6.2.3.3.4 — Fencing (2)</p>
<p>PO27</p> <p>On elevated or steeply sloping sites:</p> <ol style="list-style-type: none"> (1) development is sympathetic to the natural landform through the use of terraced or split level building forms that minimise ground level disturbance outside the building footprints; and (2) the understoreys of buildings are screened to maintain the quality of view when viewed from below. 	<p>No acceptable outcome is nominated.</p>
Amenity	
<p>PO28</p> <p>Privacy between dwelling units on the site and adjoining sites is achieved by effective building design and the location of windows and outdoor open spaces to prevent overlooking into habitable rooms or private open space areas or through the use of screening devices. Where screening devices are used, they are integrated with the building design.</p>	<p>AO28.1</p> <p>Where habitable room windows are directly adjacent to habitable rooms of adjoining dwellings and are within a distance of 9m and within an angle of 45 degrees, privacy is protected by:</p> <ol style="list-style-type: none"> (1) sill heights being a minimum of 1.5m above floor level; or (2) providing fixed translucent screens, such as frosted or textured glazing, for any part of the window below 1.5m above floor level; or (3) providing fixed external screens. <p>Figure 6.2.3.3.8 illustrates.</p> <p>AO28.2</p>

Performance outcomes	Acceptable outcomes
	<p>Outlook from windows, balconies, stairs, landings, terraces and decks and other private areas, is screened where a direct view is available into the private open space of another dwelling. Screening is achieved by:</p> <ul style="list-style-type: none"> (1) fixed translucent screens, such as frosted or textured glazing, for any part of the window below 1.5m above floor level; or (2) fixed external screens; or (3) planting that will achieve a minimum of 2m in height at maturity. <p>Figure 6.2.3.3.8 illustrates.</p> <p>AO28.3 Where incorporating screening devices, they are:</p> <ul style="list-style-type: none"> (1) solid translucent screens or perforated panels or trellises that have a maximum of 25% openings, with a maximum opening dimension of 50mm and are permanently fixed and durable; and (2) offset a minimum of 300mm from the wall of the building. <p>Figure 6.2.3.3.8 illustrates.</p>
<p>PO29 Development provides side and rear fencing that protects the privacy and amenity of adjoining properties.</p>	<p>AO29.1 Side and rear boundary fences are a minimum of 1.8m in height where adjoining a residential use.</p> <p>Figure 6.2.3.3.8 illustrates.</p>
<p>PO30 Development is designed to facilitate the retention and establishment of significant trees and street trees (except where not practicable) that:</p> <ul style="list-style-type: none"> (1) complement and soften the scale and bulk of the built form; (2) support an attractive streetscape; (3) enhance the amenity of residents; and (4) provide natural shade to improve the micro-climate. <p>Note – the retention of a significant tree is accepted as not practicable where a significant tree due to its location prevents the ability to facilitate a well-designed, integrated and efficient multiple dwelling design outcome consistent with this code.</p>	<p>No acceptable outcome is provided.</p>
PO31	AO31.1

Performance outcomes	Acceptable outcomes
<p>On-site landscaping is provided to:</p> <ol style="list-style-type: none"> (1) contribute to an attractive streetscape; (2) enhance the appearance of the development; (3) complement any native vegetation within the site; (4) provide for the retention or establishment of significant trees in deep planting areas (5) provide privacy between on-site dwellings and adjoining properties; (6) provide natural shade to mitigate heat island impacts; (7) soften and breakup the extent of driveways and internal access ways; and (8) screen unsightly components. 	<p>A minimum of 20% of the site is planted or grassed landscaping (rather than hardstand), including 10% of the site for deep planting areas.</p> <p>Editor's note-landscaping that is not deep planting areas can be located in communal open space areas.</p> <p>AO31.2 A 2m wide planted landscaped area is provided along the length of any public road frontage.</p> <p>AO31.3 Development provides:</p> <ol style="list-style-type: none"> (1) a minimum 1m wide planted landscaped area on a side boundary where a driveway, or a ground level open parking area, is located adjacent the boundary; and (2) an extended landscaped area of a minimum of 1.5m for every 5m of driveway length.
<p>PO32 Deep planting areas are provided that:</p> <ol style="list-style-type: none"> (1) are located to retain or establish significant trees to soften the built form; (2) are co-located with communal open space, street trees or deep planting areas on adjoining properties; (3) are accessible to provide informal recreation spaces for residents; (4) are of sufficient size and dimension to support the retention or establishment of significant trees that at maturity complement the scale and height of the built form; (5) are open to the sky with access to light and rainfall; (6) are maintained exclusively for landscaping, with no underground development or infrastructure; (7) reduce urban heat island effects by improving the micro-climate; and (8) provide water quality and quantity benefits from the natural filtration of rainfall into the ground. 	<p>AO32.1 Deep planting areas are located:</p> <ol style="list-style-type: none"> (1) within boundary setbacks to soften the built form as viewed from the street and adjoining properties; (2) to retain significant trees; and (3) to co-locate with communal open space, street trees or deep planting areas on adjoining properties. <p>AO32.2 Deep planting areas are:</p> <ol style="list-style-type: none"> (1) a minimum of 10% of the site; (2) a minimum unobstructed dimension of 4m in any direction; and (3) completely open to the sky. <p>Editor's note-the deep planting area acceptable outcome for a minimum of 10% of a site is part of the overall minimum 20% landscaping for a site rather than in addition.</p> <p>AO32.3 Deep planting areas are exclusively for landscaping and do not contain:</p> <ol style="list-style-type: none"> (1) driveways, manoeuvring or hardstand areas and pedestrian paths; (2) surface structures and infrastructure such as water tanks or utilities; and

Performance outcomes	Acceptable outcomes
	(3) sub-surface structures or infrastructure such as basement car parking and water supply or wastewater infrastructure.
PO33 Development minimises impacts on surrounding residential amenity and provides a high level of on-site amenity for occupants, having regard to noise, odour, vibration, air or light emissions.	No acceptable outcome is nominated.
PO34 Siting and design achieves a high level of amenity for occupants by minimising impacts from noise generating areas, such as streets, driveways, car parking areas, service areas, private and communal open space areas and mechanical equipment.	No acceptable outcome is nominated.
PO35 Development minimises the extent of shadows on useable private open space or public spaces and provides adequate sunlight to habitable rooms on the site and adjoining.	AO35.1 Solar access to habitable rooms and private open space of dwellings: (1) is not less than 3 hours between 9am and 3pm on June 21; or (2) where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%.
PO36 Waste and recycling container storage areas: (1) for apartment development are located within the building footprint; (2) provide an accessible location for residents and waste collection; (3) are not be visible from street and other public spaces; (4) mitigate adverse amenity impacts in terms of odour, noise and visual impacts on residents on-site and residents of adjoining properties.	AO36.1 Waste and recycling container storage areas are: (1) located within the building footprint for an apartment development; (2) co-located in car parking areas, in a basement or at ground level; (3) separated from open space areas on-site and on adjoining properties; (4) screened or enclosed; (5) integrated into the building design, using similar material and finishes; and (6) well ventilated.
PO37 Development site layout and design enhances and complements the character of the surrounding neighbourhood and responds to the topography, natural values and development constraints by: (1) integrating into the surrounding residential neighbourhood; (2) providing an attractive and interesting streetscape;	No acceptable outcome is nominated. Editor's note—Applicants will also need to have regard to any relevant overlays applicable to the development site.

Performance outcomes	Acceptable outcomes
<p>(3) taking advantage of the site's natural features like views, vistas, existing vegetation and landmarks;</p> <p>(4) minimising and mitigating impacts on ecological corridors and native vegetation; and</p> <p>(5) minimising alteration to natural topography and drainage lines.</p> <p>Editor's note-this performance outcome can be met through submission of, a Concept Design Proposal, concept prepared in accordance with Planning Scheme Policy 7 Multiple Dwelling Design.</p> <p>the that demonstrates the design process and includes:</p> <p>(1) site and neighbourhood analysis;</p> <p>(2) building design criteria/principles informed by an opportunities and constraints analysis; and</p> <p>(3) an outline of how the layout and design responds to the site, streetscape, surrounding neighbourhood and natural values constraints.</p>	
Reconfiguration	
<p>PO38</p> <p>Reconfiguration creates lots that are of a size that can accommodate medium density residential development in a form that meets the intentions of this zone. Lots less than 800m² are not created.</p>	<p>AO38.1</p> <p>Reconfiguration achieves a minimum lot size of 800m².</p>
<p>PO39</p> <p>Reconfiguration of a townhouse development to establish freehold lots only occurs where:</p> <p>(1) the townhouse development is designed to be freehold titled by ensuring:</p> <p>(a) the townhouse development remains in compliance with the development approvals following reconfiguration;</p> <p>(b) each townhouse remains a self-contained residence following reconfiguration; and</p> <p>(c) that dependant activities of the development are not separated by freehold titling;</p> <p>(2) the lots are created following construction of the townhouses;</p> <p>(3) equitable sharing and ongoing maintenance of any shared facilities or infrastructure is established.</p>	<p>No acceptable outcome is nominated.</p>

Performance outcomes	Acceptable outcomes
Editor's note- material change of use and reconfiguration applications should be submitted together to allow concurrent assessment.	
Precinct MDR6: South East Thornlands, and precinct MDR7: Eprapah Creek, South East Thornlands	
PO40 Housing is designed and located to maximise outlook across adjoining areas of open space.	No acceptable outcome identified.
PO41 Development facilitates the establishment of a safe, permeable, legible and functional movement network that is in accordance with Figures 6.2.3.3.9 road movement network and 6.2.3.3.10 pedestrian, cycle and public transport network.	AO41.1 Roads, intersections, paths and public transport stops and associated treatments are established in accordance with Figures 6.2.3.3.9 road movement network and 6.2.3.3.10 pedestrian, cycle and public transport network.
PO42 Where development involves or adjoins nominated boulevard roads, the road design: (1) creates a grand avenue character, being 50m wide for the central boulevard and 25m wide for the southern boulevard; (2) incorporates very wide landscaped medians that are of a sufficient width to support fauna movement; and (3) wide shoulders and verges which accommodate separated pedestrian and cyclist paths and dense landscaping.	AO42.1 Total width of the boulevard is: (1) central boulevard - 50m; and (2) southern boulevard - 25m.
PO43 Development is set back from Boundary Road by a distance sufficient to accommodate substantial landscaping to retain a heavily vegetated character.	AO43.1 In addition to any widening of the road reserve required by the Queensland Government, development provides a 15m wide strip either side of Boundary Road which is densely vegetated by trees and shrubs.
PO44 Development adjoining Cleveland Redland Bay Road and Boundary Road attenuates noise to a level that achieves a high level of residential amenity. Any acoustic walls: (1) are screened by landscaping; and (2) incorporate breaks to allow for pedestrian and cyclist permeability.	No acceptable outcome is nominated.
PO45 Development facilitates: (1) a logical pattern of development; (2) efficient use of land and infrastructure; (3) a mix of affordable housing types;	No acceptable outcome is nominated.

Performance outcomes	Acceptable outcomes
<p>(4) access to community infrastructure and public transport services at an early stage of development; and</p> <p>(5) land for community uses and public services, including open space education, health, social and emergency services where appropriate.</p>	
<p>PO46</p> <p>Development provides for separation and buffering from nearby activities, including primary production, poultry farms and other rural industries, such that amenity and reverse amenity impacts are avoided.</p>	No acceptable outcome is nominated.
Precinct MDR8: Kinross Road and Boundary Road, and Precinct MDR9: Kinross Road	
<p>PO47</p> <p>Development does not create any additional vehicular access points to Boundary Road or Panorama Drive. New lots are provided with access from internal roads.</p>	<p>AO47.1</p> <p>No new access points from lots are provided to Boundary Road or Panorama Drive.</p>
<p>PO48</p> <p>Development does not create any additional vehicular access points to Kinross Road for a distance of 835m from the intersection of Kinross Road and Boundary Road. New lots are provided with access from internal roads.</p>	<p>AO48.1</p> <p>No new access points from lots are provided to Kinross Road for a distance of 835m from the intersection of Kinross Road and Boundary Road.</p>
<p>PO49</p> <p>Development facilitates the establishment of a safe, permeable, legible and functional movement network that is generally in accordance with Figures 6.2.3.3.11 road movement network and 6.2.3.3.12 pedestrian, cycle, public transport and parks network.</p>	<p>AO49.1</p> <p>Roads, road closures, intersections, paths, fauna crossings, public transport stops and associated treatments are established in accordance with Figures 6.2.3.3.11 road movement network and 6.2.3.3.12 pedestrian, cycle, public transport and parks network.</p>
<p>PO50</p> <p>Development adjoining Boundary Road or Panorama Drive is set back by a sufficient distance to provide for acoustic treatments and substantial landscaping.</p>	<p>AO50.1</p> <p>A 10m wide setback is provided along Boundary Road.</p> <p>No acceptable outcome is nominated for Panorama Drive.</p>
<p>PO51</p> <p>Development adjoining Boundary Road or Panorama Drive attenuates noise to a level that achieves a high level of residential amenity. Any acoustic walls:</p> <p>(1) are screened by landscaping; and</p> <p>(2) incorporate breaks to allow for pedestrian and cyclist permeability.</p>	No acceptable outcome is nominated.
<p>PO52</p> <p>Development adjoining Boundary Road or Panorama Drive provides landscaping</p>	No acceptable outcome is nominated.

Performance outcomes	Acceptable outcomes
to create a heavily vegetated, high visual quality environment.	
PO53 Kinross Road extending from the intersection at Boundary Road to Goddard Road is designed to operate safely and efficiently and create a grand avenue character.	AO53.1 Kinross Road is designed as a boulevard style trunk collector having a reserve width of 32m, including: <ol style="list-style-type: none"> (1) a 6.5m landscaped verge on both sides of the road incorporating native canopy shade trees, utility services and shared pedestrian/bicycle concrete pathways; (2) a 1.5m on-road cycle lane on both sides of the road using differently textured materials; (3) one vehicular lane and breakdown lane, minimum dimension of 5m on both sides of the road; and (4) a 6m central median incorporating native canopy trees and water sensitive urban design features.
PO54 The nominated trunk collector / boulevard providing access to Panorama Drive is designed to operate safely and efficiently and create a grand avenue character.	AO54.1 The road is designed as a boulevard style trunk collector, having: <ol style="list-style-type: none"> (1) a minimum road width of 20m; (2) no direct vehicular access from new uses and lots adjoining the trunk collector; and (3) a left in, right in and left out only intersection to Panorama Drive.
PO55 Where development involves nominated esplanade roads treatments adjoining open space, the road design: <ol style="list-style-type: none"> (1) creates a low speed environment; (2) facilitates safe, shared use for vehicles, pedestrians and cyclists; (3) incorporates grassed swales instead of kerb and channel adjacent to the open space; and (4) minimises disturbance to vegetation. 	No acceptable outcome is nominated.
PO56 New streets provide sufficient width for on-street parking on both sides.	AO56.1 Streets have a minimum width of 18m.
PO57 Development facilitates: <ol style="list-style-type: none"> (1) a logical pattern of development; (2) minimal requirement for earthworks and retaining walls; (3) efficient use of land and infrastructure; (4) a mix of affordable housing types; (5) net residential densities are not less than 44 dwellings per hectare; 	No acceptable outcome is nominated.

Performance outcomes	Acceptable outcomes
(6) access to community infrastructure and public transport services at an early stage of development; and (7) land for community uses and public services, including open space, education, health, social and emergency services where appropriate.	
PO58 Development provides for separation and buffering from nearby activities, including primary production, poultry farms and other rural industries, such that amenity and reverse amenity impacts are avoided.	No acceptable outcome is nominated.
PO59 Development is designed to provide safe koala movement opportunities and minimise impediments to a koala traversing the landscape.	No acceptable outcome is nominated.
PO60 To the extent practical, development minimises the amount of clearing and fragmentation of koala habitat.	No acceptable outcome is nominated.

Table 6.2.3.3.2—Maximum building storeys and height

Area	Maximum Building Storeys and Height (m)
MDR1 MDR3	6 storeys and 22m 20.5m
MDR2 MDR4 MDR5	6 storeys and 19m 17.5m
MDR7	6 storeys and 16m 14.5m
MDR8	2 storeys and 8.5m
Elsewhere in the zone (including MDR6 South East Thornlands and MDR9 Kinross Road)	3 storeys and 13m 11.5m
Where development is proposed at two storeys and is not located in a precinct. Note: this maximum building height of 8.5m only applies to development proposed at 2 storeys where the maximum number of storeys supported is 3 storeys. Elsewhere in the zone, where 2-storey in height.	8.5m

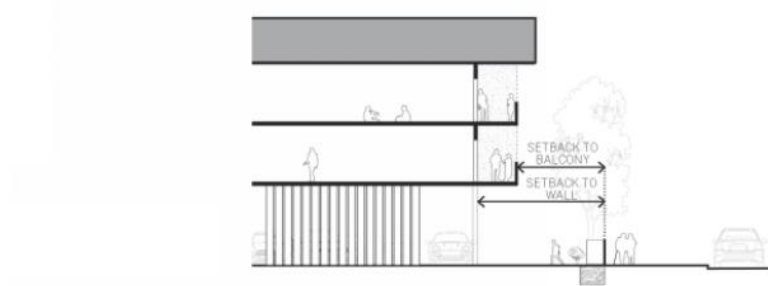


Figure 6.2.3.3.5 -front boundary setback to balcony and wall

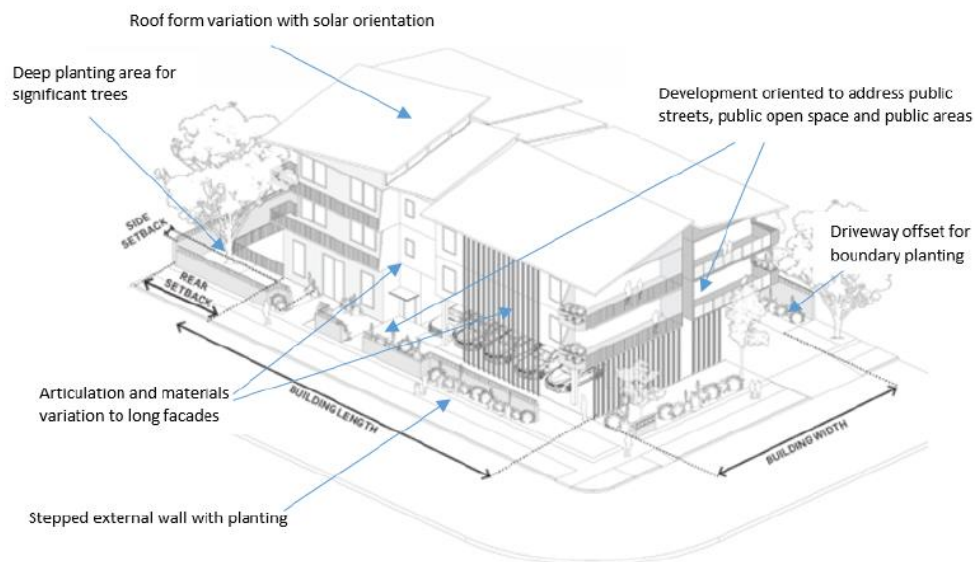


Figure 6.2.3.3.6 — building design and streetscape.

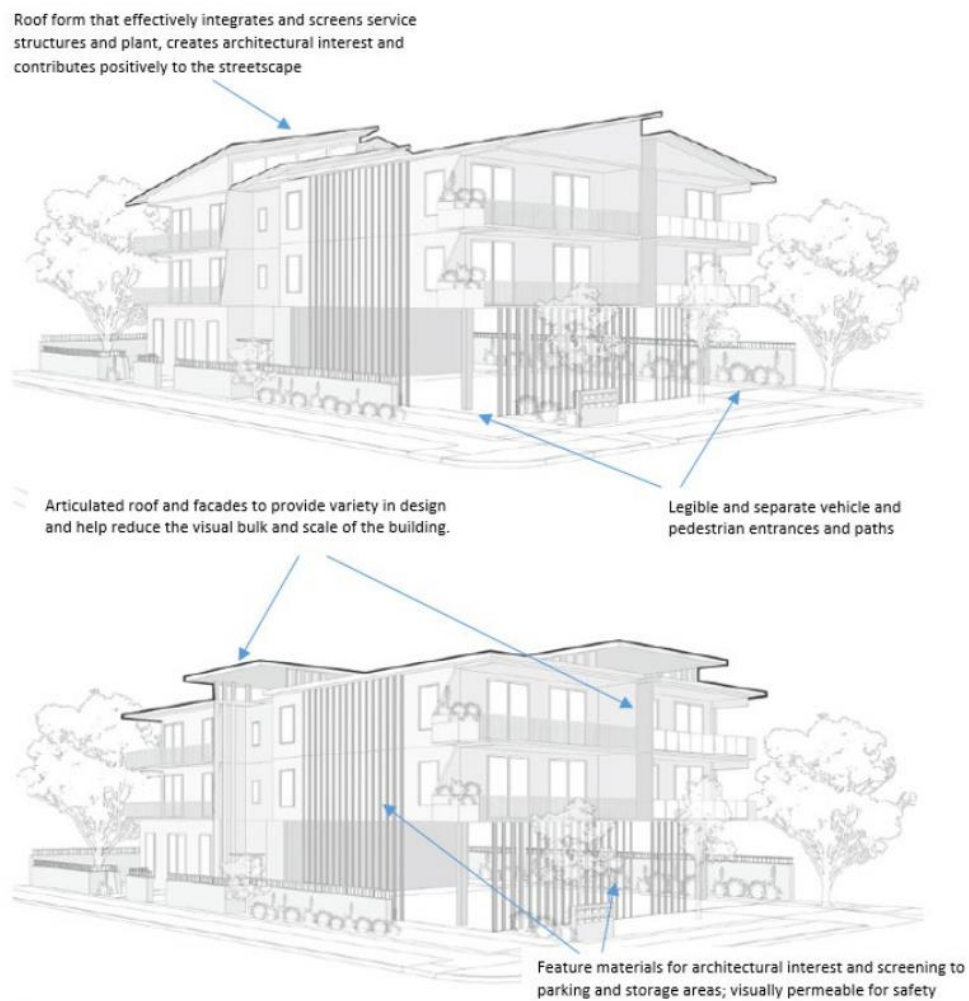


Figure 6.2.3.3.7 — design, materials and roof form.

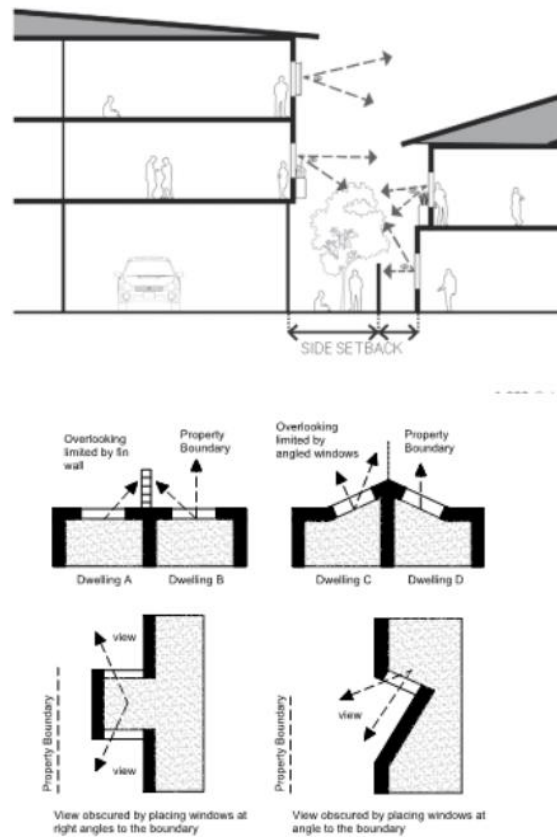


Figure 6.2.3.3.8 — privacy between dwelling units.

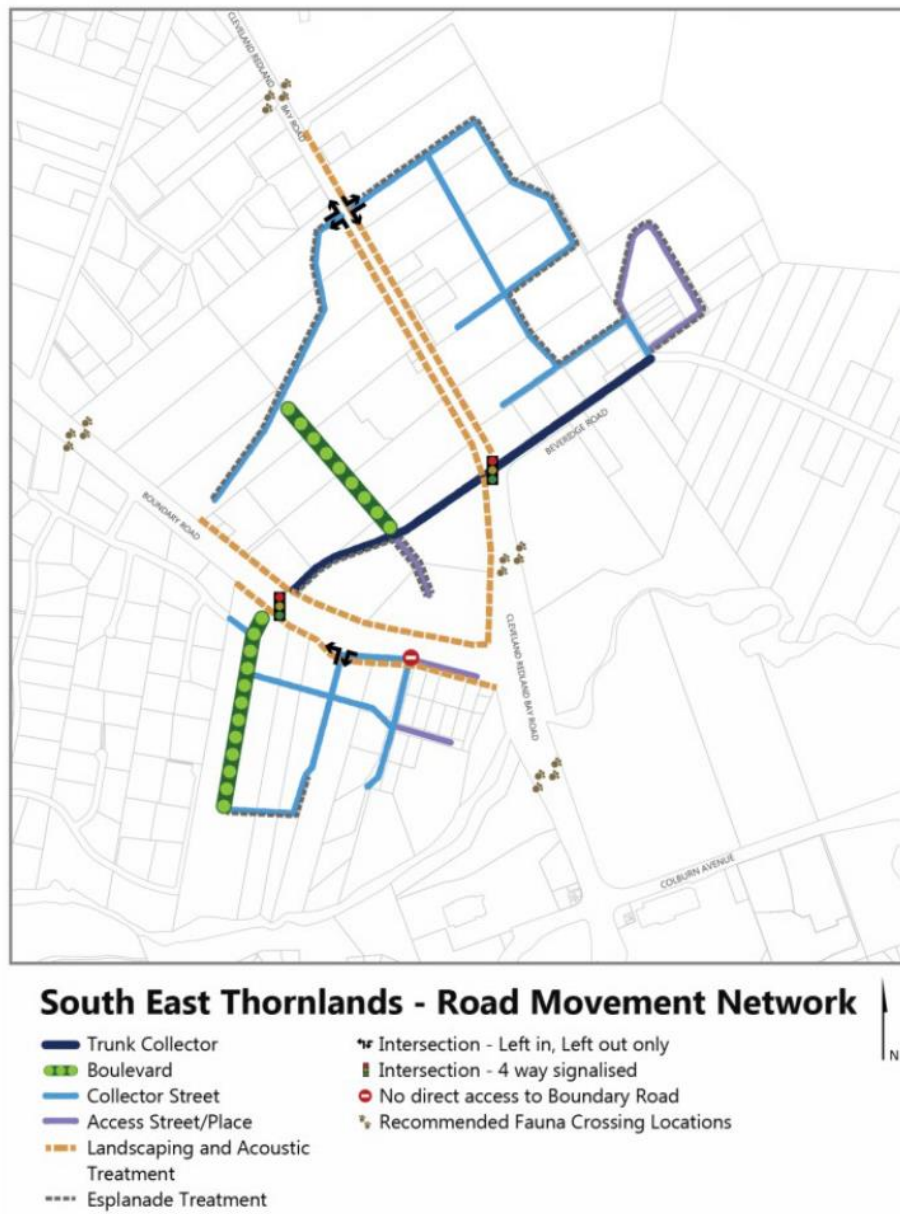
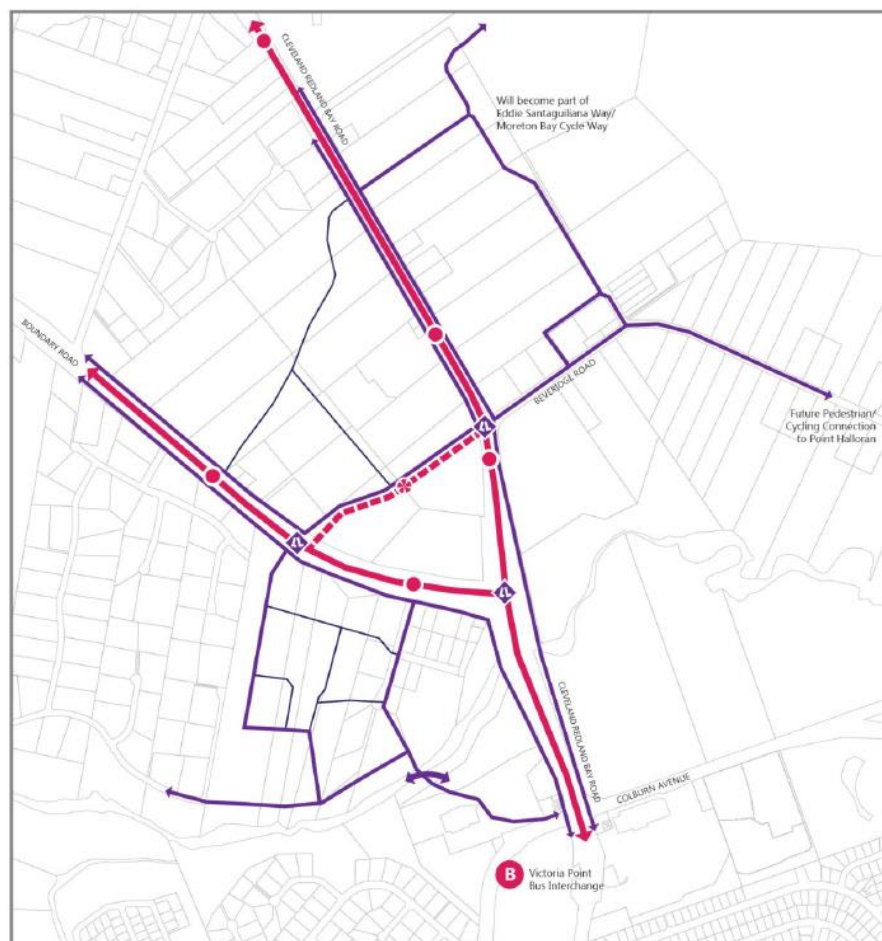


Figure 6.2.3.3.9 —South East Thornlands: road movement network



South East Thornlands - Pedestrian, Cycle and Public Transport Network

- | | |
|---|--|
| ↔ Primary Pedestrian Cycle Link | ↔ Existing Bus Priority and Line Haul Routes |
| — Secondary Pedestrian Cycle Link | ⓑ Bus Station |
| — Shared Pedestrian Cycle Bridge | ● Existing Bus Stops |
| ⓧ Controlled Pedestrian/Cycle Crossing Points | - - - Potential Bus Route |
| | * Potential Bus Stop |

Figure 6.2.3.3.10 —South East Thornlands: pedestrian, cycle and public transport network



Kinross Road - Road Movement Network

- | | |
|---|---|
| Trunk Collector (Boulevard) | Intersection - Left in/Right in/Left out only |
| Collector Street | Intersection - Signalised |
| Landscaping/Acoustic Treatment/ Road Access Restriction | Roundabout |
| Esplanade Treatment | Fauna Crossing |
| Proposed Road Closure | Pedestrian/Cycle/Emergency Access |
| | Future Northern Public Transport Corridor |
| | Access Place/Access Easement |



Figure 6.2.3.3.11 —Kinross Road: road movement network



Kinross Road - Pedestrian, Cycle, Public Transport Network and Parks

- | | |
|---|--|
| ↔ Primary Pedestrian Cycle Link | ↔ Existing Bus Priority Line Haul Routes |
| — Secondary Pedestrian Cycle Link | ● Existing Bus Stops |
| ⬇ Controlled Pedestrian/Cycle Crossing Points | - - - Potential Bus Route |
| | * Potential Bus Stop |
| | ■ Parkland Area - Community Park |
| | ■ Parkland Area - Neighbourhood Park |

Figure 6.2.3.3.12 —Kinross Road: pedestrian, cycle, public transport and parks network



04/20 – Major Amendment
Medium Density Residential Code Review
Part 2: Consequential Amendments to the City Plan
Ministerial Approval Version
Prepared by Redland City Council
November 2020 **January 2022**



Note

- Yellow highlight denotes an addition.
- ~~Strikeout~~ denotes a deletion.

Consequential City Plan Amendments

5.4 Categories of development and assessment—Material change of use

The following tables identify the categories of development and assessment for development in a zone for making a material change of use.

Table 5.4.2—Low-medium density residential zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Multiple dwelling Residential care facility Retirement facility Rooming accommodation	Code assessment	
	If building height is 8.5m or less	Low-medium density residential zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code Editor's Note—Planning Scheme Policy 7: Multiple Dwelling Design Guide provides assistance to applicants in achieving high standard design outcomes for multiple dwellings that meet the assessment criteria in this planning scheme.
	Impact assessment	
Any other use not listed in this table. Any use listed in this table and not meeting the description listed in the categories of development and assessment column. Any other undefined use.		The planning scheme

Table 5.4.3—Medium density residential zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Multiple dwelling Residential care facility Retirement facility Rooming accommodation Short term accommodation	Code assessment	
	If building storeys and height does not exceed that detailed in Table 5.4.4 Maximum building storeys and height Editor's Note—Refer to Schedule 24 of the Planning Regulation 2017 for the definition of storey.	Medium density residential zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code Editor's Note – Planning Scheme Policy 7: Multiple Dwelling Design Guide provides assistance to applicants in achieving high standard design outcomes for multiple dwellings that meet the assessment criteria in this planning scheme.
	Impact assessment	
Any other use not listed in this table. Any use listed in this table and not meeting the description listed in the categories of development and assessment column. Any other undefined use.		The planning scheme

Table 5.4.4—**Maximum building storeys and** height

Area		Maximum Building Storeys and Height (m)
MDR1	Parkland living, Capalaba	6 storeys and 22m 20.5m
MDR3	Shore Street East, Cleveland	
MDR2	Mount Cotton Road, Capalaba	6 storeys and 19m 17.5m
MDR4	Cleveland	
MDR5	Esplanade, Redland Bay	
MDR7	Eprapah Creek, South East Thornlands	6 storeys and 16m 14.5m
MDR8	Kinross and Boundary Road	2 storeys and 8.5m
Elsewhere in the zone (including MDR6 South East Thornlands and MDR9 Kinross Road)		3 storeys and 13m 11.5m

6.2.4 Low-medium density residential zone code

6.2.4.1 Application

This code applies to development:

- (8) within the low-medium density residential zone as identified on the zoning maps contained within Schedule 2 (mapping); and
- (9) identified as requiring assessment against the low-medium density residential zone code by the tables of assessment in Part 5 (tables of assessment).

When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3, in Part 5.

6.2.4.2 Purpose

- (10) The purpose of the low-medium density residential zone code is to provide for residential areas with a high level of amenity, characterised by a mix of dwelling types including dwelling houses on a range of lot sizes, dual occupancies and smaller scale multiple dwellings.
- (11) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the low-medium density residential zone consists of dwelling houses, dual occupancies and smaller scale multiple dwellings.
 - (b) retirement and residential care facilities and rooming accommodation may be established at a scale that is consistent with other intended housing in the zone;
 - (c) lot sizes are not reduced below 400m² and have a frontage width of no less than 10m, unless the resultant lots are consistent with the density and character of the surrounding established neighbourhood or where a townhouse development has been designed to facilitate freehold titling;
 - (d) sites are of a sufficient size to accommodate well-designed development and all required design elements (e.g. articulation of building elements, landscaping, deep planting and open space);
 - (e) uses which provide a community service function, such as a community use are only established where they are small scale, do not significantly detract from residential amenity, do not compromise the role of any centre and are located on a collector or higher order road;
 - (f) shops, offices and food and drink outlets are not established;
 - (g) individual multiple dwelling development provides a range of dwelling sizes in terms of the number of bedrooms to cater for a range of different households;
 - (h) home-based businesses are undertaken where they do not detract from the residential amenity of the area;
 - (i) buildings are low-rise and set back from property boundaries to maintain an attractive streetscape character, protect the privacy and amenity of adjoining residences, provide for natural light and air circulation and provide for landscaping, including deep planting areas;
 - (j) reconfiguration establishes a range of lot sizes to increase housing diversity and affordability;
 - (k) development incorporates architectural styles and elements that reduce bulk and enhance the visual impact of the built form;
 - (l) development achieves a well-designed, architecturally interesting built form through a mix of articulation of building elements, roof forms, screening, textures, materials and colours;
 - (m) development makes a positive contribution to the streetscape and character of the locality and strengthens site features, such as views, heritage or significant trees;
 - (n) development provides high-quality private and communal open spaces for residents that enhance liveability and meet recreational needs;
 - (o) development provides car parking that is integrated into the site and building and does not negatively impact on the site or adjoining sites or the quality and amenity of the streetscape;
 - (p) development retains (except where not practicable) or establishes significant trees in deep planting areas and avoids alteration to natural drainage lines; and

Note – the retention of significant trees is accepted as not practicable where a significant tree due to its location prevents the ability to facilitate a well-designed, integrated and efficient multiple dwelling design outcome consistent with this code.

- (q) development creates a safe, comfortable and convenient pedestrian environment within and external to the site, and facilitates a high level of accessibility and permeability for pedestrians and cyclists.
- (12) The purpose of the zone will also be achieved through the following additional overall outcomes for particular low-medium density residential precincts:
 - (a) Precinct LMDR1: South East Thornlands:
 - (i) urban development provides for a mix of affordable housing types;
 - (ii) transport networks are coordinated and interconnected to ensure a high level of accessibility for pedestrians, cyclists, public transport and private vehicles;
 - (iii) development does not compromise or constrain the potential for well designed future urban communities; and
 - (iv) development achieves a high standard of amenity by mitigating potential conflicts between new residential areas and existing dwelling houses on land zoned Low Density Residential Precinct LDR2.



Figure 6.2.2.2.1—Precinct LMDR1: South East Thornlands

- (b) Precinct LMDR2: Kinross Road:
- (i) urban development provides for a mix of housing types and achieves a minimum net residential density of 15 dwellings per hectare;
 - (ii) transport networks are coordinated and interconnected to ensure a high level of accessibility for pedestrians, cyclists, public transport and private vehicles;
 - (iii) development on land fronting Panorama Drive is designed to:
 - (A) rely on access from the internal street network with no access from Panorama Drive; and
 - (B) facilitate landscaping and acoustic treatment of Panorama Drive;
 - (iv) development maintains significant habitat linkages and assists in the safe movement of koalas;

Editor's note—Applicants should be aware that the provisions of the *Planning Regulation 2017*, Schedules 10 (part 10) and 11 also apply to development in this area.

- (v) development does not compromise or constrain the potential for well designed future urban communities.



Figure 6.2.2.2.2—Precinct LMDR2: Kinross Road

6.2.4.3 Low-medium density residential zone code – Specific benchmarks for assessment

Table 6.2.2.3.1—Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Dual occupancies	
PO1 Good residential design promotes the efficient use of a lot, an acceptable amenity to residents, and facilitates off street parking.	AO1.1 A Dual occupancy complies with all of the Acceptable Solutions specified in the Queensland Development Code part MP1.3. Note — For the purpose of this AO, a reference to “duplex” in the Queensland Development Code MP1.3 is taken to be “Dual occupancy” as defined by this planning scheme. Note — References to the Queensland Development Code MP1.3 for the purposes of this AO are to be applied as if these provisions applied to a Dual occupancy. Note — The Queensland Development Code MP1.3 indicates that it is only applicable to Class 1 and associated Class 10 buildings. For the purpose of this AO, the class of building is irrelevant, as long as the development meets the definition of “dual occupancy” as defined by this planning scheme. Note — Other zone code provisions will prevail over this acceptable outcome to the extent of any inconsistency.
For assessable development Note – Planning Scheme Policy 7 Multiple Dwelling Design Guide provides assistance to applicants in achieving high standard design outcomes for multiple dwellings that meet the assessment criteria in this planning scheme.	
Non residential uses	
PO2 Non-residential uses, only occur where they: <ol style="list-style-type: none"> (1) are for a community care centre or community use; (2) are located on a major road or are designed to be compatible with residential activities as part of a mixed use development; (3) do not unduly detract from internal or local residential amenity; (4) are small scale; and (5) do not impact on the function of any nearby centre. 	No acceptable outcome is nominated.
All residential development – communal and private open space	
PO3 Development involving an apartment development with 10 or more dwellings or a townhouse development with 20 or more dwellings provides sufficient communal open space that: <ol style="list-style-type: none"> (1) is readily accessible, usable and safe; (2) provides flexible spaces and recreation facilities suitable for a range of activities; 	AO3.1 Communal open space is provided, where development involves: <ol style="list-style-type: none"> (3) an apartment development with 10 or more dwellings; (d) provides at a minimum rate of 15% of the site area or 100m² (whichever is greater) as communal open space; (e) has with a minimum dimension of 5m; and

Performance outcomes	Acceptable outcomes
<p>(3) is landscaped to provide shade creating a pleasant micro-climate and for visual relief to soften the impact of building and hardstand areas;</p> <p>(4) provides opportunity for casual social interaction;</p> <p>(5) is designed and located to minimise impacts on the amenity of residents of the development and neighbouring properties;</p> <p>(6) is co-located with but separate from deep planting areas (except where not practicable); and</p> <p>(7) minimises impervious ground level areas to improve on-site stormwater filtration.</p>	<p>(f) communal open space can be provided at ground level, on rooftops, on podiums, by indoor recreational facilities or a combination of these; and</p> <p>(4) a townhouse with 20 or more dwellings</p> <p>(c) provides at a minimum rate of 5% of the site area or a minimum area of 50m² (whichever is greater) as communal open space; and</p> <p>(d) has with a minimum dimension of 5m.</p> <p>AO3.2</p> <p>A communal open space area is designed to:</p> <p>(12) be centrally located to be readily accessible for residents via pedestrian pathways;</p> <p>(13) be co-located with deep planting areas where practicable;</p> <p>(14) ensure that 50% of the principal usable area receives a minimum of two hours of direct sunlight between 9am and 3pm on 21 June;</p> <p>(15) be clearly distinguished from any private open space;</p> <p>(16) be well lit and subject to passive surveillance;</p> <p>(17) provide a range of recreational facilities including, for example;</p> <p>(e) seating for individuals or groups;</p> <p>(f) barbeque areas;</p> <p>(g) play equipment or play areas; and</p> <p>(h) swimming pool, gyms, tennis court, common room or communal gardens;</p> <p>(18) provide a minimum of 15% planted or grassed landscaping, including a planted area with a minimum width of 1.5m where adjoining a neighbouring property;</p> <p>(19) ensure a minimum of 15% of the area is shaded by trees;</p> <p>(20) have a finished surface level with a gradient less than 5 percent;</p> <p>(21) have hard and soft landscape treatments; and</p> <p>(22) be clear of all non-recreational structures, including clothes hoists, driveways, water tanks, car parking and garbage storage.</p> <p>Editor's note: landscaping provided in communal open space is separate from deep planting areas.</p>
PO4	AO4.1

Performance outcomes	Acceptable outcomes
<p>Development provides private open space that:</p> <ul style="list-style-type: none"> (13) is useable in size and shape to meet the needs of a diversity of potential residents; (14) is functional and easily accessible from living or common areas to promote outdoor living as an extension of the dwelling; (15) is clearly identified as private open space; (16) provides a high level of privacy for residents and neighbours; and (17) is located to ensure a high level of amenity for occupants. 	<p>For a ground floor dwelling, ground floor private open space is designed and located to:</p> <ul style="list-style-type: none"> (1) orient to the street for apartment development; (2) predominately face north, east or west, except where orientated to the street; (3) provide a minimum of 16m² if a dwelling in a residential care facility; or (4) provide a minimum area of 25m² for all other dwellings; <p>with:</p> <ul style="list-style-type: none"> f. a minimum dimension of 4m and clear of any utilities such as gas, clothes drying facilities, water tanks or air-conditioning units; g. direct access from living or common areas to extend the living space; h. screening or fencing to clearly identify the area as private open space; i. a high level of privacy for residents and neighbours; and j. a high level of acoustic amenity. <p>AO4.2</p> <p>For dwellings above ground level, private balconies are designed and located to:</p> <ul style="list-style-type: none"> (1) orient to the street; (2) predominately face north, east or west, except where orientated to the street; (3) be orientated with the longer side facing outwards, or open to the sky, to optimise daylight access into adjacent rooms; (4) provide a minimum of 10m² if a dwelling in a residential care facility; or (5) for all other dwellings: <ul style="list-style-type: none"> (c) a minimum area of 10m² for a 1 bedroom unit; or (d) a minimum area of 16m² for a two or more bedroom unit; <p>with:</p> <ul style="list-style-type: none"> d. a minimum dimension of 3m and clear of any air conditioning unit or drying space; e. direct access from living or common areas to extend living areas; and f. a high level of privacy for residents and neighbours.

Performance outcomes	Acceptable outcomes
	AO4.3 Where clothes drying areas are provided on private balconies, they are screened from public view and do not take up more than 10% of the balcony area.
Apartment diversity	
PO5 Development for an apartment development involving 5 or more dwellings provides a mix of dwelling sizes, in terms of the number of bedrooms, to accommodate a range of household types.	No acceptable solution nominated.
Built form	
PO6 Development occurs on a site that has an area and street frontage width that is sufficient to: <ul style="list-style-type: none"> (8) accommodate the scale and form of well-designed and articulated buildings; (9) allow buildings to be oriented to the street; (10) provide for communal and private open spaces at ground level; (11) provide safe and convenient vehicle access to the site; (12) accommodate on-site parking for residents and visitors and vehicle movements for waste and delivery vehicles manoeuvring; (13) deliver substantial landscaping including deep planting areas to retain or establish significant trees; and (14) provide adequate building setbacks to adjoining properties to maintain residential amenity and privacy. 	AO6.1 Development has a minimum site area of 800m ² and street frontage width of 20m.
PO7 Development provides for interaction with the street and public spaces by: <ul style="list-style-type: none"> (4) providing dwellings or habitable rooms at ground level; and (5) ensuring ground level dwellings or habitable rooms adjoining a street or public space have direct and safe pedestrian access to the street or public space wherever possible. 	No acceptable solution nominated. Figure 6.2.2.3.4 illustrates.
PO8 Site cover: <ul style="list-style-type: none"> (18) ensures development occurs at a house-compatible scale and in a form 	AO8.1 Site cover does not exceed 50%. Editor's note: site cover for a townhouse designed for freehold titling is calculated as a proportion of the lot

Performance outcomes	Acceptable outcomes
<p>that is consistent with the low-medium density character of the locality;</p> <p>(19) mitigates the bulk and scale of development;</p> <p>(20) provides natural light, sunlight and breeze to living and open space areas;</p> <p>(21) provides for privacy between dwelling units for residents and neighbouring properties;</p> <p>(22) supports residential amenity for residents and neighbouring properties</p> <p>(23) provides usable communal and private open space for residents; and</p> <p>(24) allows for substantial open space and landscaping, including deep planting areas to retain or establish significant trees.</p>	<p>before reconfiguration.</p>
<p>PO9</p> <p>Buildings are low rise and of a house-compatible scale.</p>	<p>AO9.1</p> <p>Building height does not exceed 8.5m</p>

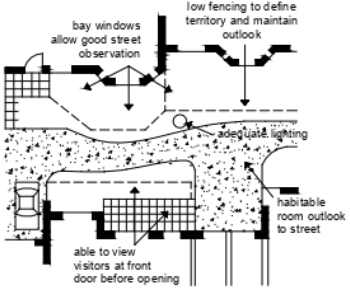
Performance outcomes	Acceptable outcomes
<p>PO10 Front boundary setbacks (other than basements) that:</p> <ul style="list-style-type: none"> (25) create an attractive, consistent and cohesive streetscape; (26) result in development not being visually dominant or overbearing with respect to the streetscape; (27) assist in achieving visual privacy to ground floor dwellings from the street; (28) support the location of balconies for casual surveillance of the street and articulation of the building facade; (29) provide for landscaping to soften and screen the built form, including deep planting areas to retain or establish significant vegetation; (30) provide for usable open space for the residents; and (31) provide for visitor car parking for apartment development; and (32) where tandem car parking spaces are proposed in front of townhouse garages, they are contained wholly within the property boundary. <p>Editor's note –The provision of tandem car parking spaces is not supported in all locations. Refer to Table 9.3.5.3.2 – Minimum on-site vehicle parking requirements in the Transport, servicing, access and parking code for further information.</p>	<p>AO10.1 Buildings are set back 6m from street frontages.</p>
<p>PO11 Side and rear boundary setbacks:</p> <ul style="list-style-type: none"> (11) minimise the impacts of development on the amenity and privacy of existing and future adjoining residents; (12) does not prejudice the intended future development of adjoining sites; 	<p>AO11.1 The side boundary setback:</p> <ul style="list-style-type: none"> (1) provides that a built to boundary wall do not exceed 4.5m in height and 9m in total length along any one external boundary; and (2) otherwise; for townhouse development buildings are set back is a minimum of: <ul style="list-style-type: none"> (a) 1.5m for a wall up to 4.5m high;

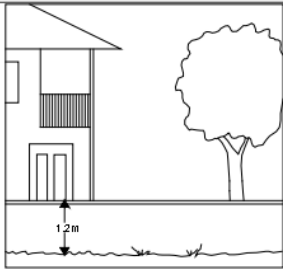
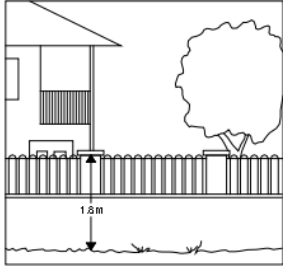
Performance outcomes	Acceptable outcomes
<p>(13)contribute to the pattern of the streetscape consistent with the intended neighbourhood character;</p> <p>(14)support the separation of buildings to provide visual and acoustic privacy;</p> <p>(15)maintain sufficient levels of natural light, and air circulation for residents of the development and adjoining sites;</p> <p>(16)ensure daylight penetrates all sides of the proposed building;</p> <p>(17)provide for communal (where required) and private open space areas;</p> <p>(18)provide space for service functions (except car parking), including clothes drying areas if needed;</p> <p>(19)support the introduction of landscaping to complement building massing, screen buildings and support the privacy of existing and future adjoining residents; and</p> <p>(20)provide for deep planting areas, to retain and protect significant native trees (except where not practicable) and vegetation, or establish large subtropical shade trees.</p> <p>Note – the retention of a significant tree is accepted as not practicable where a significant tree due to its location prevents the ability to facilitate a well-designed, integrated and efficient multiple dwelling design outcome consistent with this code.</p>	<p>(b) 2m for a wall up to 8.5m high; and</p> <p>(3) for apartment development on a lot 800m² to 1000m², is a minimum of 3m to a balcony or the building wall; or</p> <p>(4) for apartment development on a lot greater than 1000m², is a minimum of 4m to a balcony or the building wall.</p> <p>Note—Where a multiple dwelling in the form of attached or terrace houses is proposed, side setbacks would apply only to boundaries shared with adjoining sites and not to "internal" lot boundaries within the development site.</p> <p>AO11.2</p> <p>The rear boundary setback is:</p> <p>(4) for a townhouse development a minimum of 3m; or</p> <p>(5) for apartment development on a lot 800m² to 1000m², a minimum of 5m to a balcony or the building wall; or</p> <p>(6) for apartment development on a lot greater than 1000m², a minimum of 6m to a balcony or the building wall.</p>
<p>PO12</p> <p>Buildings are designed to:</p> <p>(10)contribute to an attractive streetscape and intended character of the local area;</p> <p>(11)be orientated to the street;</p> <p>(12)incorporate balconies that address street frontages and public spaces;</p> <p>(13)provide modulation and articulation in the building façade and elevations horizontal and vertical profiles;</p> <p>(14)provide projections and recesses in the facade and elevations that reflect changes of internal functions of buildings, including circulation;</p> <p>(15)include variation in building materials, contrasting colours, textures and finishes that emphasise architectural features;</p> <p>(16)use similarly proportioned roof forms, doors, windows and balconies to complement the local character;</p> <p>(17)break up the appearance of large buildings through roof form, materials,</p>	<p>No acceptable outcome is nominated.</p> <p>Figures 6.2.2.3.4 and 6.2.2.3.5 illustrates.</p>

Performance outcomes	Acceptable outcomes
projections and recesses that reflect the existing streetscape scale; and (18) articulate building entrances and openings.	
PO13 Development ensures that: (3) corner sites address both street frontages; and (4) key corners are given prominence by changes in articulation, materials, colour/artwork and roof expression.	No acceptable outcome is nominated. Figures 6.2.2.3.4 and 6.2.2.3.5 illustrates.
PO14 Development for services and related structures: (4) are accessible for maintenance; (5) are integrated to blend into the overall development design; and (6) are designed and orientated to not visually dominate the street frontage.	AO14.1 Services and related structures (such as electricity transformers, fire hydrant and booster assemblies) where located in the front boundary setback: (4) extend for no more than 5m or 10% of the street frontage (whichever is lesser); (5) are orientated towards internal driveways or footpaths; and (6) are located, screened with similar materials to the building or landscaped to not be visually obtrusive when viewed from the street. Figure 6.2.2.3.5 illustrates.
PO15 Multiple dwelling building walls are designed to: (5) be visually interesting through the provision of articulation on the side and rear walls; (6) avoid highly reflective finishes; (7) break up multiple dwelling development to reduce the scale and bulk of the buildings; and (8) support dual-orientation dwellings to provide for natural cross ventilation.	AO15.1 The maximum length of a building wall in any direction is 30m, with a change in the building line every 15m on side and rear walls of plus or minus 1.5m for a length not less than 5m. Figures 6.2.2.3.4 and 6.2.2.3.5 illustrates. Editor's note—full building separation provides a minimum of 6m for apartments and 3m for townhouses.
PO16 Design elements promote a subtropical and climate responsive design character through: (1) the use of deep balconies, decks and eaves; (2) orientating habitable room windows, private open space (balconies and terraces) to the north where possible; (3) maximising dwellings with a northern aspect; (4) maximising dual orientation of habitable rooms to provide for natural cross ventilation;	No acceptable outcome is nominated Editor's note—Applicants should have regard to Subtropical Design in South East Queensland A Handbook for Planners-Developers and Decision-Makers (2010-Centre for Subtropical Design-QUT).

Performance outcomes	Acceptable outcomes
<p>(5) integration of buildings within landscape planting and deep planting areas to create a pleasant micro-climate;</p> <p>(6) screening habitable rooms from the western sun, using building and landscape elements.</p> <p>Editor's note—Applicants should have regard to:</p> <p>3. Subtropical Design in South East Queensland: A handbook for planners, developers and decision makers; and</p> <p>4. Planning Scheme Policy 7: Multiple Dwelling Design.</p>	
<p>PO17</p> <p>The design of roof form, rooftops and building caps:</p> <p>(8) provides an interesting and attractive roof-scape that enhances the architectural distinction of the building and makes a positive contribution to the local character;</p> <p>(9) is articulated to reduce the bulk and scale of a building when viewed from the street</p> <p>(10) considers the ability for discreet placement and optimum orientation of solar panels;</p> <p>(11) maximises solar access for dwellings during winter and provides shade in summer; and</p> <p>(12) incorporates variety in design; and</p> <p>(13) effectively integrates or screens service structures, plant and equipment and provides for the future inclusion of additional plant and equipment; and</p> <p>(14) avoids highly reflective finishes.</p>	<p>AO17.1</p> <p>Roof form is designed to:</p> <p>(6) include interesting forms created through pitches, gables, skillions or other features;</p> <p>(7) be articulated to break down the roof and building bulk and scale;</p> <p>(8) provide opportunity for stormwater collection, solar energy and communal open space;</p> <p>(9) be angled to the north and east to maximise solar access in winter; and</p> <p>(10) incorporate hoods and overhangs to shade walls and windows from the summer sun.</p> <p>Figures 6.2.2.3.4 and 6.2.2.3.5 illustrates.</p> <p>AO17.2</p> <p>Rooftop service structures, plant and equipment are:</p> <p>(4) integrated into the building design to be an architectural feature; or</p> <p>(5) discreet or effectively screened; and</p> <p>(6) designed to enable future inclusion of plant and equipment such as telecommunications facilities in an unobtrusive manner.</p> <p>AO17.3</p> <p>Where rooftops are used for communal open space:</p> <p>(3) service structures, plant and equipment are visually and acoustically screened; and</p> <p>(4) landscaping is provided to provide shade and visual relief.</p>

Performance outcomes	Acceptable outcomes
PO18 Parking facilities for apartment development: <ul style="list-style-type: none"> (1) are contained within a basement level or within the building footprint where located at ground level; (2) are designed to not dominate the streetscape or the building form when viewed from the street, other public spaces and adjoining properties; (3) provide storage for residents; and (1) mitigate amenity impacts on adjoining residents. 	AO18.1 Parking facilities for residents (excludes visitor car parking): <ul style="list-style-type: none"> (4) are located in a basement level; or (5) within the building footprint at ground level where; <ul style="list-style-type: none"> (a) landscaped and screened from view from the street, other public spaces and adjoining properties; (b) integrated into the building façade through architectural elements; and (6) provide storage for residents.
	AO18.2 Visitor car parking (excludes resident parking) are located: <ul style="list-style-type: none"> (4) in a basement level; or (5) at ground level within the building footprint where landscaped or screened from view from the street, other public spaces and adjoining properties; or (6) in the front setback where adjoining the driveway and landscaped or screened from view from the street.
PO19 Parking facilities for townhouse development are located so they do not dominate the streetscape or the building form when viewed from the street.	AO19.1 Vehicle parking structures are located behind the front building alignment.
PO20 Driveways and internal access ways are located and designed to: <ul style="list-style-type: none"> (13) integrate into the overall building design; (14) define the public and private space; (15) support active street frontages and enhance the streetscape character; (16) incorporate high quality pavement materials, textures and colours to contribute to an attractive and interesting streetscape; (17) minimise visual impact of long driveways through changing alignments and landscaping; (18) be located on secondary/rear frontages, where available; (19) limit the number and width of driveway crossovers to the minimum required; (20) minimise the extent of internal access ways; (21) mitigate impacts on neighbouring properties; 	AO20.1 Driveways and internal access ways are located and designed: <ul style="list-style-type: none"> (6) to incorporate high quality pavement materials, textures and colours that are consistent with the overall building design; (7) to be limited to one crossover per street frontage; (8) to provide the minimum width required; (9) to be offset from the side boundary by a minimum of 1m to allow for landscaping; and (10) to minimise and soften visual impacts through <ul style="list-style-type: none"> (a) offset alignment of the driveway and landscaping to screen the view of the driveway from the street;

Performance outcomes	Acceptable outcomes
(22) maximise the availability of on-street parking; (23) support the retention or establishment of street trees; and (24) allow for refuse collection and street infrastructure.	(b) a change in alignment within 20m from the street frontage; and (c) soft landscaping along the driveway and at the end of the straight alignment. Figure 6.2.2.3.5 illustrates.
PO21 Development provides front fences or walls along street frontages, or public spaces, that create an attractive streetscape by: <ul style="list-style-type: none"> (4) incorporating a mixture of building materials that complement the design of buildings; (5) providing visual interest and a softening of the visual impact where significant in length; (6) highlighting the entrance to the property. 	AO21.1 Fences or walls along a street front or public space are designed to incorporate a mixture of building materials that complement the design of the building. AO21.2 Where a fence or wall along street frontages or public spaces exceeds 10m in length, indentations, material variation or soft landscaping (including planter boxes) are incorporated. Figure 6.2.2.3.5 illustrates.
PO22 Development is designed to discourage crime and anti-social behaviour by: <ul style="list-style-type: none"> (1) maximising opportunities for casual surveillance of the street, public places, communal open space (where provided) pedestrian and cycle paths, including the primary pedestrian entrance and car parking areas; (2) ensuring spaces are well lit; (3) minimising potential concealment and entrapment opportunities; (4) providing direct movements with clear unobscured sight lines; and (5) having fencing and walls along a street frontage or public space incorporate visually permeable materials and treatments. 	AO22.1 Buildings are designed to have balconies, windows and building openings overlooking streets and other public spaces. Figures 6.2.2.3.1 and 6.2.2.3.4 illustrates.  Figure 6.2.2.3.1—Overlooking AO22.2 Fences or walls along a street frontage or public space have a maximum height of: <ul style="list-style-type: none"> (5) 1.2m where solid; or (6) 1.8m where that portion of the fence above 1.2m high is at least 50% transparent. Figures 6.2.2.3.2 and 6.2.2.3.3 illustrate.

Performance outcomes	Acceptable outcomes
	 <p>Figure 6.2.2.3.2—Fencing (1)</p>  <p>Figure 6.2.2.3.3—Fencing (2)</p>
<p>PO23</p> <p>On elevated or steeply sloping sites:</p> <p>(7) development is sympathetic to the natural landform through the use of terraced or split level building forms that minimise ground level disturbance outside the building footprints; and</p> <p>(8) the understoreys of buildings are screened to maintain the quality of view when viewed from below.</p>	<p>No acceptable outcome is nominated.</p>
Amenity	
<p>PO24</p> <p>Privacy between dwelling units on the site and adjoining sites is achieved by effective building design and the location of windows and outdoor open spaces to prevent overlooking into habitable rooms or private open space areas, or through the use of screening devices. Where screening devices are used, they are integrated with the building design.</p>	<p>AO24.1</p> <p>Where habitable room windows are directly adjacent to habitable rooms of adjoining dwellings and are within a distance of 9m and within an angle of 45 degrees, privacy is protected by:</p> <p>(9) sill heights being a minimum of 1.5m above floor level; or</p> <p>(10) providing fixed translucent screens, such as frosted or textured glazing, for any part of the window below 1.5m above floor level; or</p> <p>(11) providing fixed external screens.</p> <p>Figure 6.2.2.3.6 illustrates</p> <p>AO24.2</p> <p>Outlook from windows, balconies, stairs, landings, terraces and decks and other private areas, is screened where a direct view is available into the private open space</p>

Performance outcomes	Acceptable outcomes
	<p>of another dwelling. Screening is achieved by:</p> <ul style="list-style-type: none"> (12) fixed translucent screens, such as frosted or textured glazing, for any part of the window below 1.5m above floor level; or (13) fixed external screens; or (14) planting that will achieve a minimum of 2m in height at maturity. <p>Figure 6.2.2.3.6 illustrates.</p>
	<p>AO24.3</p> <p>Where incorporating screening devices, they are:</p> <ul style="list-style-type: none"> (15) solid translucent screens or perforated panels or trellises that have a maximum of 25 % openings, with a maximum opening dimension of 50mm and are permanently fixed and durable; and (16) offset a minimum of 300mm from the wall of the building. <p>Figure 6.2.2.3.6 illustrates.</p>
<p>PO25</p> <p>Development provides side and rear fencing that protects the privacy and amenity of adjoining properties.</p>	<p>AO25.1</p> <p>Side and rear boundary fences are a minimum of 1.8m in height where adjoining a residential use.</p> <p>Figure 6.2.2.3.6 illustrates.</p>
<p>PO26</p> <p>Development is designed to facilitate the retention and establishment of significant trees and street trees (except where not practicable) that:</p> <ul style="list-style-type: none"> (5) complement and soften the scale and bulk of the built form; (6) support an attractive streetscape; (7) enhance the amenity of residents; and (8) provide natural shade to improve the micro-climate. <p>Note – the retention of a significant tree is accepted as not practicable where a significant tree due to its location prevents the ability to facilitate a well-designed, integrated and efficient multiple dwelling design outcome consistent with this code.</p>	<p>No acceptable outcome is provided.</p>
<p>PO27</p> <p>On-site landscaping is provided to:</p> <ul style="list-style-type: none"> (9) contribute to an attractive streetscape (10) enhance the appearance of the development; (11) complement any native vegetation within the site; 	<p>AO27.1</p> <p>A minimum of 20% of the site is planted or grassed landscaping (rather than hardstand), including 10% of the site for deep planting areas.</p> <p>Editor's note-landscaping that is not deep planting areas can be located in communal open space areas.</p>

Performance outcomes	Acceptable outcomes
(12)provide for the retention or establishment of significant trees in deep planting areas (13)provide privacy between on-site dwellings and adjoining properties; (14)provide natural shade to mitigate heat island effects; (15)soften and break up the extent of driveways and internal access ways; and (16)screen unsightly components.	AO27.2 A 2m wide planted landscaped area is provided along the length of any public road frontage. AO27.3 Development provides: (3) a minimum 1m wide planted landscaped area on a side boundary where a driveway, or a ground level open parking area, is located adjacent the boundary; and (4) an extended landscaped area of a minimum of 1.5m for every 5m of driveway length.
PO28 Deep planting areas are provided that: (9) are located to retain or establish significant trees to soften the built form; (10)are co-located with communal open space, street trees or deep planting areas on adjoining properties; (11)are accessible to provide informal recreation spaces for residents; (12)are of sufficient size and dimension to support the retention or establishment of significant trees that at maturity complement the scale and height of the built form; (13)are open to the sky with access to light and rainfall; (14)are maintained exclusively for landscaping, with no underground development or infrastructure; (15)reduce urban heat island effects by improving the micro-climate; and (16)provide water quality and quantity benefits from the natural filtration of rainfall into the ground.	AO28.1 Deep planting areas are located: (4) within boundary setbacks to soften the built form as viewed from the street and adjoining properties; (5) to retain significant trees; and (6) to co-locate with communal open space, street trees or deep planting areas on adjoining properties. AO28.2 Deep planting areas are: (4) a minimum of 10% of the site; (5) a minimum unobstructed dimension of 4m in any direction; and (6) completely open to the sky. Editor's note-the deep planting area acceptable outcome for a minimum of 10% of a site is part of the overall minimum 20% landscaping for a site rather than in addition. AO28.3 Deep planting areas are exclusively for landscaping and do not contain: (4) driveways, manoeuvring or hardstand areas and pedestrian paths; (5) surface structure and infrastructure such as water tanks or utilities; and (6) sub-surface structures or infrastructure such as basement car parking and water supply or wastewater infrastructure.
PO29 Development minimises impacts on surrounding residential amenity and provides a high level of on-site amenity for occupants,	No acceptable outcome is nominated.

Performance outcomes	Acceptable outcomes
having regard to noise, odour, vibration, air or light emissions.	
PO30 Siting and design achieves a high level of amenity for occupants by minimising impacts from noise generating areas, such as streets, driveways, car parking areas, service areas, private and communal open space areas and mechanical equipment.	No acceptable outcome is nominated.
PO31 Development minimises the extent of shadows on useable private open space or public spaces, and provides adequate sunlight to habitable rooms on the site and adjoining land.	AO31.1 Solar access to habitable rooms and private open space of dwellings: (17) is not less than 3 hours between 9am and 3pm on June 21; or (18) where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%.
PO32 Waste and recycling container storage areas: (5) for apartment development are located within the building footprint; (6) provide an accessible location for residents and waste collection; (7) are not be visible from street and other public spaces; (8) mitigate adverse amenity impacts in terms of odour, noise and visual impacts on residents on-site and residents on adjoining properties.	AO32.1 Waste and recycling container storage areas are: (19) located within the building footprint for an apartment development; (20) co-located in car parking areas, in a basement or at ground level; (21) separated from open space areas on-site and on adjoining properties; (22) screened or enclosed; (23) integrated into the building design, using similar material and finishes; and (24) well ventilated.
PO33 Development site layout and design enhances and complements the character of the surrounding neighbourhood and responds to the topography, natural values and development constraints by: (6) integrating into the surrounding residential neighbourhood; (7) providing an attractive and interesting streetscape; (8) taking advantage of the site's natural features like views, vistas, existing vegetation and landmarks; (9) minimising and mitigating impacts on ecological corridors and native vegetation; and (10) minimising alteration to natural topography and drainage lines.	No acceptable outcome is nominated. Editor's note—Applicants will also need to have regard to any relevant overlays applicable to the development site.

Performance outcomes	Acceptable outcomes
<p>Editor's note-this performance outcome can be met through submission of, a Concept Design Proposal, concept prepared in accordance with Planning Scheme Policy 7 Multiple Dwelling Design.</p> <p>that demonstrates the design process and includes:</p> <p>(4) site and neighbourhood analysis;</p> <p>(5) building design criteria/principles informed by an opportunities and constraints analysis; and</p> <p>(6) outline how the layout and design responds to the site, streetscape, surrounding neighbourhood and, natural values constraints.</p>	
Reconfiguration	
<p>PO34</p> <p>Lots less than 400m² and with a frontage width less than 10m are not created.</p>	<p>AO34.1</p> <p>Reconfiguration achieves a minimum lot size of 400m² and a minimum frontage width of 10m.</p>
<p>PO35</p> <p>Reconfiguration of a townhouse development to establish freehold lots only occurs where:</p> <p>(4) the townhouse development is designed to be freehold titled by ensuring:</p> <p>(d) the townhouse development remains in compliance with the development approvals following reconfiguration;</p> <p>(e) each townhouse remaining a self-contained residence following reconfiguration;</p> <p>(f) that dependant activities of the development are not separated by freehold titling;</p> <p>(5) the lots are created following construction of the townhouses;</p> <p>(6) equitable sharing and ongoing maintenance of any shared facilities or infrastructure is established.</p> <p>Editor's note- material change of use and reconfiguration applications may be submitted together to allow concurrent assessment.</p>	<p>No acceptable outcome is nominated.</p>
Precinct LMDR1: South East Thornlands	
<p>PO36</p> <p>Development facilitates the establishment of a safe, permeable, legible and functional movement network that is generally in accordance with Figures 6.2.2.3.7 road movement network and 6.2.2.3.8 pedestrian, cycle and public transport network.</p>	<p>AO36.1</p> <p>Roads, intersections, paths and public transport stops and associated treatments are established in accordance with Figures 6.2.2.3.7 road movement network and 6.2.2.3.8 pedestrian, cycle and public transport network.</p>
<p>PO37</p>	<p>AO37.1</p> <p>Total width of the boulevard is:</p>

Performance outcomes	Acceptable outcomes
Where development involves or adjoins nominated boulevard roads, the road design: <ul style="list-style-type: none"> (25) creates a grand avenue character, being 50m wide for the central boulevard and 25m wide for the southern boulevard; (26) incorporates very wide landscaped medians that are of a sufficient width to support fauna movement; and (27) wide shoulders and verges which accommodate separated pedestrian and cyclist paths and dense landscaping. 	<ul style="list-style-type: none"> (28) central boulevard - 50m; and (29) southern boulevard - 25m.
PO38 Development is set back from Cleveland Redland Bay Road and Boundary Road by a distance sufficient to accommodate substantial landscaping to retain a heavily vegetated character.	AO38.1 In addition to any widening of the road reserve required by the Queensland Government, development provides a 15m wide strip either side of Cleveland Redland Bay Road and Boundary Road which is densely vegetated by trees and shrubs.
PO39 Development adjoining Cleveland Redland Bay Road and Boundary Road attenuates noise to a level that achieves a high level of residential amenity. Any acoustic walls: <ul style="list-style-type: none"> (1) are screened by landscaping; and (2) incorporate breaks to allow for pedestrian and cyclist permeability. 	No acceptable outcome is nominated.
PO40 Development facilitates: <ul style="list-style-type: none"> (3) a logical pattern of development; (4) efficient use of land and infrastructure; (5) a mix of affordable housing types; (6) access to community infrastructure and public transport services at an early stage of development; and (7) land for community uses and public services, including open space, education, health, social and emergency services where appropriate. 	No acceptable outcome is nominated.
PO41 Development provides for separation and buffering from nearby activities, including primary production, poultry farms and other rural industries, such that amenity and reverse amenity impacts are avoided.	No acceptable outcome is nominated.
PO42 Dual occupancies and multiple dwellings are not established on lots that directly adjoin land within the Low Density Residential Precinct LDR2.	No acceptable outcome is nominated.

Performance outcomes	Acceptable outcomes
PO43 Lots that directly adjoin land within the Low Density Residential Precinct LDR2 achieve a minimum site area of 1200m ² and a minimum frontage width of 25m.	No acceptable outcome is nominated.
Precinct LMDR2: Kinross Road	
PO44 Development does not create any additional vehicular access points to Panorama Drive. New lots are provided with access from internal roads.	AO44.1 No new access points from lots are provided to Panorama Drive.
PO45 Development does not create any additional vehicular access points to Kinross Road for a distance of 835m from the intersection of Kinross Road and Boundary Road. New lots are provided with access from internal roads.	AO45.1 No new access points from lots are provided to Kinross Road for a distance of 835m from the intersection of Kinross Road and Boundary Road.
PO46 Development facilitates the establishment of a safe, permeable, legible and functional movement network that is generally in accordance with Figures 6.2.2.3.9 road movement network and 6.2.2.3.10 pedestrian, cycle, public transport and parks network.	AO46.1 Roads, road closures, intersections, paths, fauna crossings, public transport stops and associated treatments are established in accordance with Figures 6.2.2.3.9 road movement network and 6.2.2.3.10 pedestrian, cycle, public transport and parks network.
PO47 Development adjoining Panorama Drive is set back by a sufficient distance to provide for acoustic treatments and substantial landscaping.	No acceptable outcome is nominated.
PO48 Development adjoining Panorama Drive attenuates noise to a level that achieves a high level of residential amenity. Any acoustic walls: <ul style="list-style-type: none"> (4) are screened by landscaping; and (5) incorporate breaks to allow for pedestrian and cyclist permeability, 	No acceptable outcome is nominated.
PO49 Development adjoining Panorama Drive provides landscaping to create a heavily vegetated, high visual quality environment.	No acceptable outcome is nominated.
PO50 Kinross Road extending from the intersection at Boundary Road to Goddard Road is designed to operate safely and efficiently and create a grand avenue character.	AO50.1 Kinross Road is designed as a boulevard style trunk collector having a reserve width of 32m, including: <ul style="list-style-type: none"> (6) a 6.5m landscaped verge on both sides of the road incorporating native canopy

Performance outcomes	Acceptable outcomes
	shade trees, utility services and shared pedestrian/bicycle concrete pathways; (7) a 1.5m on-road cycle lane on both sides of the road using differently textured materials; (8) one vehicular lane and breakdown lane, minimum dimension of 5m on both sides of the road; and (9) a 6m central median incorporating native canopy trees and water sensitive urban design features.
PO51 The nominated trunk collector / boulevard providing access to Panorama Drive is designed to operate safely and efficiently and create a grand avenue character.	AO51.1 The road is designed as a boulevard style trunk collector, having: (10) a minimum road width of 20m; (11) no direct vehicular access from new uses and lots adjoining the trunk collector; and (12) a left in, right in and left out only intersection to Panorama Drive.
PO52 Where development involves nominated esplanade roads treatments adjoining open space, the road design: (13) creates a low speed environment; (14) facilitates safe, shared use for vehicles, pedestrians and cyclists; (15) incorporates grassed swales instead of kerb and channel adjacent to the open space; and (16) minimises disturbance to vegetation.	No acceptable outcome is nominated.
PO53 To encourage funnelling of fauna to the fauna crossing at Kinross Road, fauna exclusion fencing is provided to lots and roads adjoining the east west open space corridor on the western side of Kinross Road (in the Low medium density residential zoned parts of 68-70 Kinross Road - land no. 130759, lot 2 RP156850, and 64-66 Kinross Road - land no. 130879, lot 15 RP73640).	No acceptable outcome is nominated.
PO54 Development facilitates: (1) a logical pattern of development; (2) minimal requirement for earthworks and retaining walls; (3) efficient use of land and infrastructure; (4) a mix of affordable housing types; (5) net residential densities are not less than 15 dwellings per hectare; (6) access to community infrastructure and public transport services at an early stage of development; and (7) land for community uses and public services, including open space,	No acceptable outcome is nominated.

Performance outcomes	Acceptable outcomes
education, health, social and emergency services where appropriate.	
PO55 Development provides for separation and buffering from nearby activities, including primary production, poultry farms and other rural industries, such that amenity and reverse amenity impacts are avoided.	No acceptable outcome is nominated.
PO56 Development is designed to provide safe koala movement opportunities and minimise impediments to a koala traversing the landscape.	No acceptable outcome is nominated.
PO57 To the extent practical, development minimises the amount of clearing and fragmentation of koala habitat.	No acceptable outcome is nominated.

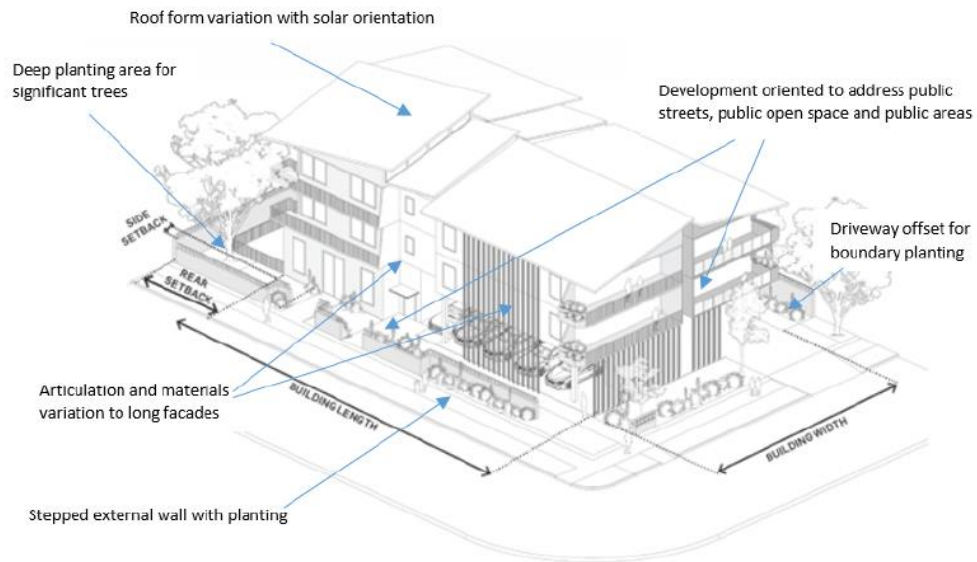


Figure 6.2.2.3.4 —building design and streetscape.

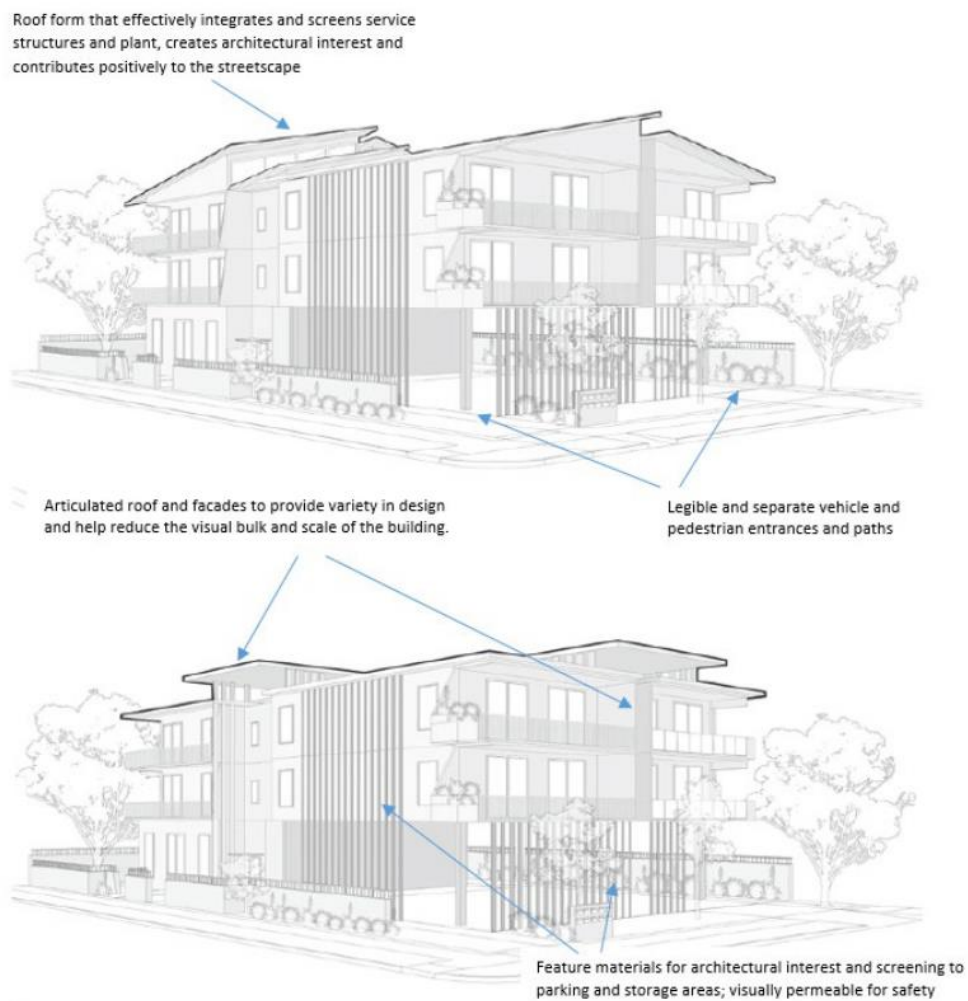


Figure 6.2.2.3.5 — design, materials and roof form.

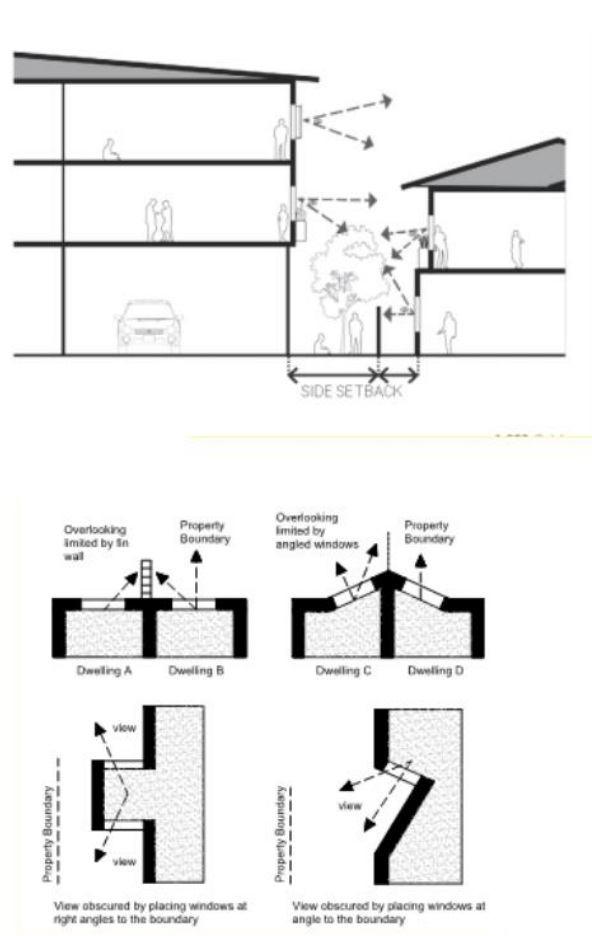


Figure 6.2.2.3.6 —privacy between dwelling units.

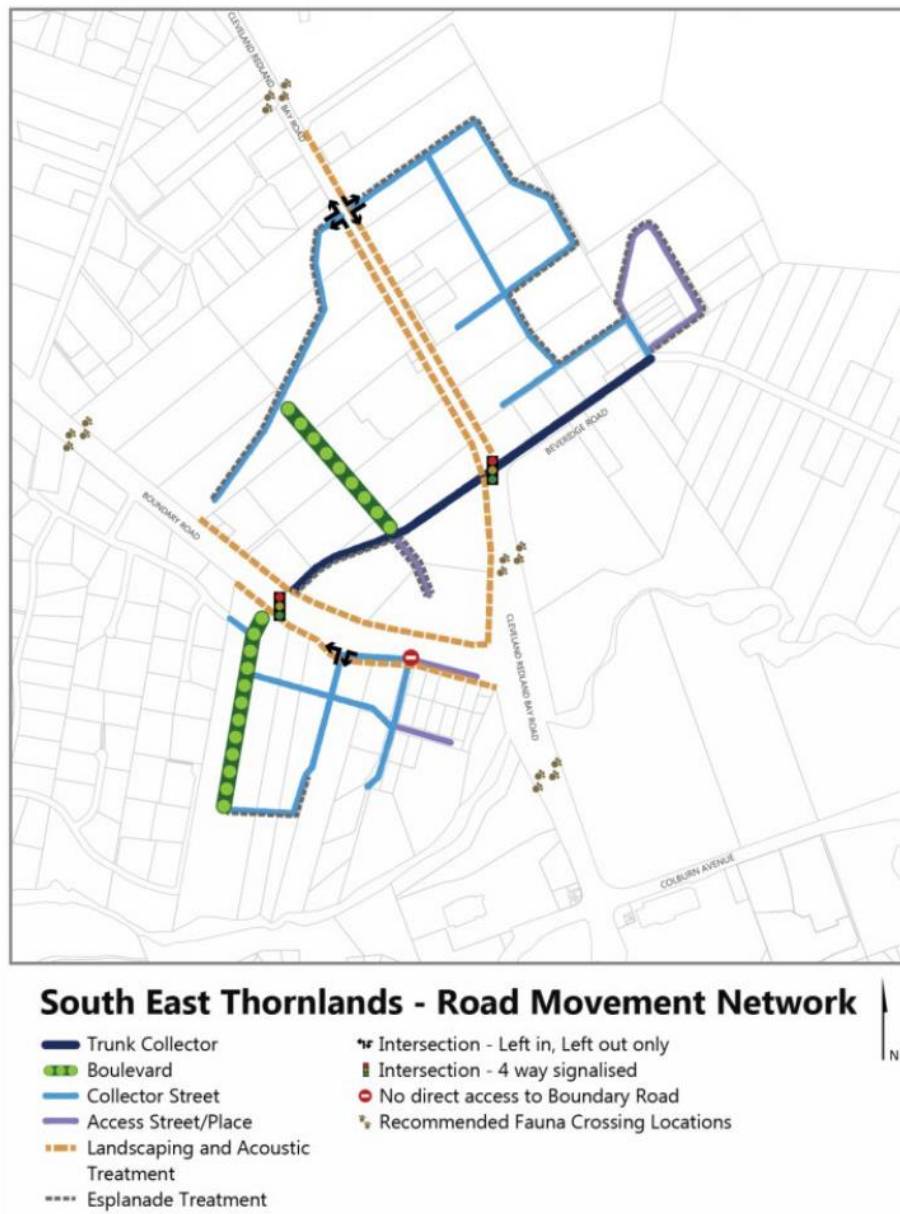
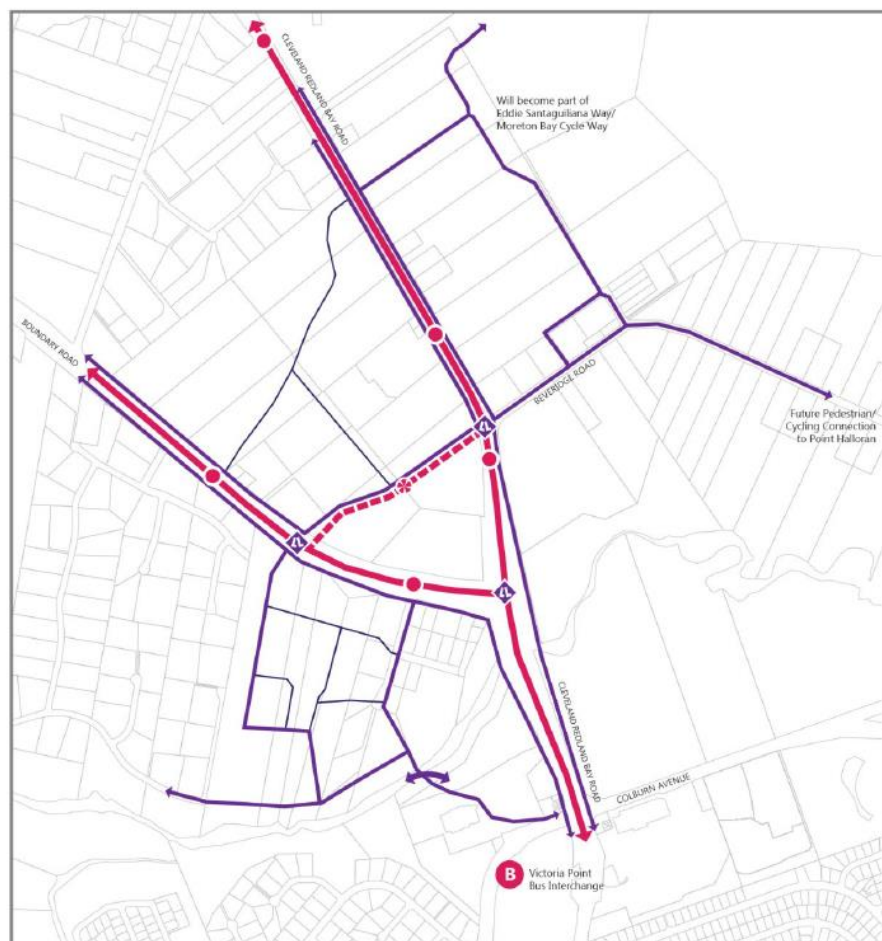


Figure 6.2.2.3.7 —South East Thornlands: road movement network



South East Thornlands - Pedestrian, Cycle and Public Transport Network

- | | |
|---|--|
| ↔ Primary Pedestrian Cycle Link | ↔ Existing Bus Priority and Line Haul Routes |
| — Secondary Pedestrian Cycle Link | ⓑ Bus Station |
| — Shared Pedestrian Cycle Bridge | ● Existing Bus Stops |
| ⓧ Controlled Pedestrian/Cycle Crossing Points | - - - Potential Bus Route |
| | * Potential Bus Stop |

Figure 6.2.2.3.8 —South East Thornlands: pedestrian, cycle and public transport network

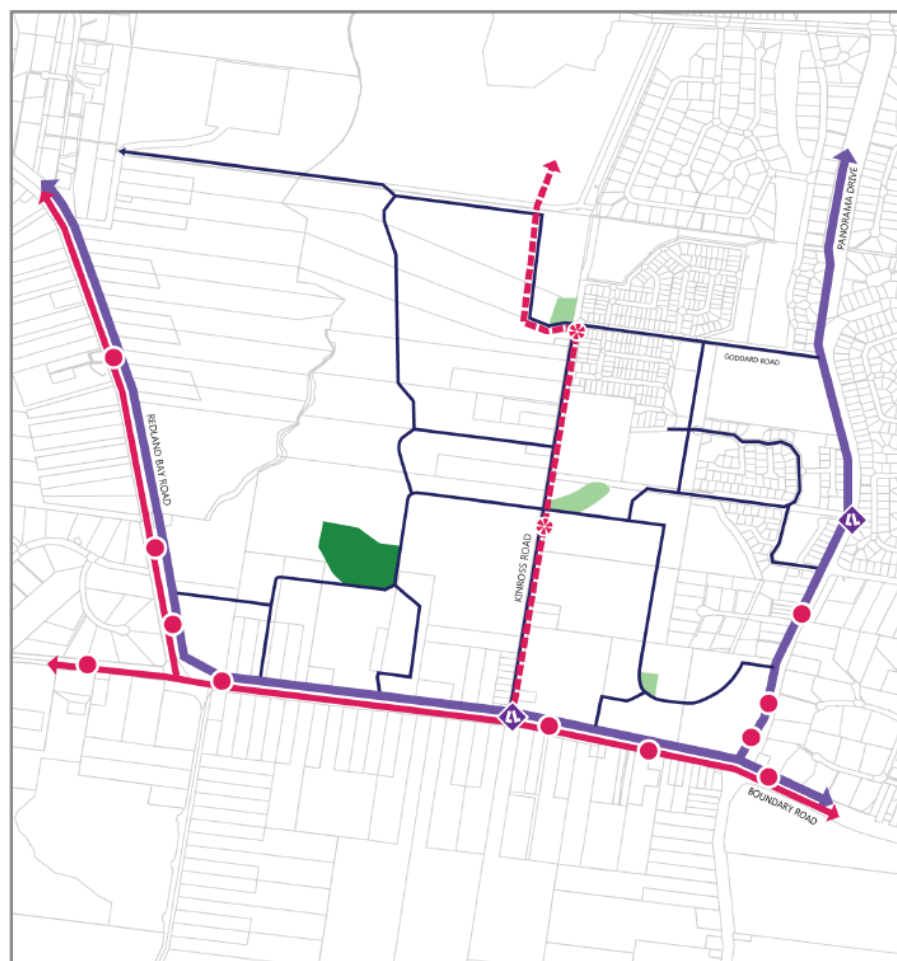


Kinross Road - Road Movement Network

- | | |
|---|---|
| Trunk Collector (Boulevard) | Intersection - Left in/Right in/Left out only |
| Collector Street | Intersection - Signalised |
| Landscaping/Acoustic Treatment/ Road Access Restriction | Roundabout |
| Esplanade Treatment | Fauna Crossing |
| Proposed Road Closure | Pedestrian/Cycle/Emergency Access |
| | Future Northern Public Transport Corridor |
| | Access Place/Access Easement |



Figure 6.2.2.3.9 —Kinross Road: road movement network



Kinross Road - Pedestrian, Cycle, Public Transport Network and Parks

- ↔ Primary Pedestrian Cycle Link
- Secondary Pedestrian Cycle Link
- ⬇ Controlled Pedestrian/Cycle Crossing Points
- ↔ Existing Bus Priority Line Haul Routes
- Existing Bus Stops
- - - Potential Bus Route
- * Potential Bus Stop
- Parkland Area - Community Park
- Parkland Area - Neighbourhood Park

Figure 6.2.2.3.10 —Kinross Road: pedestrian, cycle, public transport and parks network

6.2.5 Tourist accommodation zone code

6.2.5.1 Application

This code applies to development:

- (8) within the tourist accommodation zone as identified on the zoning maps contained within Schedule 2 (mapping); and
- (9) identified as requiring assessment against the tourist accommodation zone code by the tables of assessment in Part 5 (tables of assessment).

When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3, in Part 5.

6.2.5.2 Application

- (10) The purpose of the tourist accommodation zone code is to provide for short-term accommodation supported by community uses and small-scale services and facilities on North Stradbroke Island.
- (11) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the tourist accommodation zone predominantly consists of multiple dwellings, short term accommodation and tourist resorts and related support facilities for Point Lookout's holiday population;
 - (b) non-residential or non-accommodation uses occur where they are small in scale, provide services primarily for tourists and do not compromise the role of the island's centres. Such uses are provided as part of a mixed use development with tourist accommodation;
 - (c) in order to retain larger land parcels for development, further subdivision of land within this zone does not occur;
 - (d) buildings are set back from property boundaries to maintain an attractive streetscape character and protect the privacy and amenity of adjoining dwellings;
 - (e) development incorporates architectural styles and elements that reduce the visual impact of the built form;
 - (f) development design is supported by a contextual site analysis, and is of an appropriate height that maintains views to ridgelines and other prominent local features, and uses a site layout that best provides for equitable access to light and breezes for occupants and neighbours;
 - (g) development achieves a well-designed, architecturally interesting built form through a mix of articulation of building elements, roof forms, screening, textures, materials and colours;
 - (h) development makes a positive contribution to the streetscape and character of the locality and strengthens site features, such as views, heritage or significant trees;
 - (i) development provides high-quality private and communal open spaces for residents that enhance liveability and meet recreational needs;
 - (j) development provides car parking that is integrated into the site and building and does not negatively impact on the site or adjoining sites or the quality and amenity of the streetscape;
 - (k) development creates a safe, comfortable and convenient pedestrian environment within and external to the site and facilitates a high level of accessibility and permeability for pedestrians and cyclists; and
 - (l) development retains (except where not practicable) or establishes significant trees in deep planting areas and avoids alteration to natural drainage lines.

Note – the retention of significant tree is accepted as not practicable where a significant tree due to its location prevents the ability to facilitate a well-designed, integrated and efficient multiple dwelling design outcome consistent with this code.

6.2.5.3 Tourist accommodation zone code – Specific benchmarks for assessment

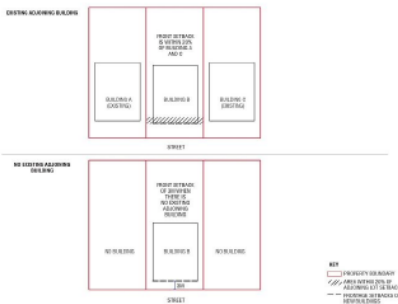
Table 6.2.5.3.1—Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Dual occupancies	
PO1 Good residential design promotes the efficient use of a lot, an acceptable amenity to residents, and facilitates off street parking.	AO1.1 A Dual occupancy complies with all the Acceptable Solutions specified in the Queensland Development Code part MP1.3. Note — For the purpose of this AO, a reference to “duplex” in the Queensland Development Code MP1.3 is taken to be “Dual occupancy” as defined by this planning scheme. Note — References to the Queensland Development Code MP1.3 for the purposes of this AO are to be applied as if these provisions applied to a Dual occupancy. Note — The Queensland Development Code MP1.3 indicates that it is only applicable to Class 1 and associated Class 10 buildings. For the purpose of this AO, the class of building is irrelevant, as long as the development meets the definition of “dual occupancy” as defined by this planning scheme. Note — Other zone code provisions will prevail over this acceptable outcome to the extent of any inconsistency.
For assessable development Planning Scheme Policy 7 Multiple Dwelling Design Guide provides assistance to applicants in achieving high standard design outcomes for multiple dwellings that meet the assessment criteria in this planning scheme. The design principles of the policy are also relevant for other accommodation oriented development in the zone of a similar scale.	
Non residential/accommodation uses	
PO2 Non-residential or non-accommodation uses, only occur where they: (12) are small in scale; (13) are integrated with tourist accommodation activities as part of a mixed use development; (14) do not unduly detract from residential amenity; (15) provide services primarily for tourists; and (16) do not impact on the function of the island’s centres.	No acceptable outcome is nominated.
All residential and accommodation uses	
PO3 Land is predominantly used for tourist accommodation. Development supports and does not undermine this intention.	No acceptable outcome is nominated.
PO4 Multiple dwellings intended for permanent residential use are designed to minimise	No acceptable outcome is nominated.

Performance outcomes	Acceptable outcomes
potential conflicts with tourist accommodation and related uses.	
<p>PO5</p> <p>Developments involving more than 20 dwellings provide sufficient communal open space to:</p> <ul style="list-style-type: none"> (17) is readily accessible, usable and safe; (18) provides flexible spaces and recreation facilities suitable for a range of activities; (19) is landscaped to provide shade, creating a pleasant micro-climate and for visual relief to soften the impact of building and hardstand areas; (20) provides opportunity for casual social interaction; (21) is designed and located to minimise impacts on the amenity of residents of the development and neighbouring properties; (22) is co-located with but separate from deep planting areas (except where not practicable); and (23) minimises impervious ground level areas to improve on-site stormwater filtration. 	<p>AO5.1</p> <p>Where development involves more than 20 dwellings a minimum of 15% of the site area is provided as communal open space, with a minimum dimension of 5m and a minimum area of 50m².</p> <p>Note—Communal open space can be provided on rooftops, on podiums, at ground level, by indoor recreation facilities or a combination of these.</p> <p>AO5.2</p> <p>A communal open space area is designed to:</p> <ul style="list-style-type: none"> (1) be centrally located to be readily accessible for residents via pedestrian pathways; (2) be co-located with deep planting areas where practicable; (3) ensure that 50% of the principal usable area receives a minimum of two hours of direct sunlight between 9am and 3pm on 21 June; (4) be clearly distinguished from any private open space; (5) be well lit and subject to passive surveillance; (6) provide a range of recreational facilities including, for example; <ul style="list-style-type: none"> (a) seating for individuals or groups; (b) barbeque areas; (c) play equipment or play areas; and (d) swimming pool, gyms, tennis court, common room or communal gardens; (7) provide a minimum of 15% planted or grassed landscaping, including a planted area with a minimum width of 1.5m where adjoining a neighbouring property; (8) ensure a minimum of 15% of the area is shaded by trees; (9) have a finished surface level with a gradient less than 5 percent; (10) have hard and soft landscape treatments; and (11) be clear of all non-recreational structures, including clothes hoists, driveways, water tanks, car parking and garbage storage. <p>Editor's note: landscaping provided in communal open space is separate from deep planting areas.</p>
PO6	AO6.1

Performance outcomes	Acceptable outcomes
<p>Development provides private open space that:</p> <p>(24) is useable in size and shape to meet the needs of a diversity of potential residents;</p> <p>(25) is functional and easily accessible from living or common areas to promote outdoor living as an extension of the dwelling;</p> <p>(26) is clearly identified as private open space;</p> <p>(27) provides a high level of privacy for residents and neighbours; and</p> <p>(28) is located and designed to enhance the liveability of residents.</p>	<p>For a ground floor dwelling, ground floor private open space is designed and located to:</p> <p>(1) orient to the street for an apartment development;</p> <p>(2) predominately face north, east or west, except where orientated to the street;</p> <p>(3) provide a minimum area of 16m² if a dwelling in a residential care facility; or</p> <p>(4) provide a minimum area of 25m² for all other dwellings;</p> <p>with:</p> <ol style="list-style-type: none"> a minimum dimension of 4m and clear of any utilities such as gas, clothes drying facilities, water tanks or air-conditioning units; direct access from living or common areas to extend the living space; screening or fencing to clearly identify the area as private open space; a high level of privacy for residents and neighbours; and a high level of acoustic amenity. <p>AO6.2</p> <p>For dwellings above ground level, private balconies are designed and located to:</p> <p>(1) orient to the street;</p> <p>(2) predominately face north, east or west, except where orientated to the street;</p> <p>(3) be orientated with the longer side facing outwards, or open to the sky, to optimise daylight access into adjacent rooms;</p> <p>(4) provide a minimum of 10m² if a dwelling in a residential care facility; or</p> <p>(5) for all other dwellings:</p> <ol style="list-style-type: none"> a minimum area of 10m² for a 1 bedroom unit; or a minimum area of 16m² for a two or more bedroom unit; <p>with:</p> <ol style="list-style-type: none"> a minimum dimension of 3m and clear of any air conditioning unit or drying space; direct access from living or common areas to extend living areas; and a high level of privacy for residents and neighbours. <p>AO6.3</p>

Performance outcomes	Acceptable outcomes
	Where clothes drying areas are provided on private balconies they are screened from public view and do not take up more than 10% of the balcony area.
Reconfiguration	
PO7 Existing lot sizes are maintained or increased to facilitate integrated tourist uses.	AO7.1 Reconfiguration does not result in a smaller lot size.
Built form	
PO8 Buildings are generally two to three storeys, and retain views to vegetated ridgelines.	AO8.1 Building height is a maximum of 11.5m.
PO9 Development occurs on a site that has an area and street frontage width that is sufficient to: (1) accommodate the scale and form of well-designed and articulated multiple dwelling building; (2) allow buildings to be oriented to the street; (3) provide for communal and private open spaces at ground level; (4) provide safe and convenient vehicle access to the site; (5) accommodate on-site parking for residents and visitors, and waste and delivery vehicles manoeuvring; (6) deliver substantial landscaping including deep planting areas to retain or establish significant trees; and (7) provide adequate building setbacks to adjoining properties to maintain residential amenity and privacy.	AO9.1 Development has a minimum site area and street frontage width of: (3) 800m ² and 20m, for a building 3 storeys or less in height; or (4) 1,000m ² and 20m, for a building 4 storeys or greater in height.
PO10 Site cover: (6) is consistent with the intended medium density character of the area and immediate streetscape (7) mitigates the bulk and scale of development; (8) provides natural light, sunlight and breeze to living and open space areas; (9) provides for privacy between dwelling units for residents and neighbouring properties; (10) supports residential amenity for residents and neighbouring properties (11) provides usable open space for residents; and	AO10.1 Site cover does not exceed 50%.

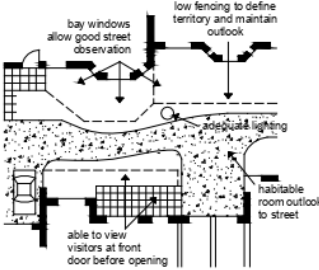
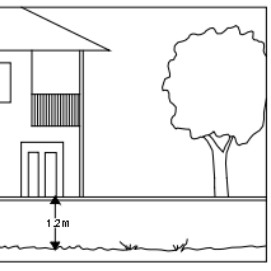
Performance outcomes	Acceptable outcomes
<p>(12) allows for substantial landscaping, including deep planting areas to retain or establish significant trees.</p> <p>PO11 Front boundary setbacks (other than basements):</p> <p>(13) create an attractive, consistent and cohesive streetscape;</p> <p>(14) result in development not being visually dominant or overbearing with respect to the streetscape;</p> <p>(15) assist in achieving visual privacy to ground floor dwellings from the street;</p> <p>(16) support the location of balconies for casual surveillance of the street and articulation of the building facade;</p> <p>(17) provide for landscaping to soften and screen the built form, including deep planting areas to retain or establish significant vegetation;</p> <p>(18) provide for usable open space for the residents;</p> <p>(19) provide for visitor car parking for apartment development; and</p> <p>(20) where tandem car parking spaces are proposed in front of townhouse garages, they are contained wholly within the property boundary.</p> <p>Editor's note –The provision of tandem car parking spaces is not supported in all locations. Refer to Table 9.3.5.3.2 – Minimum on-site vehicle parking requirements in the Transport, servicing, access and parking code for further information.</p>	<p>AO11.1 Buildings are set back from street frontages:</p> <p>(1) within 20% of the average front setback of adjoining buildings; or</p> <p>(2) where there are no adjoining buildings;</p> <p>(a) 3m to the building wall and 5.5m for garage doors for townhouse development; or</p> <p>(b) 4m to balconies, eaves, awning or the like and 6m to building walls for apartment development and tourist accommodation.</p> <p>Figures 6.2.5.3.1 and 6.2.5.3.5 illustrates.</p>  <p>Figure 6.2.5.3.1—Setbacks</p>
<p>PO12 Side and rear boundary setbacks:</p> <p>(1) minimise the impacts of development on the amenity and privacy of existing and future adjoining residents;</p>	<p>AO12.1 At the side boundary:</p> <p>(21) a built to boundary wall does not exceed 4.5m in height and 9m in length along any one boundary; and</p>

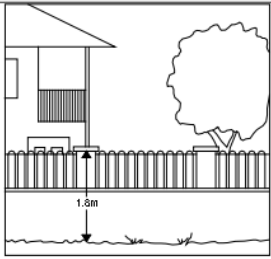
Performance outcomes	Acceptable outcomes
<p>(2) does not prejudice the intended future development of adjoining sites;</p> <p>(3) contribute to the pattern of the streetscape consistent with the intended neighbourhood character;</p> <p>(4) support the separation of buildings to provide visual and acoustic privacy;</p> <p>(5) maintain sufficient levels of natural light, and air circulation for residents of the development and adjoining sites;</p> <p>(6) ensure daylight penetrates all sides of the proposed building;</p> <p>(7) provide for communal (where required) and private open space areas;</p> <p>(8) provide space for service functions (except car parking), including clothes drying areas if needed;</p> <p>(9) support the introduction of landscaping to complement building massing, screen buildings and support the privacy of existing and future adjoining residents; and</p> <p>(10) provide for deep planting areas, to retain and protect significant native trees (except where not practicable) and vegetation, or establish large subtropical shade trees.</p> <p>Note – the retention of significant tree is accepted as not practicable where a significant tree due to its location prevents the ability to facilitate a well-designed, integrated and efficient multiple dwelling design outcome consistent with this code.</p>	<p>(22) otherwise, buildings are set back a minimum of:</p> <p>(a) 1.5m for a wall up to 4.5m high;</p> <p>(b) 2m for a wall up to 8.5m high; and</p> <p>(c) 2m plus 0.5m for every 3m or part thereof by which the building exceeds 8.5m.</p> <p>Note—Where a multiple dwelling in the form of attached or terrace houses is proposed, side setbacks would apply only to boundaries shared with adjoining sites and not to "internal" lot boundaries within the development site.</p> <p>AO12.2</p> <p>The rear boundary setback is a minimum of 5m.</p>
<p>PO13</p> <p>Basements are designed to ensure:</p> <p>(23) located outside of deep planting areas;</p> <p>(24) designed to provide natural ventilation for basement car parking that is integrated into the building façade and landscape design; and</p> <p>(25) designed to have a strong relationship between the street and the proposed building and ground level open space.</p>	<p>No acceptable outcome is nominated.</p>
<p>PO14</p> <p>Buildings are designed to:</p> <p>(1) contribute to an attractive streetscape and intended character of the local area;</p> <p>(2) be orientated to the street;</p> <p>(3) incorporate balconies that address street frontages and public spaces;</p> <p>(4) provide modulation and articulation in the building façade and elevations' horizontal and vertical profiles;</p> <p>(5) provide projections and recesses in the facade and elevations that reflect</p>	<p>No acceptable outcome is nominated.</p> <p>Figures 6.2.5.3.6 and 6.2.5.3.7 illustrates.</p>

Performance outcomes	Acceptable outcomes
<p>changes of internal functions of buildings, including circulation;</p> <p>(6) include variation in building materials, contrasting colours, textures and finishes that emphasise architectural features;</p> <p>(7) use similarly proportioned roof forms, doors, windows and balconies to complement the local character;</p> <p>(8) break up the appearance of large buildings through roof form, materials, articulation, projections and recesses that reflect the existing streetscape scale; and</p> <p>(9) articulate building entrances and openings.</p>	
<p>PO15</p> <p>Development for services and related structures:</p> <p>(1) are accessible for maintenance;</p> <p>(2) are integrated to blend into the overall development design; and</p> <p>(3) are designed and orientated to not visually dominate the street frontage.</p>	<p>AO15.1</p> <p>Services and related structures (such as electricity transformers, fire hydrant and booster assemblies) where located in the front boundary setback:</p> <p>(1) extend for no more than 5m or 10% of the street frontage (whichever is lesser);</p> <p>(2) are orientated towards internal driveways or footpaths; and</p> <p>(3) are located, screened with similar materials to the building or landscaped to not be visually obtrusive when viewed from the street.</p>
<p>PO16</p> <p>Multiple dwelling building walls are designed to:</p> <p>(1) be visually interesting through the provision of articulation on the side and rear walls;</p> <p>(2) avoid highly reflective finishes;</p> <p>(3) break up multiple dwelling development and reduce the scale and bulk of the buildings; and</p> <p>(4) support dual-orientation dwellings to provide for natural cross ventilation.</p>	<p>AO16.1</p> <p>The maximum length of a building wall in any direction is 30m, with a change in the building line every 15m on side and rear walls of plus or minus 1.5m for a length not less than 5m.</p> <p>Figures 6.2.5.3.6 and 6.2.5.3.7 illustrates.</p> <p>Editor's note—full building separation provides a minimum of 6m for apartments and 3m for townhouses.</p>
<p>PO17</p> <p>Design elements promote a subtropical and climate responsive design character through:</p> <p>(1) the use of deep balconies decks and eaves;</p> <p>(2) orientating habitable room windows, private open space (balconies and terraces) to the north where possible;</p> <p>(3) maximising dwellings with a northern aspect;</p> <p>(4) maximising dual orientation of habitable rooms to provide for natural cross ventilation;</p>	<p>No acceptable outcome is nominated</p> <p>Editor's note—Applicants should have regard to Subtropical Design in South East Queensland A Handbook for Planners-Developers and Decision-Makers (2010-Centre for Subtropical Design QUT).</p>

Performance outcomes	Acceptable outcomes
<p>(5) integration of buildings with landscape planting and deep planting areas to create a pleasant micro-climate;</p> <p>(6) screening habitable rooms from the western sun, using building and landscape elements; and</p> <p>(7) integration of buildings within landscape planting.</p> <p>Editor's note—Applicants should have regard to:</p> <p>1. Subtropical Design in South East Queensland: A handbook for planners, developers and decision makers; and</p> <p>2. Planning Scheme Policy 7: Multiple Dwelling Design.</p>	
<p>PO18</p> <p>The design of roof form, rooftops and building caps of apartments:</p> <p>(1) provides an interesting and attractive roof-scape that enhances the architectural distinction of the building and makes a positive contribution to the local character;</p> <p>(2) is articulated to reduce the bulk and scale of a building when viewed from the street</p> <p>(3) considers the ability for discreet placement and optimum orientation of solar panels;</p> <p>(4) maximises solar access for dwellings during winter and provides shade in summer; and</p> <p>(5) incorporates variety in design; and</p> <p>(6) effectively integrates or screens service structures, plant and equipment and provides for the future inclusion of additional plant and equipment; and</p> <p>(7) avoids highly reflective finishes.</p>	<p>AO18.1</p> <p>Roof form, rooftops and building caps are designed to:</p> <p>(1) include interesting forms created through pitches, gables, skillions or other features;</p> <p>(2) be articulated to break down the roof and building bulk and scale;</p> <p>(3) provide opportunity for stormwater collection, solar energy and communal open space;</p> <p>(4) be angled to the north and east to maximise solar access in winter; and</p> <p>(5) incorporate hoods and overhangs to shade walls and windows from the summer sun.</p> <p>Figure 6.2.5.3.6 and 6.2.5.3.7 illustrates.</p>
<p>PO19</p> <p>Development establishes an active interface with adjoining pedestrian spaces by providing physical connections between buildings and between buildings and public places to encourage pedestrian movement.</p>	<p>No acceptable outcome is nominated.</p>
<p>PO20</p> <p>Parking facilities for apartment development:</p> <p>(1) are contained within a basement level or within the building footprint where located at ground level;</p> <p>(2) are designed to not dominate the streetscape or the building form when viewed from the street, other public spaces and adjoining properties;</p>	<p>AO20.1</p> <p>Parking facilities for residents (excludes visitor car parking):</p> <p>(1) are located in a basement level; or</p> <p>(2) within the building footprint at ground level where;</p> <p>(a) landscaped and screened from view from the street, other public spaces and adjoining properties;</p>

Performance outcomes	Acceptable outcomes
(3) mitigate amenity impacts on adjoining residents.	<p>(b) integrated into the building façade through architectural elements; and</p> <p>(3) provide storage for residents.</p>
	<p>AO20.2</p> <p>Visitor car parking (excludes resident parking) are located:</p> <p>(1) in a basement level; or</p> <p>(2) at ground level within the building footprint where landscaped or screened from view from the street, other public spaces and adjoining properties; or</p> <p>(3) in the front setback where adjoining the driveway and landscaped or screened from view from the street.</p>
<p>PO21</p> <p>Parking facilities for townhouse development are located so that they do not dominate the streetscape or the building form when viewed from the street.</p>	<p>AO21.1</p> <p>Vehicle parking structures are located behind the front building alignment.</p>
<p>PO22</p> <p>Driveways and internal access ways are located and designed to:</p> <p>(1) integrate into the overall building design;</p> <p>(2) define the public and private space;</p> <p>(3) support active street frontages and enhance the streetscape character;</p> <p>(4) incorporate high quality pavement materials, textures and colours to contribute to an attractive and interesting streetscape;</p> <p>(5) minimise visual impact of long driveways through changing alignments and landscaping;</p> <p>(6) be located on secondary/rear frontages, where available;</p> <p>(7) limit the number and width of driveway crossovers to the minimum required;</p> <p>(8) minimise the extent of internal access ways;</p> <p>(9) mitigate impacts on neighbouring properties;</p> <p>(10) maximise the availability of on-street parking;</p> <p>(11) support the retention or establishment of street trees; and</p> <p>(12) allow for refuse collection and street infrastructure.</p>	<p>AO22.1</p> <p>Driveways and internal access ways are located and designed:</p> <p>(1) to incorporate high quality pavement materials, textures and colours that are consistent with the overall building design;</p> <p>(2) to be limited to one crossover per street frontage;</p> <p>(3) to provide the minimum width required;</p> <p>(4) to be offset from the side boundary by a minimum of 1m to allow for landscaping; and</p> <p>(5) to minimise and soften visual impacts through</p> <p>a. offset alignment of the driveway and landscaping to screen the view of the driveway from the street;</p> <p>b. a change in alignment within 20m from the street frontage; and</p> <p>c. soft landscaping along the driveway and at the end of the straight alignment.</p> <p>Figure 6.2.5.3.6 illustrates.</p>
PO23	AO23.1

Performance outcomes	Acceptable outcomes
<p>Development provides front fences or walls along street frontages, or public spaces, that create an attractive streetscape by:</p> <ol style="list-style-type: none"> (1) incorporating a mixture of building materials that complement the design of buildings (2) providing visual interest and a softening of the visual impact where significant in length (3) highlighting the entrance to the property 	<p>Fences or walls along a street front or public space are designed to incorporate a mixture of building materials that complement the design of the building.</p> <p>AO23.2</p> <p>Where a fence or wall along street frontages or public spaces exceeds 10m in length, indentations, material variation or soft landscaping (including planter boxes) are incorporated.</p> <p>Figure 6.2.5.3.6 illustrates.</p>
<p>PO24</p> <p>Development is designed to discourage crime and anti-social behaviour by:</p> <ol style="list-style-type: none"> (1) maximising opportunities for casual surveillance of the street, public places, communal open space (where provided), pedestrian and cycle paths, including the primary pedestrian entrance and car parking areas; (2) ensuring spaces are well lit; (3) minimising potential concealment and entrapment opportunities; and (4) providing direct movements with clear unobscured sight lines, and (5) having fencing and walls along a street frontage or public space incorporate visually permeable materials and treatments. 	<p>AO24.1</p> <p>Buildings are designed to have balconies, windows and building openings overlooking streets and other public spaces.</p> <p>Figures 6.2.5.3.2 and 6.2.5.3.5 illustrates.</p>  <p>Figure 6.2.5.3.2—Overlooking</p> <p>AO24.2</p> <p>Fences or walls along a street frontage or public space have a maximum height of:</p> <ol style="list-style-type: none"> (26) 1.2m where solid; or (27) 1.8m where that portion of the fence above 1.2m high is at least 50% transparent. <p>Figures 6.2.5.3.3 and 6.2.5.3.4 illustrate.</p>  <p>Figure 6.2.5.3.3—Fencing (1)</p>

Performance outcomes	Acceptable outcomes
	 <p>Figure 6.2.5.3.4—Fencing (2)</p>
<p>PO25</p> <p>On elevated or steeply sloping sites:</p> <p>(28) development is sympathetic to the natural landform through the use of terraced or split level building forms that minimise ground level disturbance outside the building footprints; and</p> <p>(29) the understoreys of buildings are screened to maintain the quality of view when viewed from below.</p>	<p>No acceptable outcome is nominated.</p>
<p>Amenity</p>	
<p>PO26</p> <p>Privacy between dwelling units on the site and adjoining sites is achieved by effective building design and the location of windows and outdoor open spaces to prevent overlooking into habitable rooms or private open space areas or through the use of screening devices. Where screening devices are used, they are integrated with the building design.</p>	<p>AO26.1</p> <p>Where habitable room windows are directly adjacent to habitable rooms of adjoining dwellings and are within a distance of 9m and within an angle of 45 degrees, privacy is protected by:</p> <p>(30) sill heights being a minimum of 1.5m above floor level; or</p> <p>(31) providing fixed translucent screens, such as frosted or textured glazing, for any part of the window below 1.5m above floor level; or</p> <p>(32) providing fixed external screens.</p> <p>Figure 6.2.5.3.8 illustrates.</p> <p>AO26.2</p> <p>Outlook from windows, balconies, stairs, landings, terraces and decks and other private areas, is screened where a direct view is available into the private open space of another dwelling. Screening is achieved by:</p> <p>(33) fixed translucent screens, such as frosted or textured glazing, for any part of the window below 1.5m above floor level; or</p> <p>(34) fixed external screens; or</p> <p>(35) landscape planting that will achieve a minimum of 2m in height at maturity.</p>

Performance outcomes	Acceptable outcomes
	Figure 6.2.5.3.8 illustrates.
	AO26.3 Where incorporating screening devices, they are: (36) solid translucent screens or perforated panels or trellises that have a maximum of 25% openings, with a maximum opening dimension of 50mm and that are permanently fixed and durable; and (37) offset a minimum of 300mm from the wall of the building.
PO27 Development provides side and rear fencing that protects the privacy and amenity of adjoining properties.	AO27.1 Side and rear boundary fences are a minimum of 1.8m in height where adjoining a residential use.
PO28 Development is designed to facilitate the retention and establishment of significant trees and street trees (except where not practicable) that: (1) complement and soften the scale and bulk of the built form; (2) support an attractive streetscape; (3) enhance the amenity of residents; and (4) provide natural shade to improve the micro-climate. Note – the retention of a significant tree is accepted as not practicable where a significant tree due to its location prevents the ability to facilitate a well-designed, integrated and efficient multiple dwelling design outcome consistent with this code.	No acceptable outcome is provided.
PO29 On-site landscaping is provided to: (38) contribute to an attractive streetscape; (39) enhance the appearance of the development;	AO29.1 A minimum of 20% of the site is planted or vegetated landscaping (rather than hardstand), including 10% of the site for deep planting areas.

Performance outcomes	Acceptable outcomes
<p>(40) complement, and where possible retain and add to, any native vegetation within the site;</p> <p>(41) provide for the retention of establishment of significant trees in deep planting areas;</p> <p>(42) create green roofs, walls or other sustainable building elements;</p> <p>(43) provide privacy between on-site dwellings and adjoining properties; and</p> <p>(44) screen unsightly components.</p>	<p>Editor's note-landscaping that is not deep planting areas can be located in communal open space areas.</p> <p>AO29.2 A 2m wide landscaped area is provided along the length of any public road frontage.</p> <p>AO29.3 Development provides:</p> <p>(1) a minimum 1m wide planted landscaped area on a side boundary where a driveway, or a ground level open parking area, is located adjacent the boundary; and</p> <p>(2) an extended landscaped area of a minimum of 1.5m for every 5m of driveway length.</p>
<p>PO30 Deep planting areas are provided that:</p> <p>(1) are located to retain or establish significant trees to soften the built form;</p> <p>(2) are co-located with communal open space, street trees or deep planting areas on adjoining properties;</p> <p>(3) are accessible to provide informal recreation spaces for residents;</p> <p>(4) are of sufficient size and dimension to support the retention or establishment of significant trees that at maturity complement the scale and height of the built form;</p> <p>(5) are open to the sky with access to light and rainfall;</p> <p>(6) are maintained exclusively for landscaping, with no underground development or infrastructure;</p> <p>(7) reduce urban heat island effects by improving the micro-climate; and</p> <p>(8) provide water quality and quantity benefits from the natural filtration of rainfall into the ground.</p>	<p>AO30.1 Deep planting areas are located:</p> <p>(1) within boundary setbacks to soften the built form as viewed from the street and adjoining properties;</p> <p>(2) to retain significant trees; and</p> <p>(3) to co-locate with communal open space, street trees or deep planting areas on adjoining properties.</p> <p>AO30.2 Deep planting areas are:</p> <p>(1) a minimum of 10% of the site;</p> <p>(2) a minimum unobstructed dimension of 4m in any direction; and</p> <p>(3) completely open to the sky.</p> <p>Editor's note-the deep planting area acceptable outcome for a minimum of 10% of a site is part of the overall minimum 20% landscaping for a site rather than in addition.</p> <p>AO30.3 Deep planting areas are exclusively for landscaping and do not contain:</p> <p>(1) driveways, manoeuvring or hardstand areas and pedestrian paths;</p> <p>(2) surface structures and infrastructure such as water tanks or utilities; and</p> <p>(3) sub-surface structures or infrastructure such as basement car parking and water supply or wastewater infrastructure.</p>
<p>PO31 Development minimises impacts on surrounding residential amenity and provides a high level of on-site amenity for occupants, having regard to noise, odour, vibration, air or light emissions.</p>	<p>No acceptable outcome is nominated.</p>

Performance outcomes	Acceptable outcomes
PO32 Siting and design achieves a high level of amenity for occupants by minimising impacts from noise generating areas, such as streets, driveways, car parking areas, service areas, private and communal open space areas and mechanical equipment.	No acceptable outcome is nominated.
PO33 Development minimises the extent of shadows on useable private open space or public spaces and provides adequate sunlight to habitable rooms on the site and adjoining.	AO33.1 Solar access to habitable rooms and private open space of dwellings: (45) is not less than 3 hours between 9am and 3pm on June 21; or (46) where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%.
PO34 Waste and recycling container storage areas: (1) for apartment development are located within the building footprint; (2) provide an accessible location for residents and waste collection; (3) are not be visible from street and other public spaces; (4) mitigate adverse amenity impacts in terms of odour, noise and visual impacts on residents on-site and residents of adjoining properties.	AO34.1 Waste and recycling container storage areas are: (47) located within the building footprint for an apartment development; (48) co-located in car parking areas, in a basement or at ground level; (49) separated from open space areas on-site and on adjoining properties; (50) screened or enclosed; (51) integrated into the building design, using similar material and finishes; and (52) well ventilated.
PO35 Development site layout and design enhances and complements the character of the surrounding neighbourhood and responds to the topography, natural values and development constraints by: (1) integrating into the surrounding residential neighbourhood; (2) providing an attractive and interesting streetscape; (3) taking advantage of the site's natural features like views, vistas, existing vegetation and landmarks; (4) minimising and mitigating impacts on ecological corridors and native vegetation; and (5) minimising alteration to natural topography and drainage lines. Editor's note-this performance outcome can be met through submission of a, Concept Design Proposal	No acceptable outcome is nominated. Editor's note—Applicants will also need to have regard to any relevant overlays applicable to the development site.

Performance outcomes	Acceptable outcomes
<p>concept prepared in accordance with Planning Scheme Policy 7 Multiple Dwelling Design.</p> <p>that demonstrates the design process and includes:</p> <ul style="list-style-type: none">(1) site and neighbourhood analysis;(2) building design criteria/principles informed by an opportunities and constraints analysis; and(3) an outline of how the layout and design responds to the site, streetscape, surrounding neighbourhood and natural values constraints.	

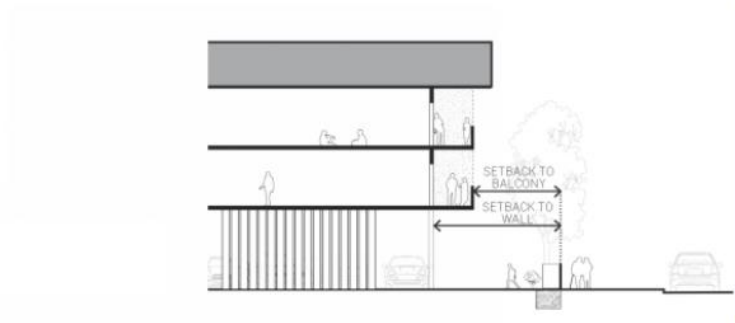


Figure 6.2.5.3.5 -front boundary setback to balcony and wall

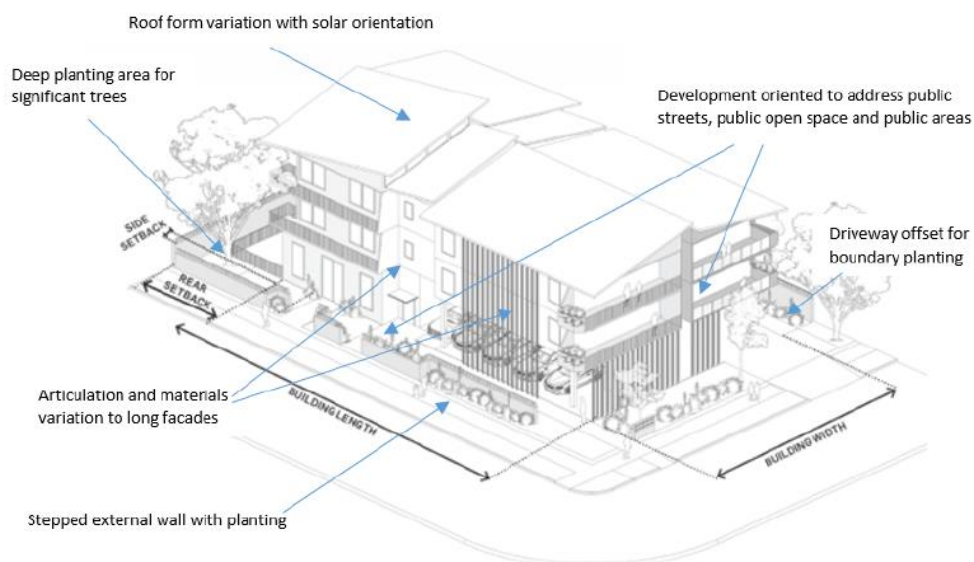


Figure 6.2.5.3.6 —building design and streetscape.

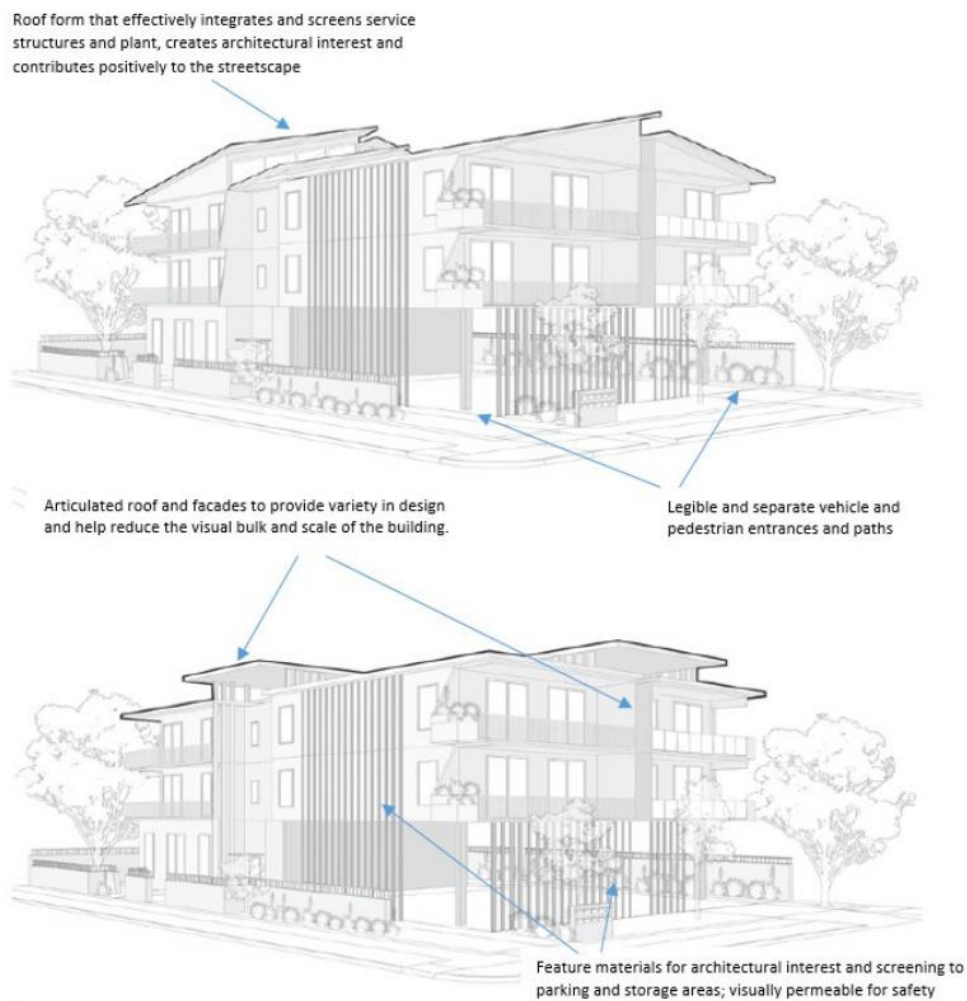


Figure 6.2.5.3.7 — design, materials and roof form.

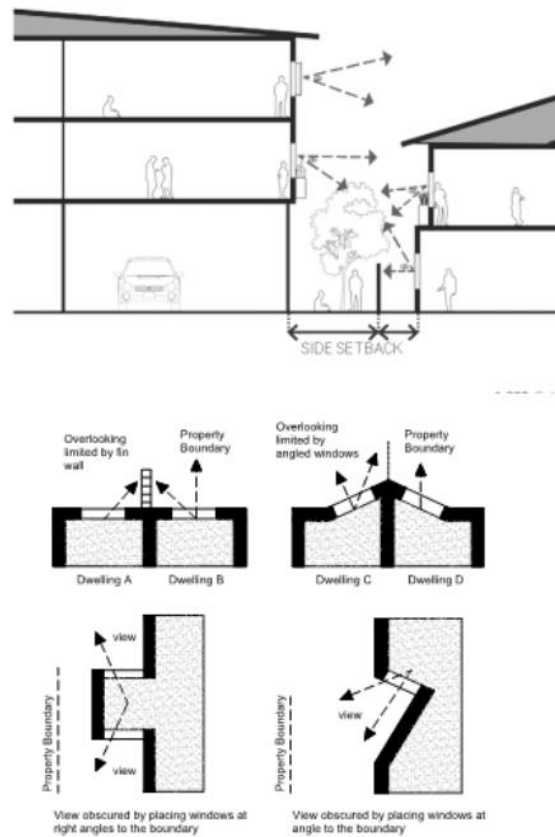


Figure 6.2.5.3.8 —privacy between dwelling units.

9.3.4 Reconfiguring a lot code

9.3.4.3 Reconfiguring a lot code – Specific benchmarks for assessment

SC1.1 Table 9.3.4.3.1 – Benchmarks for assessable development

Reconfiguration for a townhouse	
<p>PO52</p> <p>Reconfiguration of a townhouse development to establish freehold lots only occurs where:</p> <ul style="list-style-type: none">(1) the townhouse development is designed to be freehold titled by ensuring:<ul style="list-style-type: none">(a) the townhouse development remains in compliance with the development approvals following reconfiguration;(b) each townhouse remains a self-contained residence following reconfiguration;(c) that dependant activities of the development are not separated by freehold titling;(2) the lots are created following construction of the townhouses;(3) equitable sharing and ongoing maintenance of any shared facilities or infrastructure is established like waste collection, water meters. <p>Editor's note- material change of use and reconfiguration applications should be submitted together to allow concurrent assessment.</p>	<p>No acceptable outcome is nominated.</p>

SC1.2 Administrative definitions

Table SC1.2.1 Additional administrative terms and their definition

Column 1 Administrative term	Column 2 Definition
Articulation	The treatment of a building form or façade that creates or contributes to visual character and an active frontage. Articulation may include: <ul style="list-style-type: none"> - vertical and horizontal detail and/or projections - variations in colours, materials, patterns and textures - architectural elements such as openings, entry statements, directional signage, exposure of fittings, distinction between levels of a building, awnings, planters, balconies and stepping of built form
Apartment Development (Multiple Dwelling)	The use of a premises for three or more dwelling units in a building that generally : <ul style="list-style-type: none"> - is two or more storeys in height - has a common foyer-entrance - has communal facilities including outdoor spaces, car parking and waste storage areas
Building envelope	The three-dimensional extent of where a building and associated structure may be built on a site after consideration of assessment criteria for building height, front, side and rear boundary set-backs, any height transitions and other assessment criteria.
Building footprint	The two-dimensional extent of built development, including balconies, covered private outdoor living areas and enclosed spaces but excluding the part of a building or structure that is: <ul style="list-style-type: none"> - an eave or a roof; or - a sunhood or the like attached to the wall of a building or structure to provide shade or shelter to the wall.
Deep Planting Areas	Areas open to the sky for the retention of existing native trees or the introduction of native trees that at maturity will complement the scale and height of the built form that: <ul style="list-style-type: none"> - are in soil profile of sufficient supporting volume for the native trees to be retained or established; - are used exclusively for native trees and other landscaping; - do not contain driveways, manoeuvring or hardstand areas or surface structures like water tanks and utilities; and - do not contain sub-surface structures or infrastructure, like basement car parking or wastewater infrastructure.
Townhouse Development (Multiple Dwelling)	The use of a premises for three or more dwelling units generally in separate buildings that: <ul style="list-style-type: none"> — does not have a dwelling above or below it - has have individual dwelling unit entrances. — has have individual car parking either incorporated into the dwelling or immediately accessible to the dwelling and waste storage areas

Schedule 6 Planning scheme policies

The table below lists all the planning scheme policies applicable to the planning scheme area.

SC6.1 Planning scheme policy index

Table SC6.1.1— Planning scheme policy index

Planning scheme policy title
Planning Scheme Policy 1 - Environmental significance
Planning Scheme Policy 2 – Infrastructure works
Planning Scheme Policy 3 – Flood and storm tide hazard
Planning Scheme Policy 4 – Landslide hazard
Planning Scheme Policy 5 – Structure plans
Planning Scheme Policy 6 – Environmental emissions
Planning Scheme Policy 7 – Multiple dwelling design

SC6.8 Planning Scheme Policy 7 - Multiple dwelling design

To access Planning Scheme Policy 7- Multiple dwelling design, [click here](#).

SC6.8 PLANNING SCHEME POLICY 7 – MULTIPLE DWELLING DESIGN



PLANNING SCHEME POLICY - 7

MULTIPLE DWELLING DESIGN





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INTRODUCTION

The aim of Planning Scheme Policy 7: Multiple Dwelling Design (the policy) is to achieve high standard design outcomes for multiple dwellings within Redland City.

The Redland City Plan (RCP) encourages housing diversity and affordability for residents through a choice of housing product and location. This policy intends to help to provide a vibrant, safe and attractive built environment in a landscape setting to address the housing needs of changing demographics into the future. This policy provides design advice across a range of housing products.

The policy:

- Explains the relationship to the statutory approval process;
- Provides residential design guidance consisting of a set of principles that are aligned with the Redland City Plan, supplemented by images, diagrams and explanatory text; and
- Outlines information that will ensure a well-made proposal when preparing and submitting a development application for approval.

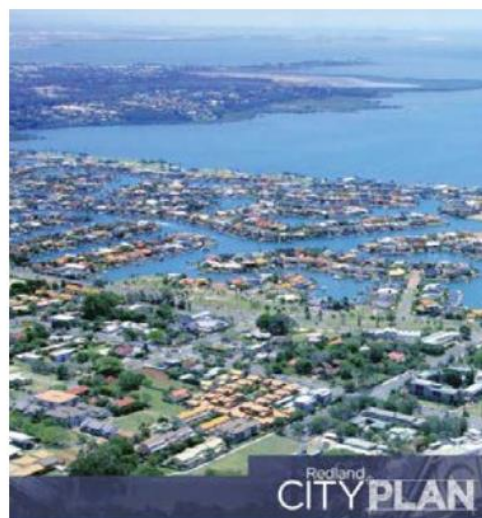
Relationship with the planning scheme

This policy will be used as a reference document to policy good design outcomes to support the criteria for assessable development contained within the Redland City Plan (RCP). The RCP Strategic Framework identifies the various characteristics which make up a series of residential and separate centres zones which provide opportunities for development of various lot sizes, a range of densities and resulting diversity in housing design. The policy principally applies to development of multiple dwellings in the Low medium density residential (LMDR), Medium density residential (MDR) and Tourist accommodation Zones.

Definitions

The terms used in the policy are defined in schedule 3, columns 1 and 2 of the *Planning Regulation 2017*.

For clarification a Multiple Dwelling is defined as a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.



DEVELOPMENT APPLICATIONS AND THE ASSESSMENT PROCESS

PRE-LODGEMENT PROCEDURES

RCC has a pre-lodgement procedure. This policy provides a resource for pre-lodgement discussions. The policy advocates meeting early in the design and planning process to focus on how to achieve the best design outcome for each development site. This is the key to an efficient assessment process.

It is recommended that consideration is given to the provision of information such as a Concept Design Proposal for the pre-lodgement meeting.

Design is a process, not just an end result.

A Concept Design Proposal is intended to explain the analysis, the design evolution and principles on which a development proposal is based.

This should be a combination of diagrams, illustrations, photographs and information. This is usually information which will have been collated by the designer through the design process and therefore should not be onerous.

An initial Concept Design Proposal can be submitted for a pre-lodgement meeting. This would enable the assessment manager to provide an informed initial response to the main issues raised by the proposal.



WHAT IS A CONCEPT DESIGN PROPOSAL?

The Planning Act sets out the mandatory supporting information for Development Applications.

This policy recommends that consideration is given to the provision of additional information such as a Concept Design Proposal principally based on diagrams, illustrations and photographs.

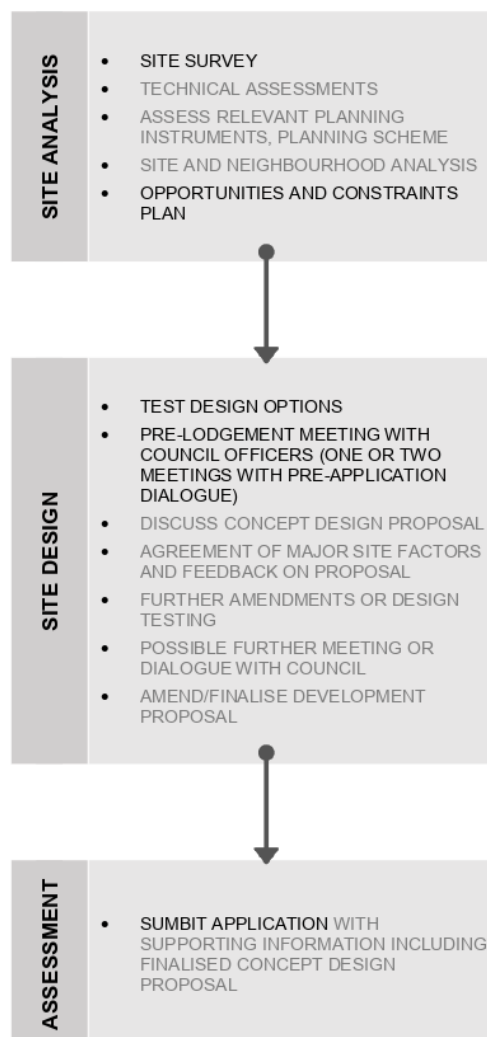
It is recommended that a Concept Design Proposal consists of three parts:

1. A site and neighbourhood analysis.
2. Opportunities and constraints analysis and initial design parameters –
A summary of the analysis, highlighting the main elements that will inform the initial design parameters.
3. Design testing and response –
Presentation of the development proposal, outlining how it responds to the site and surrounding area, how various design concepts have been tested, and giving an explanation of the design rationale in the context of the RCP.

HOW DOES A CONCEPT DESIGN PROPOSAL ADD VALUE TO MY APPLICATION AND DEVELOPMENT?

A Concept Design Proposal is a non-mandatory document but a well prepared one may reduce the need for officers to ask for further information during the application process as it can clearly present the rationale for why design decisions have been made. It can also help to avoid costly amendments to the proposal at later stages and facilitate an expedited assessment process. Furthermore, it can be used as a useful tool for engagement and explanation to residents who may otherwise raise concerns and submissions.

DESIGN PROCESS



THE DESIGN PRINCIPLES

SUBTROPICAL DESIGN

CONTEXT

South East Queensland is Australia's only sub-tropical metropolitan region. Residents of Redland City enjoy the character and lifestyle provided by its bayside location, parklands and urban and rural settings. As a result, the multiple dwellings within the Redlands should have climatically responsive designs, creating attractive streetscapes within safe and liveable environments.

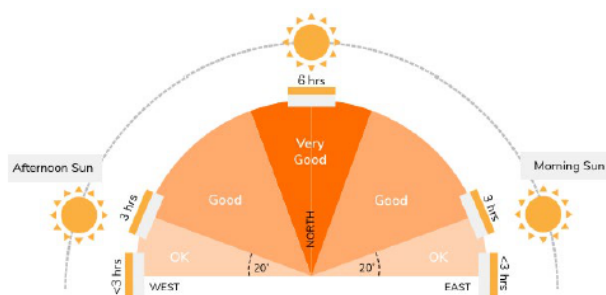
Development in Redlands takes full advantage of the subtropical climate and prevailing coastal breezes through creative and responsive design and orientation. Good sub-tropical design practices and solutions can minimise energy use and environmental impacts.

In the RCP subtropical and climatically responsive design character is described as the use of deep verandahs, decks, and eaves and the integration of buildings within landscape planting.

Trees are a valuable urban asset and a key component of the landscape setting within Redlands, contributing to the visual amenity plus providing environmental benefits. These need to be planned and managed alongside other urban infrastructure.

Materials commonly used in vernacular styles are corrugated metal sheeting and timber weatherboards. Many more contemporary designs and residential building forms have incorporated timber and lightweight materials which complement traditional materials.

OUR CLIMATE



The hours of sunlight that can be expected in mid winter are directly related to the orientation of the façade. This diagram shows the optimal orientation for habitable rooms and balconies.

THE TRADITIONAL CHARACTER OF THE REDLANDS

The Design Principles have evolved to guide a contemporary response to the local climate, and promote traditional built form characteristics in the Redlands as displayed in the examples on this page.

Typical traditional characteristics of Redlands streetscape and residential design are:

- Mature street trees
- Buildings orientated to the street
- Dwellings with direct pedestrian access to the street
- Lightweight materials
- Climate responsive design
- Indoor/Outdoor living
- Pitched roof form
- Modulation of facades
- Articulation of entrances and openings.



● Addresses both street frontages ● Multiple roof pitches and varying heights ● Projections and recesses in façade ● Outdoor living – wrap around covered balcony



● First floor projection ● Operable windows maximise natural ventilation and prevailing bay breezes ● Chamfer board wall cladding



● Direct pedestrian access to the street ● Pitched roof with articulated entrance ● Parking under house or behind building frontage ● House set back from road frontage with landscaping/trees contributing to streetscape



● Bull nose roof on verandah ● Timber picket fence ● Light with materials, timber frame and corrugated iron ● Articulated entrance with timber arbour ● Landscape strip along frontage

FORM AND SCALE

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

An appropriate built form for a site should have regard to building alignments, proportions, building type and articulation.

BUILDING ENVELOPES

A building envelope is a three dimensional volume that defines the outermost part of a site that the building can occupy.

Building envelopes set the appropriate scale of future development in terms of bulk and height relative to the streetscape, public and private open spaces, and block sizes in a particular location.

Built form provisions are set out in the RCP. Each of the residential zone codes in the Planning Scheme sets out the related Performance Outcomes and Acceptable Outcomes particularly relating to:

- site cover
- building height
- building setbacks.

In addition, the context and characteristics of each site will influence the building envelope.

The Planning Scheme Policies within the City Plan provide additional information and guidance on local planning matters, including technical standards for Infrastructure Works (PSP2). This includes guidance on Landscaping and Waste Management.

The design policy therefore provides supplementary advice to those City Plan code requirements and Planning Scheme Policies.

THE 7 DESIGN PRINCIPLES

The 7 design principles set out in this Design Policy contain the elements, in particular climatic responsive designs and the creation of attractive streetscapes and liveable and safe environments, which contribute to the Redlands' identity.

The design principles are directly related to Performance Outcomes in the relevant zones in the RCP.

These principles are applicable to all forms of multiple dwellings. Examples are provided for a range of residential lot sizes/configurations and a variety of built forms.

The Design Principles relate to:

1. Street Presence/Built Form/Articulation
2. Solar Penetration
3. Natural Ventilation
4. Open Space
5. Landscaping
6. Access and Parking
7. Servicing.

1 – STREET PRESENCE / BUILT FORM / ARTICULATION

INTRODUCTION

Streetscapes are defined by a combination of public elements (carriageways, kerbs and footpaths) and private elements (street setbacks, fences and building facade). These elements should work together to create attractive streets and public spaces.

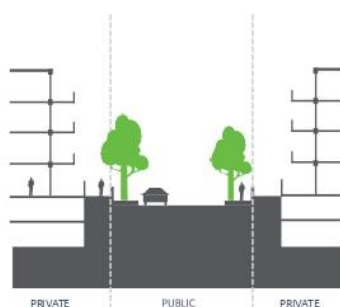
The interaction of the private and public spaces adjoining a building at ground level is critical to delivering successful streetscapes.

Good building façades provide visual interest along the street while respecting, complementing and adding to the character of the local area.

The roof is an important element in the overall composition and design of a building. Good roof design adds to the positive character of an area as an important part of the skyline, while providing for solar power and screened plant/equipment.

DESIGN CONSIDERATIONS

- Break up the appearance of large buildings by incorporating design elements such as a varied roof form, projections and recesses that reflect the existing streetscape rhythm and scale.
- Articulate elements of buildings to complement the character of the street by using similarly proportioned roof forms, doors, windows or verandahs.
- Make entrances visible and obvious from the street or public thoroughfare.
- Give prominence to key corners through a change in articulation, materials or colour, roof expression or changes in height.
- Develop a colour and materials palette to ensure the look and feel of elements such as letterboxes, fences, balustrades, screens and pergolas integrate with the overall appearance of the building.
- Use a palette of textures, materials, detail and colour that are proportional and arranged in patterns.
- Consider public art or treatments to exterior blank walls.
- Avoid lengths of unarticulated blank walls and monotonous building materials and colour.
- Provide good interaction with streets and public spaces by locating habitable rooms at ground floor level. Upper levels contain terraces and balconies to support passive surveillance.
- Allow for casual surveillance of main pedestrian entrances and communal open space without compromising privacy of dwellings.



Streetscapes are defined by a combination of public elements (carriageways, kerbs, verges and footpaths) and private elements (street setbacks, fences and building facades).



A mixed use building that creates a street presence, with an open aspect which invites access to the commercial floor whilst the residential units have a layered articulation with a palette of materials.



Units address the street with direct pedestrian access which balances openness with privacy.

01 STREET LIFE

For townhouse and low rise multiple dwellings, entrances and gardens should be oriented towards streets and public spaces, preferably with direct pedestrian access.

Balconies should face onto and overlook streets and public spaces. Balconies, and appropriate fence height and transparency, allow passive surveillance of the street and a safer neighbourhood.

The repetition of a simple design can often create a rhythm to the streetscape; however, variation of materials, colours and articulation of external elements can avoid monotony and contribute to the architectural vibrancy of a locality.

Pedestrian and vehicular entrances should be separate. Vehicular access, particularly for servicing, and garages should not dominate the streetscape. Higher density housing forms should ideally be developed with vehicle access to the rear where possible, or at least screened from the street to achieve high quality streetscapes.



Buildings address the street. Entrances at both ground floor and above are clearly visible.



This apartment block contributes to the streetscape with projecting balconies and also provides direct pedestrian access for each of the ground floor units.

02 CORNERS COUNT

Careful attention to the design of key corners can make a significant contribution to the character of area. The colour and design can create a distinct façade for both front and side elevations on a key corner.

The continuity of the simple materials and colour palette, together with the design of townhouses can flow around the corner.

The use of bold design features adds prominence to the corner.

Key corners may extend to street edges, with taller, more vertical facade treatments.



The continuity of the simple materials and colour palette, together with the design of the townhouse flows around the corner.

03 FRONT DOORS AND OPENINGS

Pedestrian entries should be positively reinforced, integrated and transparent. Front entries of buildings should be expressed as feature elements of the building and be obvious without the need for signage. Entrances should have a high degree of passive surveillance and definition.

04 FAÇADE DETAILS

Building articulation such as balconies and variation in depth of window reveals provide visual interest to the façade.

Visual interest can be enhanced with a variety of balustrading expressions with solid, glazed, angled, or curved treatments.

Contrasting materials and colours on facades create visual interest, a vertical emphasis and visually reduce the bulk of taller buildings.

05 CASUAL SURVEILLANCE

The orientation of living areas and active frontages towards streets and public places increases the level of casual surveillance. This requires a balance between building and landscape design in order to provide adequate levels of privacy while ensuring casual surveillance of public spaces.



Front doors addressing the street.



Balconies can still add outdoor living space and visual feathering at key corners, with a textured and articulated façade to a west facing elevation.



Building articulation, casual surveillance and direct entry to the street, all contribute to the streetscape.



Pedestrian entrance with good visibility and definition.

06 ROOFS

Larger buildings should have a distinct roof that:

- breaks down the scale of the building
- relates to the street
- maximises solar access during winter and provides shade during summer.



Articulated roofs throughout the design.

07 FENCING AND WALLS

Front fences and walls along street frontages should use visually permeable materials and treatments.

Where fencing is used, ensure a mixture of building materials should be used which complement the design of the buildings. Vegetation screening and planter boxes can also be incorporated into the design to soften the visual impacts of large fence lines.



Pitched roof form and articulation breaks down the scale of an apartment building.



Railings with landscaping provide transparency to the street; the raised aspect provides an amount of privacy.



Fencing materials allow for casual surveillance whilst also maintaining privacy for residents.

2 – SOLAR PENETRATION

INTRODUCTION

Solar and daylight access reduces reliance on artificial lighting and heating, as well as improving energy efficiency and residential amenity. The aim is to maximise solar access and natural light to habitable rooms, primary windows and private open space.

In South East Queensland, sun entry is desirable from mid-April to mid-October. A moveable shade device might, for example, be used on north-facing openings to exclude sun entry from mid-October to mid-April.

Good solar penetration into a building can reduce the need for artificial lighting. Good orientation and exposure to natural light through the use of glass and windows optimises light while minimising heat load.

The use of light wells, atria and skylights to allow the penetration of natural light to common areas of buildings is important in creating attractive and welcoming spaces, especially where access to natural daylight is restricted or difficult to achieve for privacy or other reasons.

DESIGN CONSIDERATIONS

- Maximise northern aspect dwellings.
- Orientate all habitable room windows, private secluded open space and balconies and courtyards to the north whenever possible.
- Locate living areas to the north and service areas to the south and west where possible.
- Minimise the number of single aspect south facing apartments.
- Consider shallow apartment layouts, two-storey and mezzanine level apartments, which maximise daylight penetration.
- Design common corridors and lift lobbies with natural light.
- Use appropriate building setbacks and separation distances that ensure daylight penetrates all sides of a building.
- Design generous floor to ceiling heights, along with permeable façades that allow natural light to penetrate further into buildings.



Common corridors and stairwell designed to be naturally lit.



North facing balconies and living areas maximise natural light.

01 ORIENTATION

The hours of sunlight that can be expected in mid-winter are directly related to the orientation of the facade. The diagram above, under the sub-tropical design section, shows the optimal orientation for habitable rooms and balconies.

Lot and block layout design should facilitate good housing orientation, optimising solar access to inner courtyards during cooler months and the shading potential during the summer months.



Variation in vertical and horizontal screening.

02 WINDOWS AND ROOFS

Solar access to apartments can be maximised by angling roofs to the north and east. Hoods and overhangs shade walls and windows from the summer sun.



Dwellings with east facing aspects can also benefit from angled roofs, overhanging eaves and screens.

03 LOUVRES AND SCREENS

Screens and louvres are effective elements to assist in sun protection, adjustable screens allow for solar penetration in winter months and block sun during summer months.

Vertical blinds and window hoods are effective for sun management and add aesthetic interest and depth to the facade.



Variation in building depth, hoods, projections and screening provides solar access and effective shading.



This apartment block has a north eastern aspect. The artistic screening provides a distinct identity and gives vertical emphasis to break up the long façade.

3 – NATURAL VENTILATION

INTRODUCTION

Natural ventilation responds to the local climate and reduces the need for mechanical ventilation and air conditioning - increasing energy efficiency, environmental performance and ongoing savings on household energy bills.

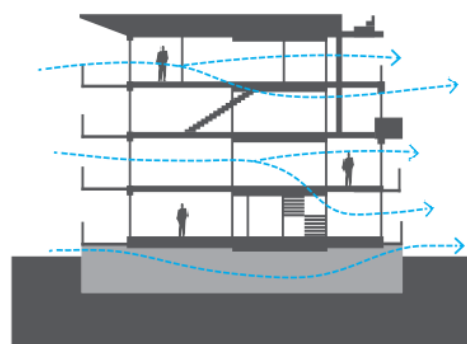
The subtropical climate encourages structures which can be adjusted to suit the weather.

Incorporating operable elements into the building design and layout, such as windows, doors and movable façades and walls, provides occupants greater control over the internal environment while allowing interaction with life and activity on the street.

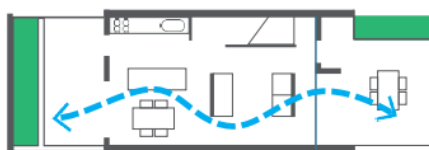
The constant movement of fresh air through buildings and spaces increases indoor health while saving on capital and ongoing costs for mechanically ventilated spaces.

DESIGN CONSTRUCTION

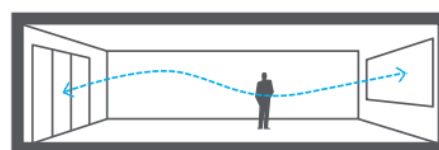
- Habitable rooms with dual orientation are encouraged, to facilitate good cross-ventilation.
- Consider shallow apartment layouts, two storey and mezzanine level apartments.
- Minimise the number of single aspect south facing apartments.
- Design common corridors and lift lobbies with natural light.



Habitable rooms with dual orientation are encouraged to facilitate good cross ventilation.



Cross ventilation in a dwelling.



Higher density apartment blocks may have a narrow floor plan to maximise north facing apartments and cross ventilation.

01 CROSS VENTILATION

Habitable rooms with dual orientation are encouraged to facilitate good cross-ventilation. For multiple dwellings, such as apartment blocks, a narrow floor plan can maximise north facing apartments and allow cross ventilation. Dual aspect apartments, with doors and windows that can be opened, maximise natural ventilation.



Dual aspects apartments with doors and windows that can be opened maximise natural ventilation opportunities. Common lift areas have natural light.

02 WINDOWS AND ROOFS

Operable windows and openings in façades, oriented towards cooling breezes providing cross-ventilation, allow the passage of daylight and air while reducing unwanted heat transfer.

The placement of these needs to be considered in the context of building setbacks, privacy and adjoining structures.



Shallow apartment block with narrow floor plan maximises cross ventilation.

03 LOUVRES AND SCREENS

Screens and louvres help layer façades, providing variety and detail. These elements also allow the flow of breezes through buildings. Larger operable elements such as moveable screens, doors and windows operate to control light, air and privacy and allow seamless transition between indoor and outdoor spaces.



Elevated eaves creates shading and captures cooling breeze plus breeze filtered through screens at entrance and circulation points between the dwelling units.

4 – OPEN SPACE

INTRODUCTION

Private open spaces are outdoor spaces, including gardens, courtyards, terraces and balconies. Because of the important indoor-outdoor connections in a sub-tropical climate, the design, orientation and usability of these spaces are critical. Versatile outdoor living space in multi-residential buildings is vital in a sub-tropical climate, as found in South-East Queensland.

Communal open space allows for casual social interaction for larger multiple dwelling developments. It provides opportunities for internal recreation, landscape and visual relief, and for deep planting to help create pleasant micro climates within large development sites. Communal space also provides opportunities to retain larger trees on development sites.

DESIGN CONSIDERATIONS

- All dwelling units which have access at ground level should have ground floor private terraces/garden areas.
- Orientation of private open spaces and balconies should predominately be north or east, in order to improve access to warmth and light during the cooler months.



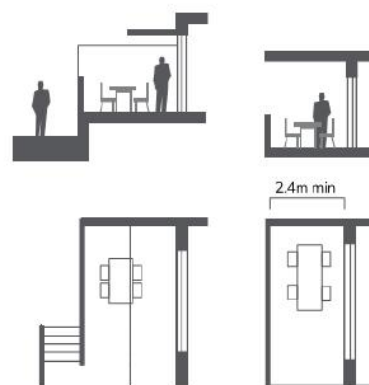
These units benefit from two balconies. The depth of each balcony is sized to suit its function.

- Primary open space and balconies should be oriented with the longer side facing outwards, or be open to the sky to optimise daylight access into adjacent rooms.
- Noisy locations may necessitate different solutions such as enclosed *wintergardens*, balconies with movable walls, bay windows or Juliet balconies.
- Communal open space should be positioned in an accessible location - which can be on roof tops, on podiums or at ground, with passive surveillance. Important design considerations include safety, amenity and durability.

01 PRIVATE SPACE AND BALCONIES

Maximum privacy of internal spaces and outdoor areas is highly desirable. Direct overlooking and overshadowing, particularly in the case of two storey buildings, of neighbouring buildings and their private outdoor spaces can be minimised by considering building layout and location, design of windows and balconies, screening devices and landscaping.

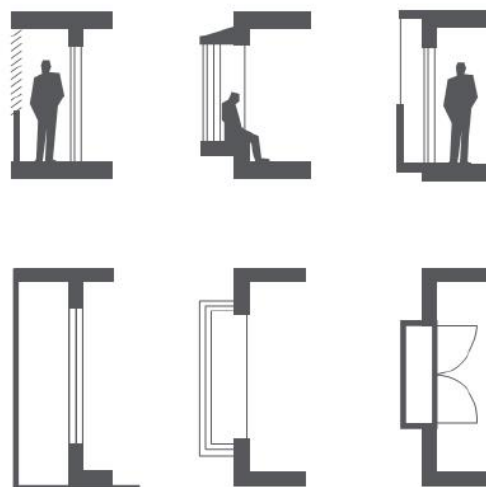
Appropriate building and landscape measures such as sensitive window location and avoidance of verandahs on adjoining dwellings facing each other, use of privacy screens, and shade devices and screen planting should be utilised to improve visual privacy.



At ground floor, private terraces may be appropriate. The depth of balconies should allow for table and seating to be accommodated.

To achieve privacy the following should be considered:

- Staggering windows to avoid direct outlook to neighbours' private open space, bedrooms and living rooms.
- Avoiding decks and balconies of adjoining properties facing each other across side boundaries. If they do overlook, privacy measures such as sliding panels, louvres or battening should be added.
- In dwellings two storeys and above, having sill heights of at least 1.5 metres above floor level or fixed translucent glazing in any part of the window below 1.5 metres.



Noisy locations may necessitate different solutions such as enclosed wintergardens, balconies with openable walls, bay windows or Juliet balconies.

Balconies are essential to all multi-storey residential development. As a key expression of the built form, they serve a public function as part of the visual expression of a building. They provide opportunities to articulate the façade, helping break up long lengths of wall planes, and can assist in providing shade to façades to reduce heat load.

Most importantly, balconies create private outdoor space for recreation and enjoyment, plus they provide access to natural light, air, views and landscape features. Balconies also provide opportunity for interaction and surveillance of the street and public spaces, and so provide a public expression of the internal function of buildings.

Balconies can vary in shape and size but they need to be of sufficient depth to be useable.

Air conditioning units and other plant equipment should be located on roofs, in basements, or fully integrated into the building design so as to not detract from private open space.



Balconies enhance the amenity and indoor/outdoor lifestyle of residents. Building articulation such as balconies and deeper window-reveals provide visual interest to the façade.



Balconies provide open living areas, sun and breeze is filtered naturally by street trees.

02 COMMUNAL OPEN SPACE

Facilities should be provided within communal open spaces and common spaces for a range of age groups. These may incorporate some of the following elements:

- seating for individuals or groups
- barbecue areas
- play equipment or play areas
- swimming pools, gyms, tennis courts or common rooms.

Pedestrian connectivity to key locations is essential to achieving integration with the existing urban fabric. Pedestrian routes need to be safe, well lit and with passive surveillance.



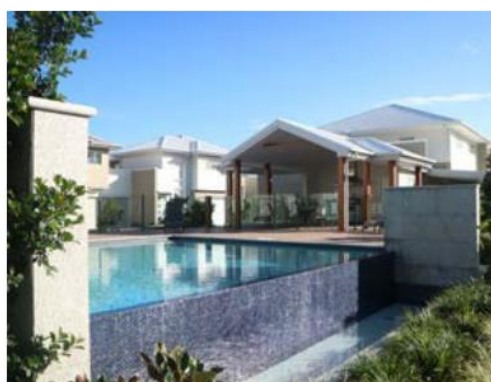
Communal open space with good passive surveillance from surrounding dwellings.



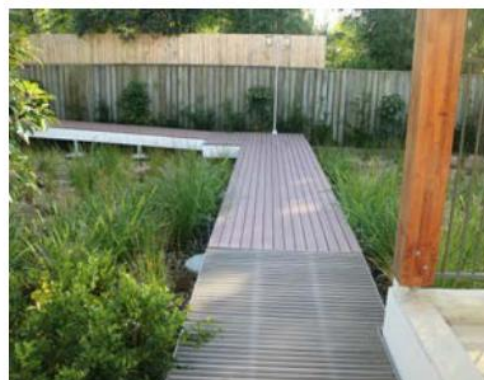
Public open space with facilities in a central and visible position.

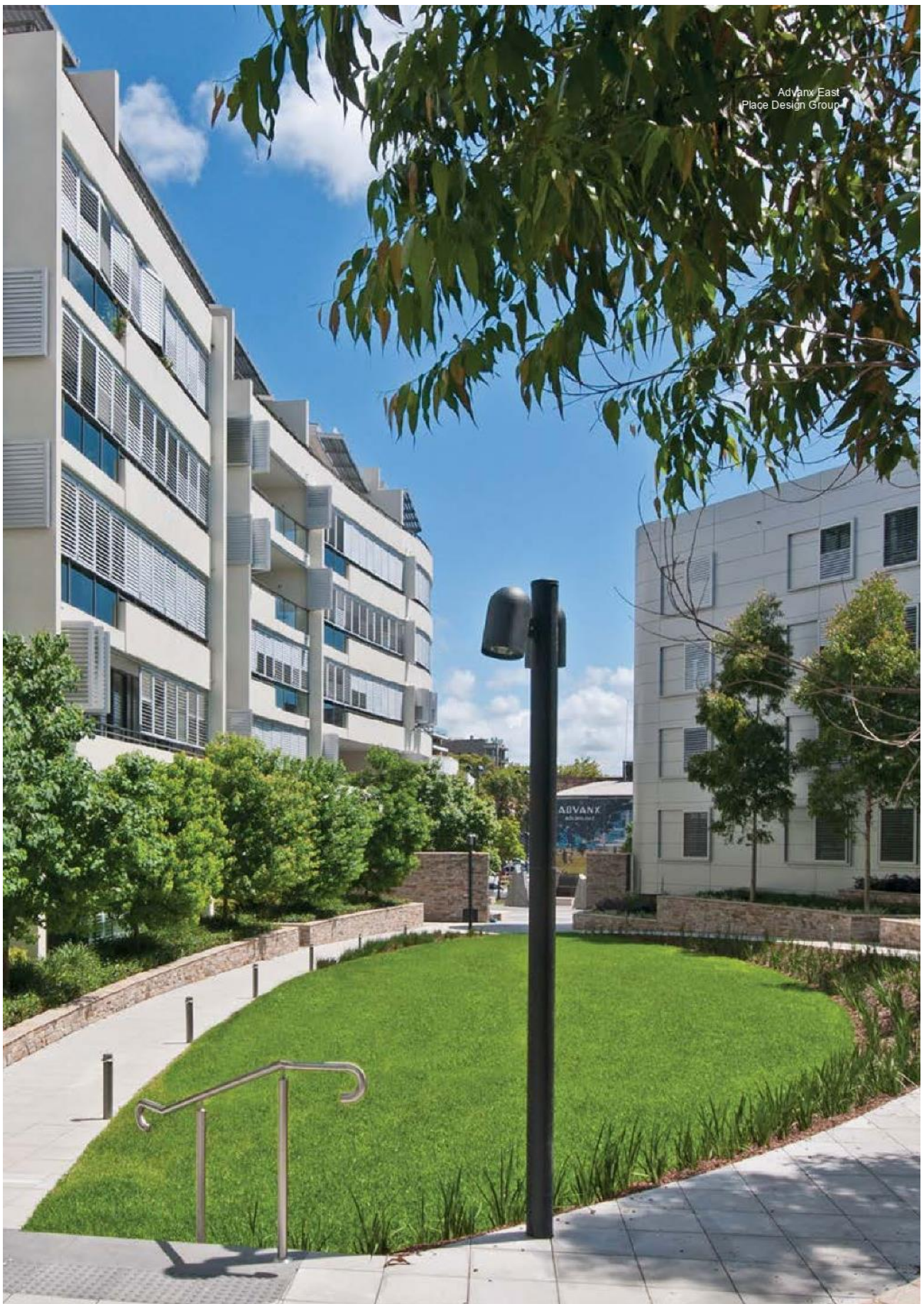


Communal open space raised above a drainage area. Whilst this is not central, a well-lit footpath route runs past the barbecue area, which allows for passive surveillance.



Communal open space in a central and visible position.





5 – LANDSCAPING

INTRODUCTION

Landscaping is a key characteristic of Redland City. Appropriate landscaping reinforces the sense of being in a landscape setting.

'Hard landscapes' is a term used to describe the construction materials used, while 'soft landscapes' refer to ecological components such as grass, shrubs and trees. Both hard and soft landscape design contributes to the building setting.

Landscaped gardens can reflect the sub-tropical environment in which the buildings will stand. The South East Queensland sub-tropical environment is home to a vast array of lush foliage and vibrant plant life.

The street interface is critical both in terms of contribution to the landscaping and in providing safe useable areas through 'crime prevention through environmental design (CPTED)' principles.

Further detail is provided in *Planning Scheme Policy 2 Infrastructure Works*.

DESIGN CONSIDERATIONS

- Coordinate the design between professional disciplines to ensure the building design and service locations complement the landscape and public domain.
- Retain existing trees/significant vegetation and incorporate them into the design where possible.
- Design street trees and additional planting of appropriate species to form part of the external interface with the public realm.
- Take advantage of existing site conditions such as changes in level and views in designing landscape areas.
- Allow for establishment of deep rooted trees and mature perimeter planting by providing adequate space between site boundaries and building, car park, basement structure and along common driveways.
- Incorporate landscaping, particularly canopy trees, into the design of developments to provide an outlook, privacy, shade and contribution to character, and positive amenity outcomes.
- Ensure tree species and size respond to orientation.
- Avoid narrow landscaping strips on boundaries which are unable to accommodate significant plants due to their restricted dimensions.
- Consider permeable ground surfaces that allow rainwater to penetrate the soil to support the healthy growth of trees, protect tree root zones, and treat/reduce storm water run-off.
- Co-locate outdoor building services to maximise the opportunity for substantial landscaping.
- Where appropriate, incorporate opportunities for planting on structures in building designs. Design solutions may include green walls or green roofs, particularly where roofs are visible from the public domain.



Varied hard and soft landscaping with mature planting within the site add character and provide shade.



Existing trees retained on frontage contribute to cooler pathways for breezes entering dwellings.

01 EXISTING STREET TREES

Existing street trees are a critical part of the urban landscape character of Redland City. Priority will be given to the retention of these trees. They contribute to the visual amenity, provide shade and can filter cooling breezes.

02 USE NATIVE SPECIES

The preference is to use local native species in landscaping, to also provide habitat and food resources for local fauna species.

03 PLANTING FOR SHADE

Vegetation provides shade, reducing the urban heat island effect and aiding cooling our public spaces. It contributes significant visual amenity and interaction with the natural environment, which has been proven to calm anxiety and contribute to overall health. Large shade trees and landscaping promote cool pathways for breezes entering buildings and contribute to the energy efficiency of buildings especially on western elevations.

04 DEEP PLANTING

Deep planting within the development should be provided at both the front and rear. This assists with privacy and separation of buildings. Semi and underground basements need to be setback from front and rear boundaries to allow the growth of canopy trees over time.

Similarly, planting adjacent any retaining walls will assist in softening the visual impact of these walls.



Poinciana are a notable part of the character of the Redlands.



Deep planting in front setback assists with shade and cooling environment for the apartments.



Extensive landscaped areas both facing the frontage plus within the site.

6 – ACCESS AND PARKING

INTRODUCTION

Managing the location of car parking is important for a positive impact on streetscape character, pedestrian access and amenity. The location, type and design of vehicle access points can have significant impact on the streetscape, the site layout and the building façade design.

High quality materials should be used for hard surfaces, particularly for main accesses and key spaces, to maximise the lifespan of the materials and minimise maintenance costs. Materials can be used to indicate different functions and activities – for example paving slabs to pedestrian areas and blocks/sets to shared surfaces and carriageways.

- Use varied materials for access roads to punctuate and visually shorten their length.
- Change in surface materials can also act as a traffic calming device.
- Design bicycle storage and visitor car parks to be practical, safe and easily accessible from the main public thoroughfare.
- Ensure visitor parking is legible and identifiable from the vehicular entrance.

DESIGN CONSIDERATIONS

- For apartments, design at grade and semi-basement car parks to be sleeved (hidden) behind ground floor units.
- When designing car parking basement areas, provide adequate ground level site boundary setbacks to allow substantial landscaping such as canopy trees with deeproots.
- Avoid providing hard standing areas (including for visitors) for parking forward of the building line.



Shared surface clearly delineated by materials and markings.

01 ACTIVE TRANSPORT

A key way to influence behaviour is to integrate active transport facilities, such as cycle centres and 'end of trip facilities' into the fabric of our towns and its buildings. Their addition contributes to active, healthy lifestyles and can improve occupant productivity - while reducing carbon emissions and traffic congestion.

Bicycle or other personal mobility device parking should be secure and easy to access from common areas, for example near entry/exit points of a site to make it convenient for users.



Parking integrated into the building design. Varied materials for access road punctuates and visually shortens the length of the access road. Change in materials can act as traffic calming.

02 ACCESS AND DRIVEWAYS

In general access-ways should not visually dominate the form of development.

Access driveways should have limited views by placement of building, staggered road alignment, planting and landscape treatment and varied materials. These elements can also visually shorten the length of the access road.

A change in materials and the use of consistent materials for pedestrian and vehicular spaces can act as a traffic calming device.

For apartments, the impact of vehicle access points can be minimised by locating them on secondary/rear frontages.



Shared access with garages set back beneath housing helps to reduce the footprint of car parking at ground level and visual impact.

03 ONSITE PARKING

For apartments, basement and semi basements are the preferred treatment for car parking areas. These should be contained within the building line to enable deep planting areas to occur in setback areas. Natural ventilation must be provided to basement and sub-basement car parking areas.

Ventilation grills or screening devices for car parking openings should be integrated into the façade and landscape design.



For apartments, the impact of vehicle access points can be minimised by locating them on secondary/rear frontages.



At grade car parking is behind the building line and does not dominate the streetscape.



Staggered building alignment and landscaping reduces the visual impact of the internal road.

7 – SERVICING

INTRODUCTION

Multiple dwellings have intensive servicing requirements (energy, boosters, pumps, waste, water, telecommunications, basement ventilation, etc.). Servicing requirements need to be considered as an integral part of the initial design to produce effective outcomes.

Waste areas and services should be screened to ensure they do not dominate the streetscape. Common waste collection facilities should be located in areas easily accessible by both residents and municipal waste collection vehicles. Storage areas can be co-located in garages, allocated car parking areas or incorporated into the building design.

Early liaison with RedWaste will assist in achieving site-specific solutions for waste collection in order to limit the need for HRV's to enter the site. Service and vehicle entries are best located off secondary side streets.

For larger developments where a waste collection vehicle needs to access internal streets or basement car parking, use the smallest waste vehicle possible to reduce heights and space required for turning paths.

Further detail on waste collection is provided in *Planning Scheme Policy 2 Infrastructure Works*.



Waste storage and services are screened and use similar materials to the fencing to help blend with overall design.

DESIGN CONSIDERATIONS

- Screen waste collection, loading and servicing areas.
- For larger developments, where a waste collection vehicle needs to access internal streets or basement car parking, design for the smallest waste vehicle possible, to reduce heights and space required for turning paths.
- Minimise visual impact of services, including location of ventilation duct outlets from basement car parks, electrical substations and detention tanks.
- Integrate lift wells and other building services into the overall design.
- Design services and plant to be easily accessible for maintenance but to blend in with the overall design.

01 REFUSE STORAGE

Waste storage and services should be screened with similar or complementary materials to the overall design.

Storage areas should be well ventilated. Their design and location should be visually consistent with the finishes and materials of the rest of the development.

Screened enclosures are preferably not within the front building setback



Services and plant discreetly housed near mail boxes.



Services and plant need to be easily accessible for maintenance but can be designed to blend in with overall design and simple palette



The service boxes visually blend with the colour palette and the landscaping will mature to soften the appearance of the services.



Plant and services screened but still allows for easy access for maintenance and inspection. Services screened to blend in with overall design and simple palette of colours of building.



Service boxes integrated into the colour palette of the scheme.



Multiple services screened within the design.



Refuse storage located within the site and with screening and good ventilation.

TYPOLOGIES

EXAMPLES OF SITE SOLUTIONS

The following are examples of site configurations for multiple dwellings within Redland City Council.

These examples provide illustrations of how elements from the Design Principles can be incorporated to address the particular constraints that each format of site commonly raises. These are not intended as templates for each configuration as each site should respond to its context.

1. MULTIPLE DWELLINGS ON A NARROW LOT – LOT SIZE 20m x >50m (MDR ZONE)



Figure 1: The access road has been positioned to the west of the buildings so that the private side alfresco/courtyards and living spaces for the units can benefit from natural light and ventilation from the north and east.



Figure 2: Building façade articulation, varied skillion roof form and mixed material fencing provide interest to the street. The complementary material and colour palette of the built structures are softened by vegetated landscaping. The street interface could be improved by lower fencing, or increased transparency in the fencing.



Figure 3: Landscape scheme softens the appearance of the gun barrel access plus the placement of the end units act as a visual stop point.

2. MULTIPLE DWELLINGS ON LOT SIZE 40m x 40m (MDR ZONE)

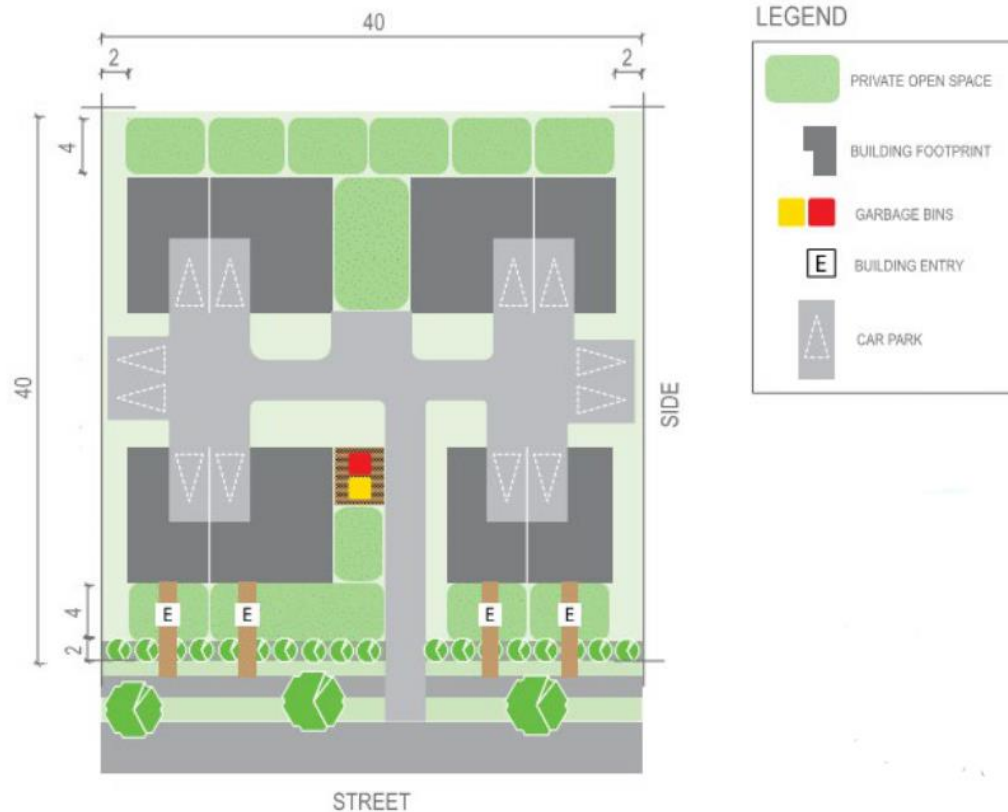


Figure 4: Varied depth of façade and articulation of roof line together with the cohesive palette of brick, render and light weight cladding creates an interesting streetscape.



Figure 5: Each frontage unit has direct pedestrian access to the street. Combination of timber fencing and metal railing allows for privacy to courtyards plus transparency for access.



Figure 6: Parking, bin storage and services are discretely located behind the building to improve the visual appearance of the development from the street.

3. LARGER MULTIPLE DWELLING DEVELOPMENT (20 UNITS) WITH COMMUNAL OPEN SPACE AREA (LMDR ZONE)



Figure 8: Entrance to site has a strong landscape setting. The varied paving materials throughout the site define the shared surface and encourage a low speed traffic environment.



Figure 7: The site is arranged in a rectangular format, the house patterns display a variety of projections and articulation, and the garages are generally recessed so as not to dominate the street.



Figure 9: Communal open space offers privacy but also benefits from passive surveillance. There are three areas of communal space in this development to cater for differing settings.

4. MULTIPLE DWELLINGS – MID RISE APARTMENT BLOCK SIX-STOREYS (MDR ZONE)

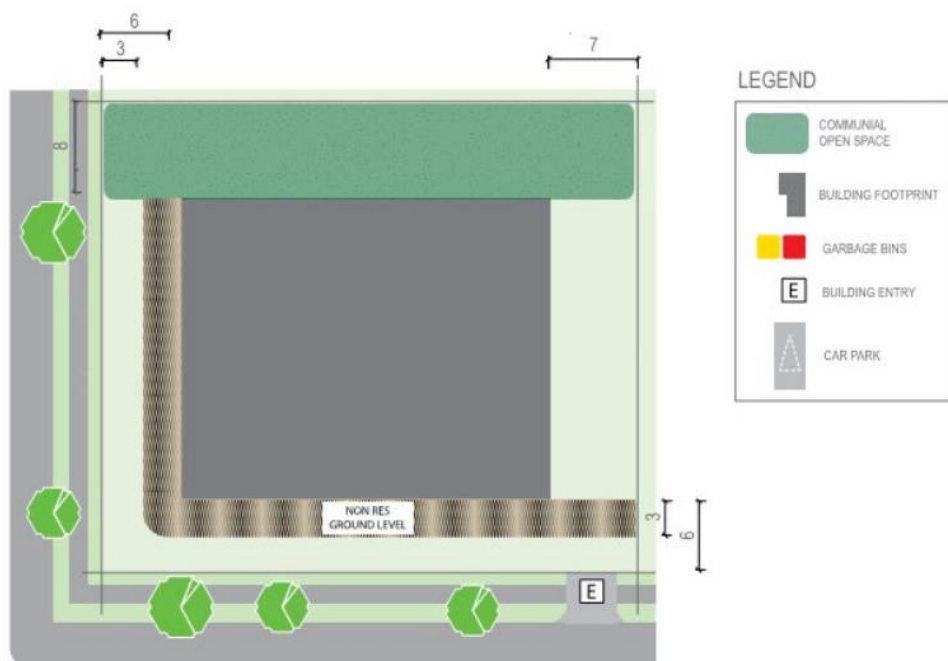


Figure 10: Design includes lattice operable screens, prominent vertical columns, composite timber cladding to the walls and exposed eaves. All units have private open space that achieves natural light. Each unit has dual aspect to promote cross ventilation.



Figure 12: Both the ground floor residential and commercial spaces activate the streetscape. The frontages are articulated and the variation of materials, colour and textures create an attractive façade.



Figure 11: Vehicular access is provided off the secondary road frontage. Car parking is mostly within the basement, with visitor parking in undercroft. Services are screened and incorporated into the overall design.



REFERENCES AND RESOURCES

Council of Mayors (SEQ) Revision 2 – May 2012,
Model Planning Scheme code, Queensland

Council of Mayors (SEQ) 2011, Next Generation
Planning, Queensland

CONTACT US

Council's City Planning and Assessment team is
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Information on applying for planning and building
permits, including checklists and forms, is
available at www.redland.qld.gov.au

DISCLAIMER

1. This policy has been prepared to help improve the quality, design and sustainability of residential development.
2. The examples/illustrations used in this brochure are sourced from inside and outside of the Redland City Council municipal area for the purpose of illustration only.
3. A development application copying or recreating any design from the examples/illustrations in this brochure does not guarantee approval of the application. Each proposal is assessed on an individual basis.



**Consultation Report for
04/20 - Major Amendment -
Medium Density Residential Zone Code Review and
Planning Scheme Policy 7 – Multiple Dwelling
Design**

Prepared by Redland City Council
January 2022



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Introduction

At its General Meeting on 21 July 2021, Council resolved to commence public consultation of:

- Major Amendment Package (04/20) – Medium density residential zone (MDR) code review (the amendment); and
- Planning Scheme Policy 7 – Multiple Dwelling Design (the policy).

The amendment was prepared based on the recommendations of a review of the MDR zone code and testing by independent planning and economic consultants.

This report summarises the consultation activities undertaken for the amendment; and provides a summary of the key issues raised in submissions, officer responses and recommendations.

Background

In January 2020, Council resolved to undertake a review of the design and built form outcomes being approved under the assessment criteria of the MDR zone code of City Plan.

The review was to allow Council to consider whether the changes made to the assessment provisions of the MDR zone code in the drafting of City Plan were achieving the intent of the zone, including design outcomes and liveability to the community's expectations.

The MDR zone code review involved the following key activities:

- Spatial analysis of the MDR zone in terms of total area, lot size, proximity to high-frequency public transport and centres and identification of lots currently undeveloped for multiple dwellings.
- Review of the performance and acceptable outcomes of the MDR zone code to ensure they were coordinated, comprehensive and worked together.
- Review of approved multiple dwelling applications since the commencement of City Plan on 8 October 2018 to identify/confirm built form and design outcomes that required improvement.
- Review of other MDR zone codes in South East Queensland (SEQ) to identify alternative medium density assessment frameworks and assessment criteria benchmarks to guide changes to the MDR zone code. The review focused on the Brisbane City Council (BCC), Logan City Council (LCC), City of Gold Coast (CGC) and Moreton Bay Regional Council (MBRC) planning schemes.

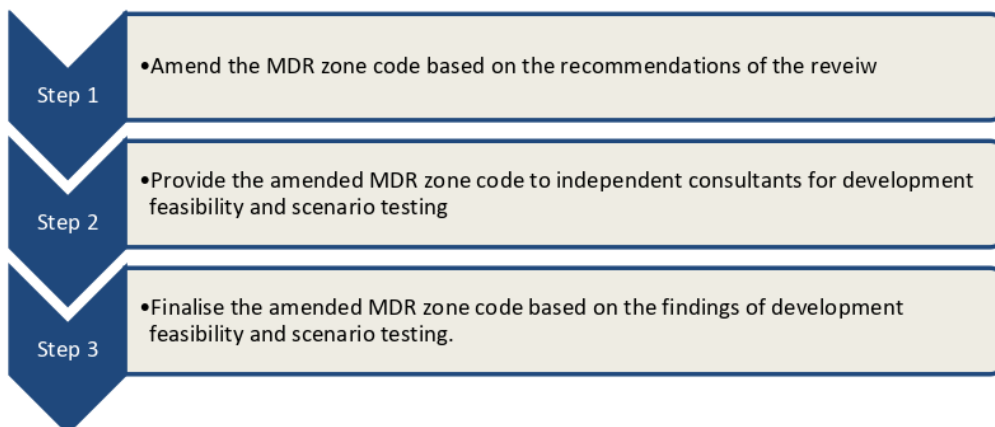
The MDR zone code review was completed and its findings and recommendations were reported to Council in May 2020. The key recommendations were:

- 1 – Improve coordination of MDR zone assessment criteria to ensure they work collectively together to deliver high-quality medium density development outcomes.
- 2 – Refine existing MDR zone code performance and acceptable outcomes to address a number of identified issues related to site cover (building footprint), building setbacks from boundaries, communal and private open space outcomes, landscaping and deep planting outcomes and, car parking and waste storage areas.
- 3 – Introduce new MDR zone code assessment criteria in relation to apartment dwelling diversity, freehold titling of townhouses, building size and site analysis.
- 4 – Incorporate the Multiple Dwelling Design Guide into City Plan by integrating its design elements into the MDR zone code, new assessment criteria that medium density development is designed to respond to the site and character of the neighbourhood and conversion of the design guide into a Planning Scheme Policy.

- 5 – Include new administrative definitions into City Plan, particularly to differentiate townhouse and apartment housing to recognise these housing forms and different and require distinct assessment criteria.
- 6 - Align the low-medium density residential (LMDR) and tourist accommodation (TA) zone codes with the revised MDR zone code where required.

In response, Council resolved to note the findings and recommendations of the review and prepare an amendment to City Plan supported by independent scenario testing and a development viability assessment.

The amendment was subsequently prepared using the following three-step process:



Following preparation of the amendment and independent testing, it was then presented to Council in November 2020. In response, Council resolved to submit the amendment to the Planning Minister for state interest review and approval to commence public consultation.

The Planning Minister provided approval for public consultation of the amendment in June 2021. This followed minor revisions being made to the amendment to address state interest review comments. The minor revisions were approved by Council in March 2021.

Public consultation

At its General Meeting on 21 July 2021, Council resolved to commence public consultation of the amendment.

The public consultation was undertaken from 4 August to 16 September 2021.

Public consultation on the amendment and supporting policy documents was undertaken in line with a communications strategy that met the statutory public notification requirements set out in the *Planning Act 2016* and the *Minister's Guidelines and Rules*. This included placing a public notice in the Redland City Bulletin on 4 August 2021.

A media release on the amendment was published on Council's website as well as the Redland City Bulletin.

The communications strategy also included public consultation measures that exceeded statutory requirements to respond to potential Covid-19 restrictions on public consultation activities. These included:

- Exceeding the public consultation period required under the *Planning Act 2016* by 10 business days, providing a public consultation period of 30 business days.

- Providing opportunities for key stakeholders to contact the strategic planning team via online platforms.
- Establishing an amendment 'Your Say' webpage that included the amendment and policy documents, information on the amendment including fact sheets outlining the MDR review and each of the key recommendations, the independent scenario and development feasibility testing reports and the ability to lodge an online submission.
- In addition to being able to lodge online submissions, the 'Your Say' web page also included an optional survey function where an online submitter could nominate which of the MDR review recommendations they agreed or disagreed with.

Overview of submissions

At the end of the public consultation period, Council had received 105 formal submissions. Of those submissions, 94 were received via the online submission form on the 'your say' webpage and 11 were received via the corporate mailbox (either by email or in hard copy format).

The 'Your Say' webpage relating to the amendment and policy had received 694 visits with 337 document downloads demonstrating the support it provided to submitters and the wider community. Most of the 94 submissions lodged online used the optional survey function nominating one or more of the MDR review recommendations as best addressing their submission. This is discussed further below.

Of the 105 submissions, the majority (94) were from individuals, with the balance of submissions (11) from either community or industry groups.

Industry groups included:

- Property Council of Australia (PCA).
- Urban Development Industry Association (UDIA).
- Fiteni Properties.

Community groups included:

- Redlands Coast Chamber of Commerce,
- Wildlife Queensland Bayside Branch,
- Redlands2030,
- National Trust of Australia (Qld) Redlands Branch,
- Koala Action Group,
- Community Alliance for Responsible Planning (CARP) Redlands Incorporated,
- Redlands Probus Club,
- Friends of the Black Swamp (Bushcare Group).

The majority of submissions support the changes to City Plan proposed by the amendment, with 70 of the 105 (67%) submissions clearly indicating support for the amendment and policy. This included all community groups except for one.

As discussed below, the level of support may however be higher based on the optional survey function.

Four of the 105 (4%) submissions raised some level of objection to the amendment or specific elements of the amendment while supporting other elements. This included all industry submissions and one community group submission. The key objection made in these submissions primarily related to proposed changes to the building envelope (site cover, building height and building setbacks)

acceptable outcomes, which were considered as a potential discouragement to the development of apartments in the MDR zone.

The remaining balance of 31 submissions either:

- Provided written comments that did not clearly support or object to the amendment (24 submissions); or
- Did not provide any written comments (seven submissions), but instead nominated one or more of the MDR amendment recommendations through the ‘*your say*’ optional survey function.

Many of the submissions (approximately 65) expressed concern with the direction of development in the Redlands about population growth, increased housing density, development being unattractive, loss of residential amenity, loss of open space and natural areas (including wildlife corridors) and increased traffic and pollution. Several submissions also noted that infrastructure has not kept pace with population growth and development, with road infrastructure and associated traffic being a particular concern.

The submissions assert that these issues appear to be having an overall negative impact on the city’s lifestyle, liveability, unique character and natural environment.

Several submissions, particularly from community and industry groups, requested additional changes be made or that the specific proposed changes be revised. Key requests included:

- Either a greater reduction of site cover acceptable outcome to 40% or an increase to 65% to 75%.
- Specific acceptable outcomes for freehold townhouses in terms of site cover and building setbacks.
- Maintaining the current maximum building height acceptable outcome.
- Greater community involvement in medium density development through increasing the level of assessment for this form of development to impact assessment.
- Re-introduction of a dwelling density outcome.

It is important to note that the industry submissions that objected to elements of the amendment, only focused on proposed changes to the acceptable outcomes rather than the performance or overall outcomes. This indicates that the industry is seeking certainty of development outcomes that meet their expectations through the acceptable outcomes.

In this regard, it should be noted that acceptable outcomes are not prescriptive requirements. The assessment of code assessable development is against the performance and overall outcomes of the relevant assessment codes, not against the acceptable outcomes. Instead, the acceptable outcomes provide a deemed-to-comply option for development, where adopting a specific acceptable outcome will automatically comply with the associated performance outcome. This is the essence of performance based planning and highlights the importance of well drafted performance and overall outcomes that clearly state the intended outcomes for development.

‘Your say’ optional survey

As mentioned above, the ‘*Your say*’ webpage included an optional online survey function where an online submitter could nominate one or more of the MDR review recommendations that best addressed their submission from a list of six recommendations provided.

Out of the 94 online submissions made through the ‘your say’ webpage, 88 submissions used the optional survey function. This resulted in the following nominations for each of the key recommendations.

- 78 nominations for recommendation 1 – Improve coordination of MDR zone assessment criteria to ensure they work collectively together to deliver high-quality medium density development outcomes.
- 83 nominations for recommendation 2 – Refine existing MDR zone code performance and acceptable outcomes to address a number of identified issues related to site cover (building footprint), building setbacks from boundaries, communal and private open space outcomes, landscaping and deep planting outcomes and, car parking and waste storage areas.
- 80 nominations for recommendation 3 – Introduce new MDR zone code assessment criteria in relation to apartment dwelling diversity, freehold titling of townhouses, building size and site analysis.
- 85 nominations for recommendation 4 – Incorporate the Multiple Dwelling Design Guide into City Plan by integrating its design elements into the MDR zone code, new assessment criteria that medium density development is designed to respond to the site and character of the neighbourhood and conversion of the design guide into a Planning Scheme Policy.
- 76 nominations for recommendation 5 – Include new administrative definitions into City Plan, particularly to differentiate townhouse and apartment housing to recognise these housing forms and different and require distinct assessment criteria.
- 73 nominations for recommendation 6 - Align the LMDR and TA zone codes with the revised MDR zone code where required.

Most of the 24 online submissions that did not provide clear written support or objection for the amendment nominated one or more of the above recommendations. This is in addition to the seven online submissions that did not provide any written comment but used the survey instead.

These submissions may have considered that nominating one or more recommendations indicated support for the changes proposed by the amendment. This means that the level of support for the amendment may potentially be higher than the 70 submissions that indicated clear support.

The above nominations show that the majority of the 88 submissions nominated all recommendations indicating all are equally important and no one recommendation was seen as a key priority.

Summary of key issues

This report provides a summary of the key issues or themes raised in the submissions that are relevant to the changes proposed by the amendment. This report does not document every individual issue but provides a consolidation of the key issues raised in the submissions.

The following table provides a summary of the key issues or themes raised by submissions, with an officer response and recommendation for each key issue.

Where a change is recommended, it is proposed to be made in the MDR zone code as well as the LMDR and TA zone codes where relevant.

Submission/s summary	Officer comments	Officer Recommendation
Theme 1: Support for the amendment		
<p>The submissions that provided clear support for the amendment indicated a range of grounds:</p> <ul style="list-style-type: none"> • The proposed changes to scale, bulk and height (building envelope – site cover, building height and setbacks) promotes medium density development more acceptable to the wider Redlands community being more consistent with the character, lifestyle and liveability of the City. • The proposed changes to site cover and building setback assessment criteria: <ul style="list-style-type: none"> ○ Provides for buildings that are more aesthetically pleasing. ○ Supports the retention of existing vegetation and provides for a greater area and variety of landscaping opportunities, including medium to large shade trees and native vegetation for wildlife. ○ Reduces the number of dwellings per site than is currently permitted to a more acceptable level. ○ Provides for properly spaced buildings with fewer apartments per block than is currently permitted. ○ Increased space between buildings to buffer the street and neighbouring properties to protect residential amenity. ○ Provides for natural light and breezes. ○ Increased building setbacks will increase visual amenity. ○ Contributes to a greener and cooler Redlands which is important with the heat island effect in a warming climate. ○ Is more aesthetically pleasing which supports community well-being. ○ Provides for more communal open space to benefit residents and the neighbourhood. 	<p>The grounds in support of the amendment are acknowledged.</p> <p>The following additional changes to the MDR zone code requested in these submissions are discussed in other sections of this report:</p> <ul style="list-style-type: none"> • Reduction in site cover from 50%-55% to 40%. • Inclusion of dwelling density assessment criteria. • Public consultation in development assessment of multiple dwelling development. 	<p>That the comments be noted.</p>

Submission/s summary	Officer comments	Officer Recommendation
<ul style="list-style-type: none">○ Increases permeable areas for stormwater filtration to manage stormwater quality and quantity.○ Provides for natural light and breeze.● Reducing the overall building height by 1.5m or more.● Requiring multiple dwelling developments to provide a mix of dwelling sizes supports a broader range of household types.● Improved design outcomes for facades will reduce the visual bulk of buildings.● Increasing the size of communal open space and requiring it for more medium density development provides positive benefits to residents and neighbourhoods.● Sub-tropical design principles (including passive solar principles) should be incorporated into the design of multiple dwellings, including cross-flow ventilation and increased natural light in habitable rooms.● Medium density development should be designed to respond to the site characteristics and character of the surrounding neighbourhood.● A more varied roof design will make positive changes to visual amenity.● Strengthening the role of the Multiple Dwelling Design Guide in development assessment to improve design outcomes and the visual appearance of new developments across the City.● Car parking should be contained in the building footprint, landscaped and screened from view.● Waste and recycling storage should be located in the building footprint and screened from view to mitigate adverse impacts on adjoining residents.● Reducing dwelling density will assist infrastructure networks in managing increasing demand.		

Submission/s summary	Officer comments	Officer Recommendation
<p>In addition, a number of the submissions made in support also requested additional changes to the amendment, such as:</p> <ul style="list-style-type: none"> Reducing site cover from 50%-55% to 40%. Inclusion of dwelling density assessment criteria. Greater community involvement, particularly nearby impacted residents, in the development assessment process by making more development subject to impact assessment. 		
<p>Theme 2: Development direction in Redlands</p> <p>Many of the individual and community group submissions expressed concern with the direction of development in the Redlands about population growth, increased housing density, development being unattractive, loss of residential amenity, loss of open space and natural areas (including wildlife corridors) and increased traffic and pollution.</p> <p>Many submissions also considered that infrastructure has not kept pace with population growth and development, with road infrastructure and associated traffic being a particular concern.</p>		
	<p>Council in January 2020 recognised the need to undertake a review of the MDR zone code to consider whether the assessment criteria in City Plan were achieving design and liveability outcomes consistent with the community's expectations.</p> <p>The MDR zone code review has focused on ensuring land already zoned for medium density development delivers a high-quality built form consistent with the city's character and lifestyle and with community views and expectations.</p> <p>The review undertaken has not identified any planning need to increase the amount of MDR zoned land in the city. It also confirmed that MDR zoned land was generally well-located to high-frequency public transport and centres and proximity to centres.</p> <p>The delivery of medium density development that is consistent with the city's character and community views and expectations is essential to support and contribute to the following broad planning objectives:</p> <ul style="list-style-type: none"> Providing sufficient housing for the growing Redland City community within a contained settlement pattern which assists in protecting open space and natural areas of the city; Providing a diversity of housing to support housing choice and affordability and meet the diverse and changing needs of the community; and 	<p>That the comments be noted.</p>

Submission/s summary	Officer comments	Officer Recommendation
	<ul style="list-style-type: none"> Supporting the viability of high-frequency public transport services and the economic viability of centres. 	
Theme 3: Community consultation in development assessment		
<p>Submissions from individuals included calls for greater community consultation into development proposals for medium density development.</p>	<p>City Plan currently provides for multiple dwelling development (apartments and townhouses) as a code assessable use unless the building height limits are exceeded. In such circumstances, the level of assessment is elevated to impact assessable and subject to community consultation and appeal rights.</p> <p>The Queensland planning framework has, over time, moved from a general presumption of impact assessment and public notification for significant development like medium density developments to code assessment. This has been driven, in part, to support the efficient assessment of development that is consistent with the intent of a zone.</p> <p><i>“Code assessment helps deliver expected development without undue delay. For example, a proposal for a multiple dwelling unit in a medium density residential zone is likely to be categorised as code assessable because the community expects this sort of development to occur in these places. The applicant still needs to demonstrate how the proposal complies with the provisions set out in the assessment benchmarks (e.g. size of a building, number of storeys, how set back it is from the road, noise management etc.).”</i> (Dept. of State Development – “Categories of Development”)</p> <p>City Plan is required to comply with the State Planning Policy. The State Planning policy requires that development that is consistent and in accordance with the intent of the zone and able to be assessed against assessment benchmarks should be code assessable development. Impact assessment can only be used for development that is contrary to the intent of the zone.</p> <p>Exceptions to code assessment are however made where exceedance of an assessment level 'trigger', usually in the form of a nominated quantitative benchmark, pushes development into the impact assessment process.</p>	<p>That the comments be noted.</p>

Submission/s summary	Officer comments	Officer Recommendation
	<p>For example, as mentioned above, medium density development that exceeds the maximum building height is subject to impact assessment.</p> <p>This approach to ensuring efficient development assessment processes, places a greater emphasis on community consultation and involvement in plan making, including this amendment to City Plan, to ensure the assessment criteria are generally reflective of community expectations, while at the same being economically viable to deliver.</p> <p>Based on the above, it is considered that the existing code assessment level of assessment for multiple dwelling development in the MDR zone remains appropriate, except where the nominated building height, in metres and storeys, is proposed to be exceeded.</p>	
Theme 4: Dwelling density acceptable outcome		
<p>Some community group submissions raised concerns that development in the current MDR zone can be delivered at a dwelling density that is not appropriate for the City being between 160 and 180 dwellings/hectare (or about 1 dwelling/50-60m²).</p> <p>To address this, the submissions seek that the dwelling density outcomes from the MDR zone in the previous Planning Scheme be reintroduced which ensured density outcomes were a maximum of 35-40 dwellings/hectare (or about 1 dwelling/250m²)</p> <p>An overall density control similar to other SEQ planning schemes is seen to provide certainty to the community and development industry.</p> <p>The submissions note that the independent land supply study prepared for City Plan that supported forecast population used a dwelling density of 35-40 dwellings/hectare.</p>	<p>The previous Redlands Planning Scheme included a dwelling density acceptable outcome (called probable solution) that residential uses achieve a density of 1 dwelling unit per 200m² of site area or a site density of 50 dwellings/hectare within the MDR zone. Similar to City Plan, the previous probable solution however only provided an example of how to acceptably meet the corresponding performance outcome (called a specific outcome). If an application did not adopt the acceptable outcome of 1 dwelling unit per 200m², it then needed to address the specific outcome.</p> <p>The corresponding specific outcome required development to be compatible with medium density living while providing land for design elements including private and communal open space, resident and visitor parking, landscaping and maintaining a residential streetscape. If an application met these design outcomes it would be approved even if having a higher dwelling density than identified in the acceptable outcome.</p>	<p>That the comments be noted.</p>

Submission/s summary	Officer comments	Officer Recommendation
	<p>In preparing City Plan, the continued use of a dwelling density acceptable outcome in the MDR zone was not supported due to the following potential limitations:</p> <ul style="list-style-type: none"> • Created unrealistic community expectations that development exceeding the density acceptable outcome would be refused. This was and continues to be the case under Queensland's performance based planning system. • Can stifle good design by placing an undue focus on dwelling density rather than ensuring that all design elements are met. • Discourages dwelling diversity as it encourages larger dwelling units. <p>Instead, of using dwelling density, City Plan uses building envelope acceptable outcomes (building height, site cover and building setbacks) to meet the corresponding performance outcomes. Similar to the previous planning scheme, where an application does not adopt the building envelope acceptable outcomes that application must address the corresponding performance outcomes. The proposed site cover performance outcome, for example, includes a similar range of design requirements as the previous specific outcome for dwelling density, open space, landscaping etc. This demonstrates that even if a dwelling density acceptable outcome was included in the MDR zone code, it would be assessed against the same performance outcome design requirements as is proposed by the amendment if the dwelling density acceptable outcome was not adopted.</p> <p>The MDR review instead focused on ensuring the building envelope outcomes (building height, site cover and building setbacks) were better coordinated, benchmarked with other SEQ planning schemes and were consistent with the character of the Redlands.</p> <p>As part of the MDR zone code review, an analysis of approved multiple dwellings under City Plan was undertaken. The approvals included five multiple dwelling applications with an average site density of 1 dwelling/85m² of site</p>	

Submission/s summary	Officer comments	Officer Recommendation
	<p>area or 117 dwellings hectare. This indicates the dwelling density achievable under the current MDR zone code of City Plan.</p> <p>This current amendment proposes changes to the building envelope acceptable outcomes (building height, site cover and setbacks), including reducing site cover from up to 75% to between 50% and 55% depending on lot size. The independent scenario testing indicates that the proposed new acceptable outcomes provide for a site dwelling density of around:</p> <ul style="list-style-type: none"> • 1 dwelling/180m² of site area for a townhouse or 55 dwellings/hectare. • 1 dwelling/100m² of site area for an apartment or 100 dwellings/hectare. <p>It should however be noted that the above indicative dwelling density is based on the acceptable outcomes, which only provide an example of how to meet the corresponding performance outcome.</p> <p>It is noted that the Redland Land Supply Analysis 2014 used a site dwelling density of around 40 dwellings/hectare for MDR zoned land (>700m²) to provide an estimate of the dwellings and population that were likely to be accommodated on the available MDR zoned land. This dwelling density estimate is however considered to be a conservative estimate.</p> <p>It is further noted that some SEQ planning schemes include dwelling density for a variety of purposes from performance outcomes or acceptable outcomes to using density to determine whether a development is an assessable development or not. While other SEQ planning schemes, like City Plan, do not use density outcomes at all. For example, LCC, MBRC and CGC planning schemes include dwelling density outcomes while Brisbane City Council's planning scheme does not.</p> <p>For the SEQ planning schemes that include dwelling density as an acceptable outcome only, as are outlined above, this approach does not provide certainty on the outcome. For the planning schemes with dwelling density performance outcomes, these outcomes either provide a large range (for example 15-75</p>	

Submission/s summary	Officer comments	Officer Recommendation
	dwelling/ha) or require a minimum dwelling density to ensure efficient use of land rather than a maximum density.	
Theme 5: Objection to changes to the building envelope acceptable outcomes		
<p>The three industry submissions provided support for the intent of the amendment to ensure City Plan provides a high-quality built form for multiple dwellings, consistent with the city's character to improve housing diversity and affordability to meet the housing needs of the changing and growing community.</p> <p>The industry submissions also strongly supported and commended Council for becoming one of the few local governments to include specific assessment criteria for townhouses on freehold lots. This responds to the State Governments' 'missing middle' initiative that is part of the SEQ Regional Plan to support greater housing diversity.</p> <p>Other elements of the amendment were also generally supported, like the proposed deep planting and subtropical design assessment criteria.</p> <p>Industry submissions, however, consider that changes to the built envelope acceptable outcomes (building height, site cover and boundary setbacks) will discourage medium density development, particularly apartment development.</p> <p>The industry submission focus on the acceptable outcomes rather than performance outcomes. This is explained in one industry submission as based on a perception that community and political concerns over increased residential density will lead to an erosion of performance based planning leading to a reliance on acceptable outcomes during the assessment process, which limits developers appetite and ability to consider the diverse housing types that the MDR code is seeking to facilitate.</p>	<p><u>MDR zone code acceptable outcomes</u></p> <p>The key issue raised in the industry submissions is that the changes proposed to the building envelope acceptable outcomes (site cover, building height and setbacks) will discourage or make unviable medium density development, particularly apartments. The building envelope sets the scale of medium density development in terms of the bulk and height of buildings. It is a three-dimensional envelope that defines how much of a site a building or buildings can occupy.</p> <p>The site cover acceptable outcome is important as it provides an example of how to meet the overall and performance outcomes for site cover. If an application adopts the acceptable outcome it is taken to meet the performance and overall outcomes and no further assessment is undertaken.</p> <p>For this reason, the acceptable outcomes must provide an example that can achieve the associated performance and overall outcome and be coordinated with other acceptable outcomes so that all acceptable outcomes can be achieved on a development site. There is no priority given to one acceptable outcome over another.</p> <p>It should also be considered that the acceptable outcomes need to be broadly acceptable to the wider community as public consultation has been limited in development assessment across Queensland to provide an efficient assessment process. The individual and community group submissions would appear to demonstrate that the current site cover acceptable outcome in City Plan is not acceptable to the wider community.</p> <p><u>MDR zone code review</u></p>	That the comments be noted.

Submission/s summary	Officer comments	Officer Recommendation
<p>The community group submission made in objection raised concerns that the amendment may harm investment in housing in the City (development pipeline) and the local employment this creates. This submission considered that the amendment will have a significant impact on the design and provision of 'missing middle housing', impacting the delivery of affordable and diverse housing in the City.</p> <p>The industry submission also included comments on other elements of the amendment including:</p> <ul style="list-style-type: none"> • Communal open space assessment criteria. • Landscaping assessment criteria. • Strengthening the 800m² reconfiguration minimum lot size in the MDR zone. • Separate assessment criteria for townhouses and apartments. • Performance outcomes are overly prescriptive. • Apartment diversity assessment criteria. • Need to increase the range of non-residential uses. <p>One of the industry submissions included a list of detailed specific comments, prepared by a planning consultant, requesting revisions to almost every change proposed by the amendment.</p>	<p>A key element of the MDR review was the operation of the performance and acceptable outcomes. This found many issues with the coordination of outcomes, the comprehensiveness of performance and acceptable outcomes and the inconsistent inclusion of acceptable outcomes based on building height.</p> <p>Relevant examples related to the coordination of building envelope outcomes (site cover, building height and building setbacks) include:</p> <ul style="list-style-type: none"> • The performance outcome for site cover seeks to mitigate the scale and bulk of a building and provide substantial open space and landscaping. However, the acceptable outcome supports a site cover of 75% which supports a building of a scale and bulk that takes up the majority of a site rather than mitigating its scale and bulk and leaves insufficient space for substantial landscaping. • A range of design outcomes seeks to reduce the visual impact of the built form. This is, however, difficult to achieve when the site cover acceptable outcome supports a building of a scale and bulk that takes up the majority of a site. • The performance outcome for building height is for three storeys, except where in a precinct. However, the acceptable outcome has a maximum building height of 13 metres, which provides sufficient height for a four storey residential building. • The building setbacks (front, side and rear) and site cover acceptable outcomes cannot all be achieved. The site cover acceptable outcome of 75% is set too high to be able to achieve the building setback acceptable outcomes. Instead, it should be set at a level that allows a building to sit within the building setbacks. <p>In addition, a review of other SEQ planning schemes has found that the site cover acceptable outcome in the MDR zone is significantly higher than those</p>	

Submission/s summary	Officer comments	Officer Recommendation
	<p>planning schemes, which are generally at 50% site cover for an acceptable outcome.</p> <p>The amendment proposes to address the above issues identified by the review by:</p> <ul style="list-style-type: none"> • Ensuring the acceptable outcome for maximum building height does not support a four storey building to ensure it provides an example of how to meet the performance outcome which only supports a three storey building. • Ensuring the site cover and building setback acceptable outcomes can be achieved together by ensuring that the site cover sits within the building setbacks rather than exceeds them. • Incorporation of the proposed elements of the Multiple Dwelling Design Planning Scheme Policy relevant to the building envelope into the MDR zone code assessment criteria. • Making the site cover performance outcome more comprehensive to ensure development that does not adopt the acceptable outcome is assessed against a comprehensive set of outcomes. The new outcomes relate to site cover being: <ul style="list-style-type: none"> ○ Consistent with the intended medium density character of the area and immediate streetscape. ○ Providing useable open space for residents. ○ Supporting residential amenity and privacy for residents of the development and on neighbouring properties. ○ Supporting the retention of existing vegetation and providing for a greater area and variety of landscaping opportunities, including medium to large shade trees and native vegetation for wildlife. ○ Providing for natural light, sunlight and breezes to living and open space areas. 	

Submission/s summary	Officer comments	Officer Recommendation
	<p>To ensure the acceptable outcomes are coordinated and are achievable without the need to prioritise one outcome over another, several multiple dwelling scenarios (apartment and townhouse) were independently tested and refined based on the results of this testing. The scenario testing report was made available during the consultation of the amendment, however, no submissions directly commented on this report.</p> <p>Development feasibility testing was also independently undertaken on the proposed amendment to ensure the proposed changes did not make it unfeasible to re/develop MDR zoned land for medium density development (apartments and townhouses). The feasibility testing included several scenarios across different suburbs in the city and on a range of different sized sites, including sites close to the minimum proposed site area of 800m². It found that the proposed changes did not make it unfeasible to re/develop multiple dwellings but did note it was more challenging in suburbs where the dwelling sales price were lower and on sites close to the 800m² minimum. The findings of the development feasibility testing resulted in changes to the amendment to provide additional site cover on sites close to the minimum lot size of 800m² (55% rather than 50% on sites 800m² to 1,000m²). The development feasibility report was publicly available during the public consultation on the amendment. Submissions that question the feasibility of development under the proposed acceptable outcomes have not referred to this report or made any comment on it.</p> <p>It is important to note that both the scenario and feasibility testing could only be undertaken on the proposed acceptable outcomes of the MDR zone code as these outcomes include quantifiable measures that could be readily tested.</p> <p>The Queensland performance based planning system however requires that development be assessed against the overall and performance outcomes with the acceptable outcomes only providing an example of how to meet these higher order performance outcomes. This means there is flexibility for a developer to seek other multiple dwelling outcomes that are tailored to a</p>	

Submission/s summary	Officer comments	Officer Recommendation
	<p>specific site rather than identified in the acceptable outcomes, provided the overall or performance outcomes are met. This is well understood in the development industry.</p> <p>In summary, the proposed changes to the building envelope (site cover, building height and building setbacks) are based on the recommendations of the MDR zone code review that includes:</p> <ul style="list-style-type: none">• Improving the coordination of assessment criteria.• Incorporation of the proposed Multiple Dwelling Design Planning Scheme Policy.• Benchmarking with other SEQ planning schemes.• Independent scenario and development feasibility testing of acceptable outcomes. <p>The above provides a body of evidence in support of the proposed changes to the building envelope acceptable outcomes.</p> <p>The industry submissions have not provided any evidence in support of their concerns over development feasibility or identified any concerns with the independent scenario and feasibility testing that supports the amendment in making their submissions.</p> <p>The submissions also have misinterpreted the changes proposed to building height as being a reduction in building height and the number of storeys supported rather than its purpose to better coordinate outcomes by closing a loophole where four storey buildings were being developed where intended for three storeys.</p> <p>This consultation report responds to the other key issues raised by these submissions in the following themes including further detail on building envelope outcomes in the site cover, building height and building setback themes.</p>	

Submission/s summary	Officer comments	Officer Recommendation
Theme 6: Building height		
<p>The industry group submissions have raised concerns with the proposed reduction in the building height acceptable outcome from 13m to 11.5m for a three storey building and 8.5m for a two storey building.</p> <p>The grounds provided include that the reduced building height acceptable outcome will:</p> <ul style="list-style-type: none"> • Negatively impact the development viability of apartments. • It will reduce the potential scale of development from four storeys, which will impact density outcomes. • Reduces the potential housing yield for a site. • Limits good design outcomes in terms of roof design, design on sloping sites and providing a reduced building height close to adjoining lower density development. <p>The industry submissions generally support retention of the current 13m building height acceptable outcome.</p> <p>Individual and community group submissions support the proposed reduction in the building height acceptable outcome to reduce the density of development and improve design outcomes.</p>	<p>Council's long-standing policy position is that medium density development (apartments and townhouses) in the MDR zone are a maximum of three storeys (unless in a precinct). This position is reflected in the current building height performance outcome.</p> <p>As part of the MDR zone code review, a review of applications approved under the current 13m building height acceptable outcome was undertaken. This found that apartment proposals for four storey buildings were approved because they adopted the 13m building height provided by the acceptable outcome despite the corresponding performance outcome providing for a maximum of three storeys (unless in a precinct). This illustrates the poor coordination that currently exists between the performance outcome that seeks a maximum of three storey buildings and the acceptable outcome that provides an example of the expected building height at 13m.</p> <p>To address this issue of poor coordination between the building height outcomes, the amendment proposes to reduce the acceptable outcome building height from 13m to 11.5m. An 11.5m acceptable outcome was considered sufficient for a three storey building but not a four storey building. An 11.5m acceptable outcome is also adopted by the BCC planning scheme for a three storey building.</p> <p>The industry submissions have however raised an important consideration that the expected building height should allow for good design outcomes, particularly with roof design. This is consistent with the overall intent of the MDR zone code review to improve the design outcomes of medium density development and its recommendation to coordinate outcomes, in this case, building height and roof design outcomes.</p>	<p>It is recommended that the MDR zone level of assessment and zone code building height tables be amended generally as per table 1 in this report to identify maximum building heights in storeys and metres.</p>

Submission/s summary	Officer comments	Officer Recommendation
	<p>The industry submission highlights the need to reconsider the best approach to ensuring the building height outcomes are coordinated whilst still allowing for good roof design.</p> <p>An alternative approach is to include both an expected number of storeys at three and building height at 13m as the acceptable outcome. This approach ensures the acceptable outcome is consistent with the performance outcome in terms of the number of storeys while providing sufficient building height for a well-designed and varied roof. This approach would also need to be applied to the MDR precincts.</p> <p>Accordingly, it is recommended that the proposed acceptable outcome for building height be amended to identify both an expected building height and a maximum number of storeys as shown in the following table 6.2.3.3.2.</p> <p>This change will need to be made to both the table of building height in the MDR zone code and MDR tables of assessment.</p> <p>An editor’s note is also recommended to be added to the relevant sections of the MDR zone code and MDR tables of assessment to refer to the <i>Planning Regulation 2017</i> for the definition of storey.</p>	

Table 1 —Maximum building storeys and height		
Area		Maximum Building Storeys and Height (m)
MDR1	Parkland living, Capalaba	6 storeys and 22m
MDR3	Shore Street East, Cleveland	20.5m
MDR2	Mount Cotton Road, Capalaba	6 storeys and 19m
MDR4	Cleveland	17.5m
MDR5	Esplanade, Redland Bay	

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	MDR7	Eprapah Creek, South East Thornlands	6 storeys and 16m 14.5m	
	MDR8	Kinross and Boundary Road	2 storeys and 8.5m	
	Elsewhere in the zone (including MDR6 South East Thornlands and MDR9 Kinross Road)		3 storeys and 13m 11.5m	
	Where development is proposed at 2 storeys and is not located in a precinct. Note: this maximum building height of 8.5m only applies to development proposed at 2 storeys where the maximum number of storeys supported is 3 storeys. Elsewhere in the zone, where 2 storeys in height.		8.5m	
Note: yellow highlight denotes an addition, while a strikethrough denotes a deletion.				
Theme 7: Site cover acceptable outcome				
Individual and community group submissions support reducing the current site cover acceptable outcome of 75% for a building 13m in height or less, with a range of grounds provided. These include: <ul style="list-style-type: none">• More aesthetically pleasing contributing to community well-being.• Preserving/planting native vegetation.• Provides a buffer from neighbouring properties.• Increased tree cover providing habitat for wildlife and linkages to wildlife corridors.• Assists in managing heat island effects which will be more important with climate change.• Provides more permeable areas to manage water quality and quantity.• Supports increased building setbacks for natural light and breezes.		The current site cover (building footprint) performance outcome in City Plan MDR zone code seeks to: <ul style="list-style-type: none">• Allow for the provision of substantial open space and landscaping on the site; and• Mitigate the bulk and scale of development. The corresponding acceptable outcome provides an example site cover of 75% where the building height is equal to or less than 13m (majority of MDR zoned land) or 60% above 13m. If an application adopts the site cover acceptable outcome it is deemed to meet the performance outcome and no further assessment is undertaken. The review of the MDR zone code found many issues with the site cover acceptable outcome. Key issues include:		That the comments be noted.

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<p>Some community group submissions have requested that the proposed acceptable outcome for site cover of 50-55% (depending on lot size and multiple dwelling type) should be reduced further to 40% as under the previous Redlands Planning Scheme.</p> <p>The grounds provided are that further reducing the site cover is particularly important for managing impacts on adjoining and nearby residents.</p> <p>Industry submissions however have requested that the existing 75% site cover acceptable outcome either be retained or be removed altogether on the following grounds:</p> <ul style="list-style-type: none"> Reducing site cover will harm the viability of development. Reducing site cover will reduce the ability of the Council to meet State dwelling targets. A higher site cover will result in better design outcomes and housing choice. Site cover is used less in modern housing areas, with setback and design requirements being more relevant and fit for purpose Building heights will need to be increased to compensate for reduced site cover. A reduced site cover sends poor signals to the development industry and community. <p>Industry submissions have also requested there is a need for a specific site cover acceptable outcome of 65% to 70% to facilitate freehold townhouses.</p>	<ul style="list-style-type: none"> The 75% site cover acceptable outcome supports a building covering the majority of a site which is inconsistent with the associated performance outcome that seeks to ensure site cover mitigates the bulk and scale of development and provides substantial open space and landscaping. The 75% site cover acceptable outcome is only achievable where other acceptable outcomes are compromised, particularly the building setback acceptable outcomes. This results in less separation between medium density buildings and neighbouring properties which reduces the ability to retail vegetation or provide substantial landscaping to screen buildings, minimise impacts on the residential amenity and privacy of neighbouring residents and provide for sufficient natural light and breeze. <p>The review also identified that the 75% site cover acceptable outcome is the exception in SEQ with it being significantly higher than other SEQ planning schemes which generally are around 50%.</p> <p>For the above reasons, a reduced site cover acceptable outcome of 50% to 55% (depending on lot size) has been proposed. The proposed site cover acceptable outcome is similar to other the site cover acceptable outcome in other SEQ planning schemes and has been subject to:</p> <ul style="list-style-type: none"> Independent scenario testing that confirmed it is set at a percentage that is coordinated with other MDR acceptable outcomes allowing for all design outcomes to be delivered on a site. Independent development feasibility testing that found this level of site cover is economically viable to develop. <p>Importantly, the acceptable outcome only provides an example of how to meet the corresponding performance outcome. Flexibility is provided for a development proponent to propose a higher site cover where it meets the proposed site cover performance outcome.</p> <p><u>Specific site cover acceptable outcome for freehold townhouses</u></p>	

Submission/s summary	Officer comments	Officer Recommendation
	<p>See officer comments in theme 10: freehold townhouses in relation to the requested specific site cover acceptable outcome for freehold townhouses.</p> <p><u>State Government dwelling benchmarks</u></p> <p>In response to industry submission comments that reducing the site cover acceptable outcome will reduce the ability of Council to meet State dwelling targets the following should be noted:</p> <ul style="list-style-type: none"> • The State Government dwelling benchmarks for the City, included in the SEQ Regional Plan, are for the City to provide 17,200 new dwellings between 2016 and 2041. • The State Government's latest annual monitoring report (Land Supply and Development Monitoring Report) identifies that the current City's dwelling supply significantly exceeds the 17,200 new dwellings identified in the SEQ Regional Plan with significant capacity for medium density development in the city's consolidation area. • The significant capacity for new dwellings, particularly for medium density development in the consolidation area, indicates that the proposed reduction in the site cover acceptable outcome will not have an impact on the ability of the city to meet State Government dwelling benchmarks. <p><u>Previous Redlands Planning Scheme MDR zone site cover</u></p> <p>In response to community group submissions that called for a return to the site cover acceptable outcome (probable solution) from the previous Redlands Planning Scheme of 45% for apartments and 40% for all other multiple dwellings, including townhouses the following should be noted:</p> <ul style="list-style-type: none"> • The proposed acceptable outcome for site cover of 50% to 55% for an apartment (depending on lot size) and 50% for a townhouse has been developed through the independent scenario and development feasibility testing to allow for a well-designed medium density development and its 	

Submission/s summary	Officer comments	Officer Recommendation
	<p>design requirements (including open space, landscaping, building setbacks etc.).</p> <ul style="list-style-type: none"> Setting the site cover acceptable outcome at 40% to 45% is considered unreasonably low recognising the site cover acceptable outcome of other SEQ planning schemes and that scenario testing has confirmed a well-designed medium density development and its design requirements is achievable based on the proposed acceptable outcome of 50% to 55% (depending on lot size). Further reducing the site cover is likely to impact medium density development feasibility and the development of this form of housing which is important to meet the housing needs of the community. 	
Theme 8: Building setback acceptable outcomes		
<p>Individual and community group submissions have generally supported the proposed changes to building setback assessment criteria to provide more space between buildings to protect the amenity of neighbouring properties, provide for sufficient landscaping as well as natural light and breezes.</p> <p>An individual submission did however object to the built to boundary wall acceptable outcome as it does not preserve breezeways or allow for firefighting access.</p> <p>Industry submissions support the townhouse building setback acceptable outcomes but object to the proposed building setback acceptable outcomes for apartments on the grounds it will impact the viability of apartments, discouraging this form of housing.</p> <p>Industry submissions have also requested there is a need for specific building setback acceptable outcomes for townhouses that are proposed to be freehold.</p>	<p>The amendment proposes different front, side and rear building setback acceptable outcomes for townhouse and apartment developments. This allows the building setback acceptable outcomes to be tailored to the two different housing forms.</p> <p>For townhouse development, the amendment proposes to retain the existing setback acceptable outcomes except for a reduction in the rear boundary setback from 4m to 3m based on benchmarking with other SEQ planning schemes.</p> <p>For apartment development, the amendment proposes the following changes to acceptable outcomes:</p> <ul style="list-style-type: none"> Increase the front building setback from the current 3m to 4m to a balcony and 6m to the building wall. Applying a simple 3m side building setback to a balcony or wall on a site 800m² to 1,000m² that is intended for a building three storey or less in height rather than the current sliding scale based on building height. 	<p>It is recommended that the built to boundary side boundary setback acceptable outcome (AO13.1) be deleted as follows:</p> <p>AO13.1</p> <p>The side boundary setback:</p> <p>(1) provides that a built to boundary wall does not exceed 4.5m in height and 9m in length along any one external boundary for</p>

Submission/s summary	Officer comments	Officer Recommendation
	<ul style="list-style-type: none"> Applying a simple 4m side building setback to a balcony or building wall on a site greater than 1,000m² that is intended for a building three storey or more in height. Increasing the rear building setback from 4m to a building wall to between 5m and 6m for a three storey development dependent on the site size (for example 5m on lots between 800m² to 1,000m² and 6m on lots greater than 1,000m²) <p><u>MDR zone code review</u></p> <p>The changes to the front, side and rear building setbacks for apartment development are based on the MDR review recommendation to improve the coordination between acceptable outcomes to ensure that the outcomes work and support each other.</p> <p>For example, the proposed changes to the front building setback acceptable outcome for an apartment development is intended to support other acceptable outcomes that seek the articulation of a building façade and deep planting that has a minimum dimension of 4m.</p> <p>Similarly, the changes to the side and rear building setbacks are proposed to coordinate with the deep planting and communal open space acceptable outcomes. For example, the side boundary acceptable outcome of 4m for larger sites (greater than 1,000m²) allows the side boundary to be used for deep planting which has a minimum dimension of 4m.</p> <p>The proposed wider setback on a larger development site (1,000m² or greater in size) is made in recognition that larger sites will accommodate larger development, including more residential dwellings, and a larger setback is required to protect residential amenity on neighbouring properties.</p> <p>The proposed boundary setbacks have been benchmarked with other SEQ planning schemes. For example, the current front setback of 3m to a building wall was found to be less than all other planning schemes reviewed for</p>	<p>townhouse development.</p>

Submission/s summary	Officer comments	Officer Recommendation
	<p>apartment development. The proposed changes align the City Plan MDR zone code with other SEQ planning schemes.</p> <p>It should also be noted that:</p> <ul style="list-style-type: none"> • Independent scenario testing confirmed that the proposed building setback acceptable outcomes work together and can be collectively accommodated on a site with other outcomes. • Independent development feasibility testing confirmed that the proposed building setback acceptable outcomes do not make an apartment unfeasible to develop. <p><u>Built to boundary walls</u></p> <p>The current MDR zone code includes an acceptable outcome that supports a built to boundary wall along any one boundary (where it does not exceed 4.5m in height and 9m in length). This acceptable outcome applies to all multiple dwelling development (apartments and townhouses).</p> <p>The amendment has retained the built to boundary wall acceptable outcome but has limited it to only apply to townhouse development rather than both townhouses and apartments.</p> <p>A review of the built to boundary wall acceptable outcome has been undertaken in response to the objection received. This review has found that:</p> <ul style="list-style-type: none"> • The built to boundary wall acceptable outcome is not aligned with the corresponding performance outcome that supports the separation of buildings to deliver a range of outcomes. • Neighbouring SEQ planning schemes do not include a built to boundary wall as an acceptable outcome in the MDR zone. <p>It has also been considered that while only one submission has directly objected to the built to boundary wall acceptable outcome, this objection is</p>	

Submission/s summary	Officer comments	Officer Recommendation
	<p>consistent with comments made by other submissions that support greater space between buildings for a range of reasons.</p> <p>Based on the above, it is recommended that the outcome be removed.</p> <p><u>Specific building setback acceptable outcomes for freehold townhouses</u></p> <p>See officer comments in theme 10: freehold townhouses on the request for specific building setback acceptable outcomes for freehold townhouses.</p>	
Theme 9: Rear and side building setback performance outcome		
<p>An industry submission has raised concerns that the side building setback performance outcome (PO13) requires communal and private open space to be provided in side setbacks. This is not typically anticipated due to interface issues with neighbouring properties.</p> <p>These performance outcomes to provide communal and private open space in the side boundary setback should be removed.</p>	<p>The subject performance outcome (PO13) relates to both rear and side building setbacks and includes an outcome that:</p> <ul style="list-style-type: none"> Side and rear boundary setbacks provide for communal and private open space. <p>While it is expected that the rear boundary setback provides the most likely location for communal and private open space, some use of the side setbacks for open space may be suitable, particular for larger developments that have 4m side setbacks. The performance outcome provides this flexibility but does not require that communal and private open space be located in side setbacks.</p> <p>A minor amendment to the performance outcome to qualify that communal open space is not required for all development, only larger developments (apartments with 10 or more dwellings and townhouses with 20 or more dwellings) may however assist with its interpretation. The following minor amendment (yellow highlight) is recommended to make this qualification:</p> <ul style="list-style-type: none"> Side and rear boundary setbacks provide for communal (where required) and private open space. 	<p>It is recommended that performance outcome PO13 be amended to include the following:</p> <p>Side and rear boundary setbacks:</p> <ul style="list-style-type: none"> provide for communal (where required) and private open space areas;
Theme 10: Freehold townhouses		
Industry submissions support providing outcomes specifically related to the freehold townhouses and have noted that these	<u>Site cover and freehold townhouse development</u>	Add the following editor's note to the site

Submission/s summary	Officer comments	Officer Recommendation
<p>outcomes facilitate development responses to the States 'missing middle' initiative.</p> <p>The industry submissions have however requested that the following specific site cover and building setback acceptable outcomes are required to facilitate townhouse development on freehold lots:</p> <ul style="list-style-type: none"> • A higher site cover acceptable outcome of 65-70%. • A reduced setback of 2m for a secondary frontage. • A reduced rear setback for townhouses with rear lane access. • Specific rear access lane assessment criteria. 	<p>The amendment proposes to provide a specific reconfiguration performance outcome to facilitate freehold townhouse development. The outcome however requires that townhouses be approved and constructed before reconfiguration can occur to create a freehold lot for each townhouse and a rear access lane established. As such, site cover is considered at the townhouse approval stage and is calculated as a proportion of the lot before any reconfiguration occurs.</p> <p>A review of townhouse development with rear access, including the example provided by an industry submission, found that these townhouse developments were below the 50% maximum site cover in the acceptable outcome.</p> <p>As a result, no change is considered necessary to the townhouse site cover acceptable outcome to support freehold townhouses.</p> <p>However, to clarify the approach to calculating site cover for freehold townhouses, it is recommended that an editor's note be included in the site cover acceptable outcome.</p> <p><u>Freehold townhouse building setbacks</u></p> <p>A review of the front, rear and side building setback acceptable outcomes has been undertaken to consider the industry submissions and identify any changes needed to support freehold townhouse development, including those that propose access from a rear laneway.</p> <p><i>1. Front boundary building setback</i></p> <p>The front boundary building setback for a townhouse development is proposed to maintain the current 3m setback to a building wall and 5.5m to garage doors. For a townhouse development with rear access, this acceptable outcome requires some interpretation as only a 3 metre front building setback should apply as no front garage is needed. However, to make it clear, a separate front</p>	<p>cover acceptable outcome to clarify how to calculate site cover for a freehold townhouse:</p> <ul style="list-style-type: none"> • Editor's note: site cover for a townhouse designed for freehold titling is calculated as a proportion of the lot before reconfiguration. <p>Amend the front setback acceptable outcome (12.1) to include a new acceptable outcome for a townhouse development with rear lane access as follows (yellow highlight is additional wording):</p> <ul style="list-style-type: none"> • The front boundary setback is a minimum of: <ol style="list-style-type: none"> (1) 3m to the building wall and 5.5m for

Submission/s summary	Officer comments	Officer Recommendation
	<p>setback acceptable outcome of 3m is recommended for townhouse development with rear access.</p> <p><i>2. Secondary front boundary building setback</i></p> <p>Where a townhouse is proposed on a site with two street frontages, all frontages are currently considered to be front boundaries and the front building setbacks apply to both street frontages. For a townhouse development with rear access, this means that a 3 metre setback would apply to a secondary street frontage. The industry submission has requested that this setback be reduced from 3 metres to 2 metres. This would in turn reduce the landscaping opportunities along the second street frontage to a 2m wide strip.</p> <p>No change is considered necessary to create a specific and reduced secondary street setback to facilitate freehold townhouse development. Flexibility is provided for an application to propose a 2 metre setback to a secondary street frontage and have it assessed against the front setback performance outcome.</p> <p><i>3. Rear boundary building setback</i></p> <p>The proposed new reconfiguration performance outcome to facilitate freehold townhouse development only supports the creation of individual lots for each townhouse and for a rear access following the construction of the townhouses. Based on this proposed approach, there is no identified need for a specific rear boundary building setback as a freehold townhouse development is assessed the same as other townhouse developments.</p> <p><i>4. Rear access lanes</i></p> <p>The City Plan – Infrastructure Works Policy includes design criteria for an 8 metre wide access laneway with a 5.5 metre carriageway that is suitable for a rear access laneway. This design is similar to the design for a rear lane in the Next Generation Planning Handbook (2011) that has a 6 metre wide rear lane with a 5 metre carriageway.</p>	<p>garage doors for a townhouse development with front street access; or</p> <p>(2) 3m to the building wall for a townhouse development with rear lane access;</p>

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	The access laneway design criteria in the Infrastructure Works Policy can be used by a freehold townhouse development for a rear lane access. As City Plan already includes an access laneway design suitable for a rear lane there is no need to include specific assessment criteria in the MDR zone code.	
Theme 11: Communal open space		
<p>Individual and community group submissions support the proposed changes to the communal open space assessment criteria to provide positive benefits to residents and neighbourhoods.</p> <p>Two industry submissions have however objected to a perceived change to communal open space that is identified in their submissions as requiring 15% of site area for apartment development of 10 units or less.</p> <p>While the industry supports the inclusion of communal open space, a smaller percentage (5% for example), irrespective of the number of units may be a more beneficial outcome.</p>	<p>The industry submission objection is based on a misinterpretation of the communal open space trigger. The draft MDR zone code does not propose that an apartment with 10 or fewer dwellings provides any communal open space.</p> <p>The draft MDR zone code proposes that apartment development of <u>10 or more</u> dwellings or townhouse development of <u>20 or more</u> dwellings provides sufficient communal open space as a performance outcome.</p> <p>The corresponding acceptable outcome identifies that communal open space is provided for:</p> <ul style="list-style-type: none"> • Apartment development at a minimum of 15% of site area or 100m² (whichever is greater); or • Townhouse development at a minimum of 5% of site area or 50m² (whichever is greater). <p>The acceptable outcome recognises that communal open space is only required for larger developments over 10 units in the case of apartment development. Similarly, the Multiple Dwelling Design Guide notes that communal open space allows for casual social interaction for larger medium density developments.</p> <p>The acceptable outcome also recognises that a greater level of communal open space is needed to support the liveability and amenity of residents in apartments compared to townhouses.</p> <p>The communal open space acceptable outcome of 15% of site area for apartment development of 10 or more dwellings has been independently tested to ensure it can be accommodated along with other design</p>	<p>That the comments be noted.</p> <p>It is recommended that the communal open space acceptable outcome (AO4.1) be amended for clarity to read as follows:</p> <p>Communal open space is provided, where development involves:</p> <p>(1) an apartment development with 10 or more dwellings;</p> <p>(a) at a minimum rate of 15% of the site area or 100m² (whichever is greater);</p> <p>(b) with a minimum dimension of 5m; and</p>

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	<p>requirements and does not impact on development feasibility. This testing confirmed that 15% of site area for communal open space can be accommodated and does not result in a development being unfeasible to development.</p> <p>It should be noted that the MDR zone code provides flexibility to provide communal open space for an apartment development at ground level, on rooftops, indoor recreational facilities or a combination of these.</p> <p>In reviewing the submission it has been noted that the wording of the communal open space acceptable outcome could be improved for clarity. As such, it is recommended that minor changes be made without changing the intent of the acceptable outcome.</p>	<p>(c) at ground level, on rooftops, on podiums, by indoor recreational facilities, or a combination of these; and</p> <p>(2) a townhouse with 20 or more dwellings;</p> <p>(a) at a minimum rate of 5% of the site area or 50m² (whichever is greater); and</p> <p>(b) with a minimum dimension of 5m.</p>
Theme 12: Landscaping and deep planting		
<p>Many of the individual and community group submissions support medium density development providing substantial landscaping and deep planting areas to:</p> <ul style="list-style-type: none"> • Protect and retain existing trees, including koala trees. • Increase permeability and increase drainage. • Plant new trees and gardens. • Provide shade and space to mitigate heat island effects. • To soften the visual appearance of development and hide it from the road. 	<p>The benefits of landscaping and urban trees are well understood. For example, the SEQ Regional Plan recognises that well-planned and maintained urban greening supports community health and well-being, as well as urban wildlife and flora. It can also help manage stormwater quantity and quality, contribute to air quality, reduce the urban heat island effect, promote urban food production, enhance views, and increase visual privacy between buildings.</p> <p>The Multiple Dwelling Design Guide also recognises that landscaping and urban trees are a key element of the Redlands character and landscape setting contributing to visual amenity while providing environmental benefits. The</p>	<p>That the comments be noted.</p>

Submission/s summary	Officer comments	Officer Recommendation
<ul style="list-style-type: none"> • Address climate change through increased shade trees. • Provide sufficient space to grow indigenous flora for insects and fauna biodiversity. <p>The industry submissions support landscaping and deep planting to contribute to a balanced built form and flora design outcome.</p> <p>Industry submissions however raise concerns that:</p> <ul style="list-style-type: none"> • The landscaping and deep planting acceptable outcomes may limit sensible and viable development. • The building setback, open space (private and communal open space) and landscaping and deep planting acceptable outcomes do not comply with the proposed site cover acceptable outcome. • The landscape and open space acceptable outcomes to have 20% landscaping plus other open space can potentially impact the viability of small-scale developments. • Having a minimum dimension of 4m as an acceptable outcome for a deep planting area may not be required and can potentially result in deep planting not included in parts of the site where it may have real benefit. A minimum dimension of 2.5m is suggested. • A 10% deep planting acceptable outcome may not be beneficial for development to retain established vegetation – reduced deep planting extents may be more beneficial in such cases with 6% proposed. • The deep planting 10% cannot be used in communal open space areas having a perverse consequence that resident recreation cannot take advantage of the benefits of deep planting and landscaping. 	<p>guide includes landscaping and deep planting design considerations that have been proposed to be included in the MDR zone code. These include:</p> <ul style="list-style-type: none"> • Trees and vegetation soften the visual impact of buildings. • Existing trees/significant vegetation should be retained where possible. • Trees provide shade, reducing the urban heat island effect and cooling spaces. • Trees and vegetation contribute to visual amenity and interaction with the natural environment contributing to overall community well-being. • Large shade trees and landscaping promote cool pathways for breezes entering buildings and contribute to the energy efficiency of buildings, especially on western elevations. • Deep planting within the development should be provided at both the front and rear of the development. This assists with privacy and the separation of buildings. • Semi and underground basements need to be setback from the front and rear boundaries to allow the growth of canopy trees over time. <p>The landscaping acceptable outcome in the MDR zone code currently identifies:</p> <ul style="list-style-type: none"> • A minimum of 15% of the site is planted or grassed landscaping (rather than hardstand). • A 2m wide landscaped area that is capable of deep planting to sustain mature trees, is provided along the length of any public road frontage. <p>The MDR review recommended a number of changes to the landscaping assessment criteria, including acceptable outcomes, to incorporate the landscaping considerations of the Multiple Dwelling Design guide, improve the coordination between acceptable outcomes and to align with other SEQ planning schemes. Some of the key changes proposed include:</p> <ul style="list-style-type: none"> • Increasing the minimum landscaping from 15% of a site to 20% of a site. 	

Submission/s summary	Officer comments	Officer Recommendation
	<ul style="list-style-type: none"> • Including a new performance outcome that development is designed to retain and establish significant trees and street trees. • Providing specific acceptable outcomes for deep planting, including that 10% of the 20% of overall landscaping of a site provides deep planting areas. • Providing increased flexibility to provide deep planting areas where they provide the most benefit on a site, including to retain existing significant trees or be located next to deep planting on a neighbouring site, or in rear and side boundary setbacks (in addition to the front boundary setback) for privacy, to separate buildings and to soften the visual impact of buildings. • Deep planting areas should have a minimum dimension of 4m in any direction to provide sufficient space to either retain or plant a significant tree that at maturity complements the scale and height of the built form. The minimum dimension of 4m is based on benchmarking with other SEQ planning schemes. <p>In addition, it is proposed that the calculation of 10% proportion of a site for deep planting exclude any deep planting provided in communal open space areas. This does not exclude deep planting being provided in communal open space and any deep planting in these areas can be counted towards the overall 20% landscaping. This approach is proposed to ensure that larger medium density developments that are required to provide communal open space also provide for increased landscaping of a site.</p> <p>The above proposed landscaping and deep planting acceptable outcomes were confirmed through independent scenario testing as being able to be accommodated on a site along with all other built form and design acceptable outcomes.</p> <p>Similarly, independent development feasibility testing of the proposed acceptable outcomes confirmed that the proposed changes did not make medium density development unfeasible to development.</p>	

Submission/s summary	Officer comments	Officer Recommendation
	<p>It is also important to note that the industry submissions have provided no evidence in support of any of the concerns raised.</p> <p>In addition, the proposed acceptable outcomes only provide an example of how to meet the corresponding performance outcome. An application may propose an alternative approach that meets the performance outcome.</p>	
Theme 13: Concept design proposal		
An industry submission considers that a concept design process is meritorious, however, it should only apply to larger scale development. It is a substantive encumbrance on smaller developments.	<p>The development site layout and design performance outcome (PO37) in the MDR zone code requires development to enhance and compliment the character of the surrounding neighbourhood and respond to the opportunities and constraints of the site.</p> <p>The performance outcome includes an editor's note that the performance outcome can be met through a Concept Design Proposal prepared in line with the new Planning Scheme Policy 7: Multiple Dwelling Design. The editor's note simply provides guidance in meeting the performance outcome. There remains flexibility for an applicant to address the performance outcome without a Concept Design Proposal.</p> <p>The Concept Design Proposal outlined in the proposed new Planning Scheme Policy 7: Multiple Dwelling Design is however not considered to be a substantive encumbrance on smaller developments. A Concept Design Proposal can add value to an application by reducing the need for delays in the assessment of an application related to Council requesting further information, and may also help in minimising costly amendments to the proposal at later stages.</p>	That the editor's note is amended to refer to the concept design proposal in Planning Scheme Policy 7 – Multiple dwelling design.
Theme 14: new Planning Scheme Policy 7 – Multiple dwelling design		
Individual and community group submissions support the incorporation of the current non-statutory Multiple Dwelling Design guide into City Plan through:	The MDR zone code review recommended to incorporate the non-statutory Multiple Dwelling Design Guide into City Plan through:	It is recommended that further references through the use of Editor's notes be made

Submission/s summary	Officer comments	Officer Recommendation
<ul style="list-style-type: none"> Embedding its design considerations into the MDR zone code to ensure development addresses these design considerations and where it does not they can be considered in any appeals before the Planning and Environment Court. Including the guide in City Plan as a Planning Scheme Policy. <p>Industry submissions note that the inclusion of the current non-statutory Multiple Dwelling Design Guide as a planning scheme policy is consistent with other SEQ planning schemes and its design principles in theory.</p> <p>The submissions however suggest that while it can assist in the delivery of better built form outcomes for large scale projects, it can be a substantial impediment to the feasibility of small scale developments. The design consideration for public art to be provided on blank walls is given as an example that should be removed.</p> <p>An industry submission also noted that the MDR zone code does not refer to the guide.</p>	<ul style="list-style-type: none"> Integration of the design elements of the guide into the assessment criteria of the MDR zone code where practical, through the refinement of performance outcomes to ensure these design elements form part of the development assessment framework. Introduce new assessment criteria to ensure that building design responds to the site and character of the neighbourhood to assist in avoiding standard building designs or 'cookie cutter' one design fits all building designs. Convert the Multiple Dwelling Design Guide into a planning scheme policy to be called up in the acceptable outcomes of the MDR zone code where relevant. <p>It is important to note that the proposed new Planning Scheme Policy is intended to provide assistance to applicants in meeting the assessment criteria of the MDR zone code. The design considerations included, such as the public art on blank walls, are provided as advice only and may be included in a medium density development only where an applicant chooses to do so.</p> <p>The proposed MDR zone code already includes references to the new Planning Scheme Policy 7: Multiple Dwelling Design in the acceptable outcomes. Further references to the new Planning Scheme Policy 7 will be added where relevant to further assist applicants.</p>	<p>to the new Planning Scheme Policy 7: Multiple Dwelling Design in the acceptable outcomes where relevant.</p>
Theme 15: Administrative definitions		
<p>Individual and community group submissions generally support defining apartments and townhouses separately and applying different assessment criteria to each.</p> <p>Some industry submissions acknowledge that apartments and townhouses are different housing products and distinguishing between the two in City Plan is justified.</p>	<p>The proposed introduction of administrative definitions for apartments and townhouses in City Plan is proposed to recognise the two primary housing forms expected in the MDR zone are different in terms of expected built form and scale and should reasonably have different assessment criteria to recognise these differences. For example, townhouses and apartments have different site cover and building setback requirements.</p>	<p>It is recommended that the administrative definitions for apartment and townhouse development be</p>

Submission/s summary	Officer comments	Officer Recommendation
<p>The industry submissions however raise concerns with:</p> <ul style="list-style-type: none"> • The building envelope (site cover, building height and setbacks) applied to apartments will discourage this form of housing. • The proposed definitions do not include all infill development – a development example is provided that does not fit into either definition but has characteristics of both. • If a development does not meet either definition it would be impact assessable which discourages medium density development. <p>Some industry submissions have suggested that the definition of townhouses and apartments be revised and follow the definition of multiple dwellings in the <i>Planning Regulation 2017</i>.</p>	<p>The MDR zone currently applies one set of built form and design assessment criteria to both different housing forms. This one-size-fits-all approach can lead to undesirable medium density outcomes due to blanket assessment criteria that may suit one medium density housing form over another.</p> <p>While it is expected that for most developments it is a relatively simple and intuitive process to determine whether it is an apartment or a townhouse being proposed, the administrative definitions are intended to assist determining which assessment criteria (either townhouse or apartment) apply to a medium density development.</p> <p>It should be noted that the introduction of administrative definitions into City Plan for apartments and townhouses does not affect the <i>Planning Regulation 2017</i> definition for multiple dwellings or the level of assessment.</p> <p>Both apartments and townhouses will remain defined as multiple dwellings in line with the <i>Planning Regulation 2017</i> definition and the current level of assessment remains unchanged. The administrative definitions simply assist and have no relevance to the level of assessment.</p> <p><u>Submitted case study</u></p> <p>A review of the submitted development case study that does not meet either of the proposed apartment or townhouse administrative definitions found the development:</p> <ul style="list-style-type: none"> • Includes several separate buildings at two storeys, with a separate dwelling on each storey. • The development has a common access driveway with car parking immediately accessible to each dwelling. <p>The development is considered to best fit as a townhouse development with the key difference from a standard townhouse development being that it</p>	<p>amended to read as follows:</p> <ul style="list-style-type: none"> • Townhouse Development (Multiple Dwelling): The use of a premises for three or more dwelling units in separate buildings that: <ul style="list-style-type: none"> - have individual dwelling unit entrances. - have car parking either incorporated into the dwelling or immediately accessible to the dwelling. • Apartment Development (Multiple Dwelling): The use of a premises for three or more dwelling

Submission/s summary	Officer comments	Officer Recommendation
	<p>includes dwellings that are located on a single storey (rather than two or three storeys) with another dwelling located on the storey above.</p> <p>The proposed administrative definition for a townhouse currently:</p> <ul style="list-style-type: none"> • Includes that it does not have a dwelling above it. • Does not recognise that townhouse development is in separate buildings. <p>The administrative definition can be revised to address this form of townhouse development by removing reference to a townhouse not having a dwelling above it and recognising that it generally occurs in separate buildings but not always. Along with these key changes to the townhouse definition, some other minor revisions to both the townhouse and apartment definition will assist with interpretation.</p> <p>In summary, the recommended changes to the definitions are as follows (yellow highlight addition, strikethrough deletion):</p> <ul style="list-style-type: none"> • Townhouse Development (Multiple Dwelling): The use of a premises for three or more dwelling units generally in separate buildings that: <ul style="list-style-type: none"> — does not have a dwelling above or below it - has have individual dwelling unit entrances. - has have individual car parking either incorporated into the dwelling or immediately accessible to the dwelling and waste storage areas • Apartment Development (Multiple Dwelling): The use of a premises for three or more dwelling units in a building that generally: <ul style="list-style-type: none"> - is two or more storeys in height - has a common foyer entrance 	<p>units in a building that generally:</p> <ul style="list-style-type: none"> - is two or more storeys in height - has a common entrance - has communal facilities including outdoor spaces, car parking and waste storage areas.

Submission/s summary	Officer comments	Officer Recommendation
	<ul style="list-style-type: none"> - has communal facilities including outdoor spaces, car parking and waste storage areas. 	
Theme 16: Drafting of performance outcomes		
<p>An industry submission noted that many of the proposed performance outcomes are detailed and often prescriptive.</p> <p>The submission suggests that the following performance outcomes be reviewed:</p> <ul style="list-style-type: none"> • PO4 – communal open space. • PO12 – front boundary setbacks. • PO13 – side and rear boundary setbacks. • PO15 – building design. • PO20 – sub-tropical design. • PO21 – roof design. • PO24 – driveway and internal access design. 	<p>The amendment is based on the recommendations of the MDR zone code review that included:</p> <ul style="list-style-type: none"> • Improving the coordination between the assessment criteria of the MDR zone code, including ensuring the performance and acceptable outcomes were aligned. • Integrating the design elements of the non-statutory Multiple Dwelling Design Guide into the MDR zone code where practical through the refinement of performance outcomes. <p>The amendment has also reviewed and been benchmarked with other SEQ Planning Schemes.</p> <p>As a result of implementing the MDR review recommendations, the subject performance outcomes referenced in the industry submission have been expanded to address a greater range of matters.</p> <p>The amendment has undergone state interest review before public consultation. The state interest review includes ensuring the amendment meets the Guiding Principles of the State Planning Policy, which includes that the amendment adopts a performance based approach to development assessment to allow for innovation and flexibility in how development can be achieved.</p> <p>The Planning Minister on 21 June 2021 advised that the amendment appropriately ingrates the relevant state interests, including that it is performance-based, and may proceed to public consultation. On this basis, there is no need to further review the performance outcomes cited in the submission as being detailed and prescriptive.</p>	<p>That the comments be noted.</p>

Submission/s summary	Officer comments	Officer Recommendation
Theme 17: Inefficient use of medium density residential zone land		
<p>A community submission suggested that dwelling house and dual occupancy development should not be supported in the MDR zone. This form of housing is an inefficient use of limited medium density land and adds pressure for additional land to be zoned medium density in the future.</p> <p>An industry submission objected to proposing the removal of the opportunity to establish dwelling houses on small lots in the MDR zone. On larger MDR zoned sites, providing for dwelling houses allows for a transition between medium density development and existing low density development. The industry submission does however acknowledge that the proposed support for freehold townhouses may provide the same opportunity.</p>	<p>The majority of the MDR zone is currently used for single dwelling houses. An analysis found that only 13% of the MDR zone is currently used for apartment and townhouse development, with the balance 87% typically containing dwelling houses. The existing lot size in the MDR zone reflects this with 60% being less than 800m². As the MDR zone is already made up of dwelling houses there is no rationale to not support a dwelling house in the zone by making them impact assessable.</p> <p>Dual occupancy housing is proposed to continue to be supported in the MDR zone but only where not located in an MDR precinct that provides for increased building height (4-6 storeys). Dual occupancy housing is considered to be an efficient use of MDR zoned land (outside of precincts) that is suited to the dominant lot size in the zone (60% being less than 800m²). This form of housing also supports housing diversity and affordability outcomes to meet housing needs.</p> <p>The amendment does however propose to protect larger MDR zoned land from being reconfigured into small lots for single dwelling houses. It is proposed that lots less than 800m² are only created in the MDR zone where:</p> <ul style="list-style-type: none"> • There is sufficient size to accommodate a well-designed development and all its required design elements (articulation of building elements, landscaping, deep planting and open space); or • Where townhouse development has been designed for freehold titling and has been constructed. <p>This is proposed to ensure that the larger lots in the MDR zone are maintained for medium density development and not reconfigured and used for less efficient housing forms.</p> <p>It is not considered necessary to support the creation of lots for dwelling houses on larger MDR zoned lots to provide a transition between medium and low</p>	<p>That the comments be noted.</p>

Submission/s summary	Officer comments	Officer Recommendation
	density development. The MDR zone provides requirements that development over 13 metres in height is stepped down in height and scale to be of a similar size to that of an adjoining lower density development or zoned land. Development on larger sites can also use townhouse development, including on freehold title, to provide a transition with adjoining lower density development.	
Theme 18: MDR Zoning – location and amount		
<p>An industry submission considers it necessary to increase the extent of MDR zoned land in the City to assist in addressing housing affordability and rental availability crisis.</p> <p>An individual submission suggested that multiple dwellings be developed above the existing shopping centres instead of elsewhere.</p>	<p>The MDR review identified that the City has around 400 hectares of MDR zoned land but that the majority (83%) is not currently used for apartments and townhouses. This provides a significant opportunity in the existing MDR zoned area for the development industry to take up and deliver medium density housing to meet housing needs.</p> <p>It should also be noted that the low medium density residential zone of City Plan also provides significant opportunities for the redevelopment of lower density townhouses and apartments across the city.</p> <p>The State Government's annual Land Supply and Development Monitoring report quantifies the dwelling capacity of City Plan in existing urban areas at 38,500 dwellings. While this capacity also includes a range of housing, it indicates the significant existing capacity in the City Plan for medium density development that the development industry could take up.</p> <p>In addition to MDR zoned land, the principal centre zone of City Plan, provides the opportunity for significant redevelopment, particularly in Cleveland and Capalaba, for medium to higher density housing, including over existing shopping centres. These redevelopment opportunities support focusing the medium to higher density housing in centres with the greatest access to jobs, services and public transport.</p>	That the comments be noted.

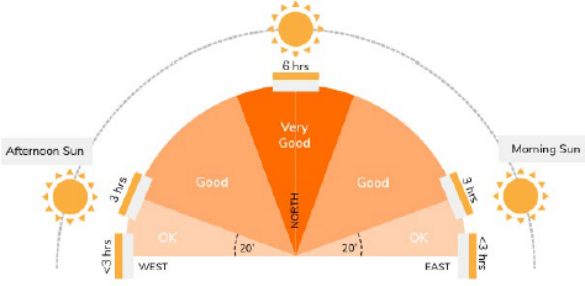
Submission/s summary	Officer comments	Officer Recommendation
	<p>A recent application lodged in Cleveland (MCU21/0149) to redevelop the existing shopping centre for a range of uses including almost 150 new apartments illustrates these opportunities.</p> <p>Accordingly, there is no demonstrated need for any additional MDR zoned land in the City. The issue is more about the take-up of existing opportunities which are critical to improving dwelling diversity to address the housing needs of the community.</p>	
Theme 19: Apartment diversity		
<p>An industry submission has expressed concern over the proposed apartment diversity performance outcome on the following grounds:</p> <ul style="list-style-type: none"> • Apartment diversity should be driven by location, design, car parking, market demands and feasibility. • Apartment diversity should be provided at a broader scale across a region and not in a single development. 	<p>The amendment proposes a new performance outcome that apartment development involving five or more dwellings provides a mix of dwelling sizes, in terms of the number of bedrooms, to accommodate a range of household types.</p> <p>This proposed new performance outcome is based on a review of approved applications for apartments under the MDR zone code that found the majority provided no mix in terms of the number of bedrooms. All apartments in each development were either one bedroom or two bedroom.</p> <p>The proposed new outcome has considered similar outcomes for apartment mix in the CGC and LCC planning schemes.</p> <p>The proposed performance outcome has been reviewed by independent consultants, which resulted in revisions to the outcome to ensure it is not overly prescriptive. The outcome does not, for example, prescribe that a certain proportion of apartments need to have a different number of bedrooms. As such, it still leaves significant flexibility for apartment diversity to be considered based upon location, design, car parking, market demands and feasibility.</p> <p>The outcome is consistent with a key outcome of the MDR zone to support housing diversity to meet the housing needs of the growing and changing community. The performance outcome will ensure that each apartment development of five or more units considers a mix of apartments in terms of</p>	<p>That the comments be noted.</p>

Submission/s summary	Officer comments	Officer Recommendation
	the number of bedrooms to support a range of household types and demographics rather than only catering for one household type or demographic. This in turn will support apartment diversity at the broader suburb or city scale.	
Theme 20: Non-residential uses		
An industry submission suggests it would be beneficial for mixed-use development to include a more diverse range of non-residential uses, including small scale commercial uses such as an office or shop to meet local convenience needs or medical needs.	<p>The MDR zone code currently supports, as code assessable uses, small scale non-residential uses (where not exceeding 250m²) that are integrated with residential uses that provide a community service function or are a local café servicing the immediate community (community service includes community care centre or community use – see definitions below).</p> <p>Importantly, any non-residential use in the MDR zone is required to not compromise the role of any centre. This ensures the primacy of existing centres is maintained as focal points for local communities and the private and public investment in these centres.</p> <p>Other non-residential uses may, however, be proposed as impact assessable uses and will be subject to public consultation and will need to demonstrate that the proposed use does not compromise the role of a centre.</p> <p>The industry submission has not provided any evidence demonstrating a need to expand the non-residential uses supported as code assessable uses in the MDR zone of City Plan.</p> <p>Recognising there is the flexibility provided through impact assessment to propose additional non-residential uses, no change is recommended to the range of non-residential uses supported as code assessable in the MDR zone.</p> <p>Community Service Definitions</p> <p>A community care centre includes primary uses like disability support service, drop-in centre, respite centre, indigenous support centre. It also includes medical care to the public where it is ancillary to the primary use.</p>	That the comments be noted.

Submission/s summary	Officer comments	Officer Recommendation
	A community use includes primary uses like an art gallery, community centre, community hall, library and museum. It also includes preparing and selling food and drink where ancillary to the primary use.	
Theme 21: Minimum site area acceptable outcome		
An industry submission requested that the acceptable outcome for site area (AO7.1) should be redrafted and not vary the site requirement based on building height. Instead, it should only refer to an 800m ² minimum lot size with a 20 metre frontage.	<p>The site area performance outcome (PO7.1) requires that development occurs on a site of sufficient area and street frontage for a well-designed multiple dwelling building and its setback and design requirements.</p> <p>The corresponding acceptable outcome (AO7.1) provides an acceptable site area and street frontage for buildings at three storeys and a separate outcome for buildings higher than three storeys. Buildings greater than three storeys are supported in some of the MDR precincts.</p> <p>For a building three storeys or less, a site area of 800m² with a street frontage of 20 metres is identified as an acceptable outcome. This reflects the minimum lot size of the MDR zone of 800m² and the 20 metre street frontage is an existing acceptable outcome that seeks to ensure sufficient street frontage for a building to be orientated to the street.</p> <p>For a building, four storeys or more, the acceptable outcome is for a site area of 1,000m² with a street frontage of 20 metres. A larger site is considered necessary for a building four storeys or more to provide the design elements required in the corresponding performance outcome.</p> <p>If an application does not adopt the site area acceptable outcome it will then be assessed against the performance outcome. This provides the opportunity for a four storey building on a site less than 1000m² provided it is of sufficient area for a well-designed building and its setback and design requirements.</p> <p>The drafting of the site area acceptable outcome could however be improved for clarity.</p>	<p>It is recommended that the following minor amendments be made to the site area acceptable outcome (AO7.1) to improve clarity (yellow highlight addition, strikeout deletion):</p> <p>A development site has a minimum site area and street frontage width of:</p> <p>(1) site area of 800m² and a street frontage width of 20m for a building 3 storeys or less in height; or</p> <p>(2) site area of 1,000m² and a street frontage width of 20m for a building 4 storeys or greater in height.</p>

Submission/s summary	Officer comments	Officer Recommendation
	It is recommended that the site area acceptable outcome be maintained but the acceptable outcome be redrafted for clarity.	
Theme 22: Vehicle access acceptable outcome		
An industry submission has requested a review of the part of the acceptable outcome for driveways and internal access (AO24.1) that seeks to limit driveway crossovers to one crossover per street frontage. The submission considers that this acceptable outcome does not take into account that townhouses may have individual crossovers as anticipated by the front garage setback acceptable outcome elsewhere in the MDR zone code.	<p>The acceptable outcome for driveways and internal access has been drafted to provide outcomes that are acceptable to all multiple dwellings including apartments and townhouses rather than having specific provisions for each or exceptions.</p> <p>Where a townhouse development is proposed with more than one driveway crossover on a street frontage it will not meet the acceptable outcome and will then be assessed against the performance outcome. The performance outcome provides flexibility to consider additional driveway crossovers for a townhouse development if required.</p> <p>No change is recommended to the subject acceptable outcome, recognising that the corresponding performance outcome provides flexibility to consider more than one driveway crossover for a townhouse development.</p>	No change is recommended.
Theme 23: Visitor car parking in front building setback performance outcome		
An industry submission has requested a review of the part of the front setback performance outcome (PO12) that supports visitor car parking. Providing for visitor parking in the front setback is not a desirable character and amenity outcome in the streetscape in all instances. Visitor parking can be located in basements and driveways for example.	<p>The MDR zone code currently includes a performance outcome that supports car parking (resident and visitor) in front, side and rear setbacks of medium density development (apartments and townhouses).</p> <p>To mitigate amenity impacts on neighbouring properties it has been proposed to amend the performance outcome to only support visitor car parking for apartments in the front building setback. The intent is to allow for visitor car parking in the front setback where adjoining a driveway and where the visitor parking is landscaped and screened from the street. This design approach mitigates character, amenity and streetscape impacts from visitor car parking. This intent is included in the proposed visitor car parking acceptable outcome (AO22.2).</p>	<p>It is recommended that the front setback performance outcome (PO12) be amended to remove the following:</p> <ul style="list-style-type: none"> • Front boundary setbacks (other than basements) provide for visitor car parking for apartment development where

Submission/s summary	Officer comments	Officer Recommendation
	<p>It is recommended that the front setback performance outcome (PO12) be amended to identify that visitor parking for apartment development is supported in the front setback where adjoining the driveway and landscaped and screened from the street. This will ensure the MDR zone code only supports the use of the front setback for visitor car parking where it adjoins a driveway and is landscaped and screened from the street in line with AO22.2.</p> <p>In addition, to further clarify that car parking is not supported in the side and rear setbacks, a minor change is recommended to the side and rear setback performance outcomes (PO13).</p>	<p>adjoining the driveway and landscaped or screened from the street.</p> <p>It is further recommended that the side and rear building setback performance outcome (PO13) be amended to include the following (yellow highlight):</p> <ul style="list-style-type: none">• Side and rear boundary setbacks provide service functions (except car parking) including clothes drying areas if needed.

Submission/s summary	Officer comments	Officer Recommendation
<p>Theme 24: Subtropical design and orientation of private open space to the street</p> <p>An industry submission is supportive of encouraging subtropical design but has however identified that the acceptable outcomes for private open space (AO5.1 and AO 5.2) seek that private open space be predominately orientated to the north, west or east which may result in private open space not being orientated to the street frontage for character, building articulation and casual surveillance reasons. It is suggested that the subtropical design criteria for the orientation of private open space be removed from the acceptable outcome.</p>		
	<p>The amendment proposes, in acceptable outcomes AO5.1 and AO5.2, that private open space be predominately orientated to the north, east and west. This orientation is recognised in the Multiple Dwelling Design Guide as the optimal orientation for private open space like balconies to take advantage of the subtropical climate – see diagram below.</p>  <p>The MDR zone code also includes performance outcomes that buildings are designed to incorporate balconies that are orientated to the street.</p> <p>While both outcomes are important considerations it is considered that orientating private open space, particularly balconies, to the street be given clear priority as it is a key outcome to delivering the built form and design outcomes being sought for apartments. Accordingly, it is recommended to make a minor amendment to acceptable outcomes AO5.1 and AO5.2 that private open space is orientated to the north, west or east unless required to orient to the street for apartments.</p>	<p>It is recommended that both private open space acceptable outcomes (AO5.1 and AO5.2) be amended as follows (yellow highlight):</p> <p>AO5.1</p> <p>For a ground floor dwelling, ground floor private open space is designed and located to:</p> <ol style="list-style-type: none"> (1) orient to the street for an apartment development; (2) predominately face north, east or west, except where orientated to the street; <p>AO5.2</p> <p>For dwellings above ground level, private balconies are designed and located to:</p>

Submission/s summary	Officer comments	Officer Recommendation
		<p>(3) orient to the street;</p> <p>(4) predominately face north, east or west, except where orientated to the street;</p>
Theme 25: Sub-tropical design and natural ventilation		
<p>Several individual submissions supported sub-tropical design for:</p> <ul style="list-style-type: none"> • Passive heating, cooling and cross-flow ventilation to reduce energy requirements associated with air conditioning in a coastal setting. • Cross-flow ventilation to improve health outcomes recognising COVID-19, common colds and the flu virus is transmitted as aerosols. <p>The industry submissions also support subtropical design. One industry submission has however suggested that PO20 that seeks subtropical and climatically responsive design elements is overly prescriptive, in particular the requirement for habitable rooms to have a dual orientation.</p> <p>The submission recommends that rather than be a performance outcome, reference be made in the Multiple Dwelling Design Guide for dual orientation habitable rooms.</p>	<p>The amendment proposes a new performance outcome (PO20) to promote the following subtropical and climatically responsive design elements:</p> <ul style="list-style-type: none"> • The use of deep balconies, decks and eaves. • Orientating habitable room windows, private open space (balconies and terraces) to the north where possible. • Maximising dwellings with a northern aspect. • Maximising dual orientation of habitable rooms to provide for natural cross ventilation. • Integration of buildings with landscape planting and deep planting areas to create a pleasant micro-climate. • Screening habitable rooms from the western sun, using building and landscape elements. <p>The above performance outcome is proposed to incorporate the subtropical and climatically responsive design considerations in the Multiple Dwelling Design Guide into the MDR zone code.</p> <p>It is important to note that the performance outcome for dual orientation of habitable rooms to provide for cross ventilation is about ensuring the design of buildings maximises this outcome. As such, the outcome does not require it in all circumstances but is only seeking to maximise the dual orientation of</p>	<p>It is recommended that the current editor's note be amended to refer to the new planning scheme policy and moved to the performance outcome column as follows:</p> <ul style="list-style-type: none"> • Editor's note – Applicants should have regard to: <ol style="list-style-type: none"> 1. Subtropical Design in South East Queensland: A handbook for planners, developers and decision makers (2010); and

Submission/s summary	Officer comments	Officer Recommendation
	<p>habitable rooms. On this basis, no specific changes are recommended to the subject performance outcome.</p> <p>This subtropical design outcome currently includes an editor's note (in the acceptable outcome column) that applicants should have regard to Subtropical Design in South east Queensland: A Handbook for planners, developers and decision makers (2010 Centre for Subtropical design QUT).</p> <p>It is recommended that the current editor's note be amended to refer also to the Multiple Dwelling Design Planning Scheme Policy and the editor's note be included in the performance outcome column to sit directly below the outcomes.</p>	<p>2. Planning Scheme Policy 7: Multiple Dwelling Design.</p>
Theme 26: Landscaping and driveways, accesses and services		
An industry submission suggests an amendment to AO31.2 is required to specifically exclude driveways, access and services from the 2 metre wide landscaped area to be provided along the length of any public road.	<p>The subject acceptable outcome (AO31.2) seeks that a 2 metre wide planted landscaped area is provided along the length of any public road frontage.</p> <p>This acceptable outcome is essentially the same as the existing acceptable outcome in the MDR, LMDR and TA zone codes which does not include a specific exclusion for driveways, access and services.</p> <p>The acceptable outcome is not considered to require a specific exclusion for driveways, access and services as these are essential to the development. As such, no change is recommended.</p>	That the comments be noted.

14.4 04/21 - ADMINISTRATIVE AND MINOR AMENDMENT - GENERAL**Objective Reference:** A6366343**Authorising Officer:** David Jeanes, Acting General Manager, Community & Customer Services**Responsible Officer:** Stephen Hill, Acting Group Manager, City Planning and Assessment**Report Author:** Sarah Ormesher, Strategic Planner**Attachments:** 1. 04/21 - Administrative and Minor Amendment - General - Proposed Changes [↓](#)**PURPOSE**

To seek Council approval to adopt 04/21 – Administrative and Minor Amendment – General, pursuant to Chapter 2, Part 1, Section 3.1, Chapter 2, Part 2, Section 6.1 and Chapter 3, Part 1, Section 5.1 of the Minister’s Guideline and Rules (MGR) under the *Planning Act 2016* (the Act).

BACKGROUND

Council’s Strategic Planning team actively manages a list of proposed amendments to City Plan that are identified by various stakeholders who use City Plan. This report investigates a number of proposed amendments that are classified as administrative or minor in nature. In addition, this report identifies a number of recent designations and approvals that are required to be noted in City Plan.

In accordance with the MGR, administrative and minor amendments do not require a State Interest Review or public consultation and subsequent consideration of submissions. If Council resolves to adopt the amendment, officers will implement the changes to City Plan on the agreed commencement date.

ISSUES

An assessment and recommendation for each amendment item is outlined in Attachment 1.

STRATEGIC IMPLICATIONS**Legislative Requirements**

The amendment will be undertaken in accordance with the requirements of the MGR, a statutory document under the Act and *Planning Regulation 2017* (the Regulation).

Risk Management

Undertaking amendments to City Plan will ensure the document remains current and consistent with community expectations.

Financial

The proposed amendments to City Plan will be funded as part of the operating budget of the City Planning and Assessment Group.

People

The staff resourcing required to make the proposed amendments to City Plan will be primarily drawn from the Strategic Planning Unit of the City Planning and Assessment Group.

Environmental

There are no relevant environmental matters.

Social

Social matters have been discussed, where relevant, in the report.

Human Rights

There are no known relevant human rights matters.

Alignment with Council's Policy and Plans

The proposed amendments will align with the 'Liveable Neighbourhood' goals contained in Council's Corporate Plan, *Our Future Redlands - A Corporate Plan to 2026 and Beyond*. This includes sustainably managing growth and quality development in the city through planning, implementation and management of City Plan.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Various Redland City Council officers	August 2021– November 2021	Discussions with: <ol style="list-style-type: none"> 1. GIS officers – to ensure that the proposed changes to the zone and overlay mapping can be completed with workshops to ensure accuracy of changes made. 2. Officers from organisational services – requesting amendments to PDF documents to support amendment package. 3. Officers whose day to day operations may be impacted by the proposed amendments – During these discussions the proposed amendments have been appropriately refined to ensure useability. Development assessment officers and assessment engineers – discussions to ensure that it remains appropriate to amend the current zone / overlay provisions.
Queensland Fire and Emergency Services (QFES)	December 2020 – January 2021	Discussions with QFES officers in relation to the content of the Bushfire hazard overlay code. Officers gave advice on suggested changes to the code reflected in this amendment package.

OPTIONS

Option One

That Council resolves as follows:

1. To adopt 04/21 - Administrative and Minor Amendment - General as an amendment to City Plan as outlined in Attachment 1 pursuant to Chapter 2, Part 1, Section 3.1, Chapter 2, Part 2, Section 6.1 and Chapter 3, Part 1, Section 5.1, of the Minister's Guideline and Rules under the *Planning Act 2016*.
2. To commence the amendment on 9 February 2022, or an alternative date authorised by the Chief Executive Officer.

Option Two

That Council resolves as follows:

1. To adopt 04/21 - Administrative and Minor Amendment - General as an amendment to City Plan, as outlined in Attachment 1 pursuant to Chapter 2, Part 1, Section 3.1, Chapter 2, Part 2, Section 6.1 and Chapter 3, Part 1, Section 5.1, of the Minister's Guideline and Rules under the *Planning Act 2016*, as amended by Council.
2. To commence the amendment on 9 February 2022, or an alternative date authorised by the Chief Executive Officer.

Option Three

That Council resolves to not proceed with 04/21 - Administrative and Minor Amendment - General as an amendment to City Plan.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To adopt **04/21 - Administrative and Minor Amendment - General** as an amendment to City Plan as outlined in Attachment 1 pursuant to Chapter 2, Part 1, Section 3.1, Chapter 2, Part 2, Section 6.1 and Chapter 3, Part 1, Section 5.1, of the Minister's Guideline and Rules under the *Planning Act 2016*.
2. To commence the amendment on 9 February 2022, or an alternative date authorised by the Chief Executive Officer.

Attachment 1: 04/21 – Administrative and Minor Amendment – General – Proposed Changes

Introduction

The following document details the proposed changes to the current version of City Plan – Version 5.0 (City Plan). These changes are referred to as the 04/21 – administrative and minor amendment - general.

Conventions

In this document all proposed changes to City Plan are highlighted in yellow.

Where sections are highlighted in yellow and have a strikethrough line this indicates where text/numbers are proposed to be deleted.

~~Deleted text appears like this.~~

Where sections are highlighted in yellow but do not have a strikethrough line then this indicates where new text/numbers are proposed to be inserted.

Inserted words appear like this.

Where a section or numbered item has been deleted or a new item inserted subsequent sections will need to be renumbered appropriately.

Parts

This attachment is broken into three parts:

Part 1 – Amendments - text changes;

Part 2 - Designations and approvals noted in City Plan; and

Part 3 – Amendments – mapping (zone and overlay) changes.

Part 1 – Amendments – Text Changes

Introduction

Each item deals with a particular section/s of City Plan that is/are proposed to be amended. Not all sections of City Plan are proposed to be amended.

Only enough of City Plan has been reproduced in each case to give context to the proposed change. Not all sections are reproduced in their entirety. If you require further context or wish to examine how the proposed change fits within the entire section where the amendment is proposed to take place, then you will need to refer to a full copy of City Plan V5.

• **Administrative Amendments**

Item 1: Replace Incorrect Reference to Planning Regulation.

The purpose of this amendment is to remedy an error contained within Section 5.3.2 – Determining the category of development assessment, whereby the incorrect section of the *Planning Regulation 2017* (the Regulation) is identified. The proposed amendment also refines the contents of this section to ensure all relevant parts of the schedule is captured.

Proposed amendments

5.3.2 Determining the category of development and category of assessment

(6) For the purposes of Schedule 6, **Table 2, item** Part 2 Material change of use section **2(2)(d)** of the Regulation, an overlay does not apply to the premises if the development meets the acceptable outcomes that form the requirements for accepted development in the relevant overlay code.

This amendment is considered to be an administrative amendment in accordance with Schedule 1, item 1(a)(iv) of the *Minister's Guidelines and Rules (MGR)* under the *Planning Act 2016* (the Act).

Item 2: Include Hyperlink to Planning Regulation

This amendment proposes to include a hyperlink to the Regulation to enable City Plan users easy access to the use definitions referred to.

Proposed amendments

Schedule 1 Definitions

SC1.1 Use definitions

As prescribed by section 7 of the Planning Regulation the use terms and their definitions are located in schedule 3, columns 1 and 2 of the Regulation

You can access the Planning Regulation [here](#)

This amendment is considered to be an administrative amendment in accordance with Schedule 1, item 1(a) (iv) of the MGR under the Act.

Item 3: Bushfire Hazard Overlay Code – Multiple Amendments

The purpose of this amendment is to make multiple changes to the bushfire overlay code. The proposed changes have been prepared in consultation with the Queensland Fire and Emergency Service (QFES) to ensure consistency with the relevant fire safety standards that surround development design and separation distances from bushfire hazards. The changes include:

- to insert a revised editor's note under performance outcome PO10. The revised editor's note will provide some assistance in the interpretation of the performance outcome and will clear up confusion around the desired outcomes;
- to replace outdated references to the Australian Standard AS3959 by replacing reference to the previous 2009 edition with the current 2018 version;
- to include the edition date of AS 1530.1 under acceptable outcome AO14.1; and
- to remove the editor's note under performance outcome PO12 which states:

Editor's note—Fire trails are unlikely to be required where a development site is less than 2.5ha.

In consultation with QFES, it has been established that the editor's note is outdated and unnecessary, providing no assistance in interpreting the associated performance outcome. Regardless of an editor's note, an applicant must demonstrate compliance with the performance outcome, which may determine that a fire trail is required independent of the size of the development area.

Proposed amendments

Table 8.2.2.3.1 – Bushfire hazard overlay code – Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
Development design and separation from bushfire hazard – reconfiguration of lots	
PO4 Where reconfiguration creates lots of 2,000m ² or less, a separation distance from hazardous vegetation is provided to achieve a radiant heat flux level of 29kW/m ² at the edge of the proposed lot(s). Editor's note—The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009-2018 Construction of buildings in bushfire prone areas.	AO4.1.1 No new lots are created within the bushfire hazard area (bushfire prone area). OR AO4.1.2 Lots are separated from hazardous vegetation by a distance that achieves radiant heat flux level of 29kW/m ² at all boundaries. Editor's note—Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation. Editor's note—For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages. Editor's note—The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme seek the protection of certain ecological, slope, visual or character features or functions.
Development design and separation from bushfire hazard – material change of use	

<p>PO10</p> <p>Development is located and designed to ensure proposed buildings or building envelopes achieve the following radiant heat flux level at any point:</p> <p>(1) 10kW/m² where the use involves the accommodation or congregation of vulnerable sectors of the community such as childcare centres, community care centres, educational establishments, detention facilities, hospitals, rooming accommodation, retirement facilities or residential care facilities; or</p> <p>(2) 29kW/m² otherwise.</p> <p>Editor's note – The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009 2018 – Construction of buildings in bushfire prone areas.</p> <p>The radiant heat flux of 10KW/m2 does not relate to a specific Bushfire attack level (BAL) in the AS3959, but reflects the Critical Limit for emergency services (firefighters cannot operate)</p> <ul style="list-style-type: none"> - Life threatening with less than 1 minute exposure in protective clothing <p>(Bushfire Resilient Communities Figure 5: Potential effects of radiant heat).</p>	<p>AO10.1</p> <p>Buildings or building envelopes are separated from hazardous vegetation by a distance that achieves a radiant heat flux level at any point on the building or envelope respectively, of 10kW/m² for a use mentioned in the performance outcome, or 29kW/m² otherwise.</p> <p>Editor's note—Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation.</p> <p>Editor's note—For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages.</p> <p>Editor's note—The achievement of a cleared separation distance must be achieved in a way that ensures compliance with other provisions within the planning scheme seeking protection of certain ecological, slope, visual or character features or functions.</p>
<p>PO12</p> <p>A constructed perimeter road or a formed, all weather fire trail is provided between the hazardous vegetation and the site boundary or building envelope, and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>However, a fire trail will not be required where it would not serve a practical fire management purpose.</p> <p>Editor's note—Fire trails are unlikely to be required where a development site is less than 2.5ha</p>	<p>AO12.1</p> <p>Development is separated from hazardous vegetation by a public road or fire trail which has:</p> <ol style="list-style-type: none"> (1) a reserve or easement width of at least 20m; (2) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation; (3) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path; (4) a minimum of 4.8m vertical clearance; (5) turning areas for fire-fighting appliances in accordance with Qld Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; (6) a maximum gradient of 12.5%; (7) a cross fall of no greater than 10 degrees; (8) drainage and erosion control devices in accordance with the standards in Planning Scheme Policy 2 – Infrastructure works; (9) vehicular access at each end which is connected to the public road network which is connected to the public road network at intervals of no more than 500m; (10) designated fire trail signage; (11) if used, has gates locked with a system authorised by Qld Fire and Emergency Services; and (12) if a fire trail, has an access easement that is granted in favour of council and Qld Fire and Emergency Services.

<p>PO14</p> <p>Development outside reticulated water supply areas, includes a dedicated static supply that is available solely for fire fighting purposes and can be accessed by fire fighting appliances.</p>	<p>AO14.1</p> <p>A water tank is provided within 10m of each building (other than a class 10 building) which:</p> <ol style="list-style-type: none"> (1) is either below ground level or is constructed or screened by non combustible materials; <p>Editor's note—Non-combustible is a defined in AS 3959:2009 2018 Construction of buildings in bushfire prone areas—and means: "not deemed combustible as determined by AS 1530.1—or not deemed combustible in accordance with the BCA."</p> <ol style="list-style-type: none"> (2) has a take-off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: <ol style="list-style-type: none"> a) 10,000 litres for residential buildings; b) 45,000 litres for industrial buildings; and c) 20,000 litres for other buildings; (3) includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank; (4) is provided with fire brigade tank fittings – 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines; and (5) is clearly identified by directional signage provided at the street frontage.
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This amendment is considered to be an administrative amendment in accordance with Schedule 1, item 1(a)(v) and (i) of the MGR under the Act.

Item 4: Include Editor's Note to Clarify Home Based Business Requirements

The purpose of this amendment is to include an editor's note to make it clear that a home based business must operate from an existing place of residence on commencement. The aim of this amendment is to clear up any confusion that a home based business is supported on a vacant parcel of land.

The editor's note will be included throughout section 5.4 – Categories of development and assessment – Material change of use, where a home based business use is listed.

Proposed amendments

Table 5.4.1 Low density residential zone

Use		Categories of development and assessment	Assessment benchmarks for development and requirements for accepted development
Home-based business Editor's note – a home-based business must operate from an existing place of residence and be subordinate to the residential use of the premises.		Accepted subject to requirements Editor's note—Unless otherwise specified, development that is accepted subject to requirements will become code assessable when not complying with an acceptable outcome. However, it will only be assessable against the corresponding performance outcome (refer section 5.3.3 (2)).	

The above mentioned amendment will also be made to the relevant section of the following tables:

- Table 5.4.2 Low-medium density residential zone;
- Table 5.4.3 Medium density residential zone;
- Table 5.4.5 Character residential zone;
- Table 5.4.6 Tourist accommodation zone;
- Table 5.4.7 Principal centre zone;
- Table 5.4.8 Major centre zone;
- Table 5.4.9 District centre zone;
- Table 5.4.10 Local centre zone;
- Table 5.4.11 Neighbourhood centre zone;
- Table 5.4.14 Environmental management zone;
- Table 5.4.15 Conservation zone;
- Table 5.4.20 Community facilities zone;
- Table 5.4.21 Emerging community zone; and
- Table 5.4.22 Rural zone.

This amendment is considered to be an administrative amendment in accordance with Schedule 1, item 1(a)(iii) of the MGR under the Act.

Item 5: Correct Grammatical Error

The purpose of this amendment is to correct a grammatical error within the transport, servicing, access and parking code.

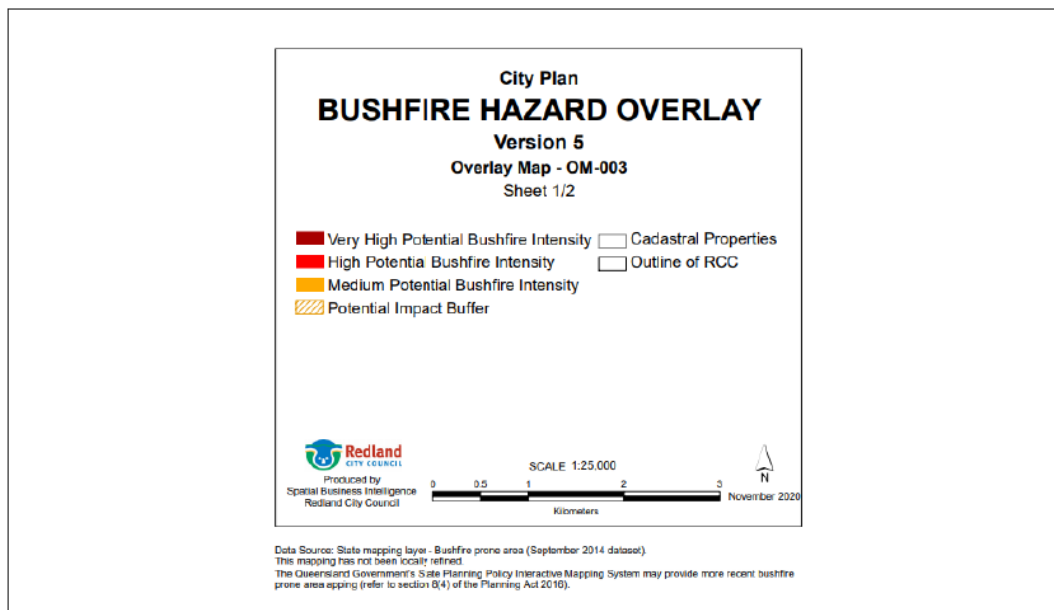
Proposed amendments

Pedestrian and cyclist facilities	
PO6 Safe and convenient pedestrian and cycle infrastructure is provided, and, as far as possible, is integrated with external networks to maximise accessibility by walking and cycling.	No acceptable outcome is nominated.

This amendment is considered to be an administrative amendment in accordance with Schedule 1, item 1 (a) (iii) of the MGR under the Act.

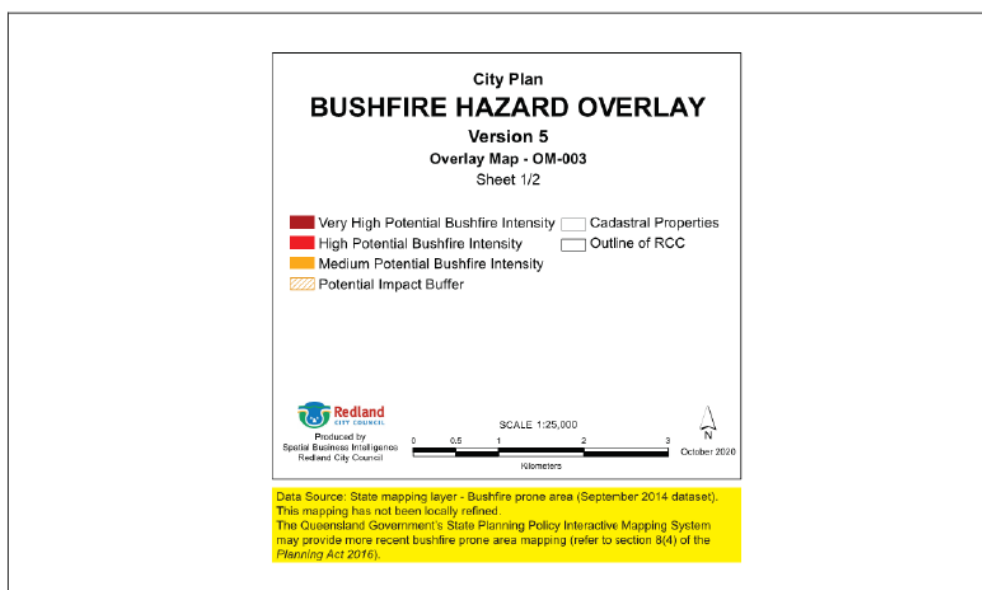
Item 6: Update Annotations Contained on Overlay Mapping

Version 5 of City Plan included an amendment to the bushfire hazard, coastal protection (erosion prone areas) and environmental significance (MSES) overlay mapping to include a note directing users to the State Planning Policy Interactive Mapping for validation. For example, the illustration below shows the note as it is placed on the current version of bushfire hazard overlay map OM-003



Since the commencement of version 5, legal advice has been received recommending that the note needs to be more prominent. The purpose of this amendment is to increase the size of the note on the applicable overlay maps.

Proposed amendments



The above amendment will also be made to the following overlay maps:

- Bushfire hazard overlay map OM-004;

- Coastal protection (erosion prone areas) overlay maps OM-005 and OM-006; and
- Environmental significance overlay maps OM-007 and OM-008.

This amendment is considered to be an administrative amendment in accordance with Schedule 1, Item 1(a)(ii) of the MGR under the Act.

Item 7: Car Parking Note

The amendment proposes to clarify a note within the transport, servicing, access and parking code, which requires the number of car parking spaces calculated to be rounded up to the nearest whole number.

The wording is somewhat confusing and it is considered that the new wording makes this clearer. As such the note is proposed to be amended.

Proposed amendments

Table 9.3.5.3.2—Minimum on-site vehicle parking requirements

~~Note—If the number of parking spaces calculated is not a whole number, then the number of spaces provided is the whole number next above the calculated number.~~

Note – If the number of parking spaces calculated is not a whole number, then the number of spaces provided is to be rounded up to the next whole number from the calculated number.

This amendment is considered to be an administrative amendment in accordance with Schedule 1, item 1(a)(i) of the MGR under the Act.

Item 8: Update Table SC2.1.1 – Map Index

This amendment proposes an update to table SC2.1.1 – Map index to make particular changes within the ‘gazettal date’ column. The date identified in this column should reflect the commencement date of the current version of each map. A review of earlier amendments to City Plan reveals that several of the dates are outdated.

City Plan was prepared under the *Sustainable Planning Act 2009* (SPA) and in line with the planning scheme drafting obligations contained within the Queensland Planning Provisions (QPP). The QPP standardised the planning scheme drafting process and displayed the required structure and format of a QPP compliant planning scheme, including how the map index is presented.

Although current planning scheme drafting guidelines under the Act do not request this detail to be included, advice from the State Department recommends that such details are maintained throughout the life of a planning scheme made pursuant to SPA such as City Plan.

Based on this review, it is recommended that table SC2.1.1 – Map index is amended to correctly reflect the relevant commencement date for each map, including those affected by this amendment.

Proposed amendments**Table SC2.1.1 – Map index**

Map number	Map title	Gazettal date
Strategic framework maps		
SFM-001	Strategic framework map	8 October 2018 18 November 2020
Zone maps		
ZM-001	City wide zoning map (mainland with island insets)	8 October 2018 9 February 2022
ZM-002	Mainland north zoning map (sheet 1/3)	8 October 2018 9 February 2022
ZM-003	Mainland central zoning map (sheet 2/3)	8 October 2018 9 February 2022
ZM-004	Mainland south zoning map (sheet 3/3)	8 October 2018 9 February 2022
ZM-006	Southern Moreton Bay Islands	8 October 2018 9 February 2022
Overlay maps		
OM-003	Bushfire hazard overlay – Mainland (sheet 1/2)	8 October 2018 9 February 2022
OM-004	Bushfire hazard overlay – Islands (sheet 2/2)	8 October 2018 9 February 2022
OM-005	Coastal protection (erosion prone areas) overlay – Mainland (sheet 1/2)	8 October 2018 9 February 2022
OM-006	Coastal protection (erosion prone areas) overlay – Islands (sheet 2/2)	8 October 2018 9 February 2022
OM-007	Environmental significance overlay – Mainland (sheet 1/2)	8 October 2018 9 February 2022
OM-008	Environmental significance overlay – Islands (sheet 2/2)	8 October 2018 9 February 2022
OM-011	Flood and storm tide hazard overlay – Mainland (sheet 1/2)	8 October 2018 18 November 2020
OM-013	Heritage overlay – Mainland (sheet 1/2)	8 October 2018 17 July 2019
OM-015	Landslide hazard overlay – Mainland (sheet 1/2)	October 2018 9 February 2022
OM-019	Transport noise corridor overlay – Mainland (sheet 1/2)	28 June 2019 9 February 2022
OM-020	Transport noise corridor overlay – Islands (sheet 2/2)	28 June 2019 9 February 2022

This amendment is considered an administrative amendment in accordance with Schedule 1, Item 1(a)(iv) of the MGR under the Act.

Item 9: Replace Outdated Reference to Legislation

This amendment proposes to replace references to the superseded *Building Regulation 2006* with the current *Building Regulation 2021*, which commenced on 1 September 2021. This item

also proposes to correct incorrect cross references to relevant clauses contained in the Regulation.

Proposed amendments

1.6 Building work regulated under the planning scheme

- (5) All parts of the Queensland Development Code MP1.1 and MP1.2 including performance criteria 4, 5, 7, 8 and 9 and the corresponding acceptable solutions apply to relevant development pursuant to **Section 10(2)(a) of the Building Act 1975** **section 6 of the Building Regulation 2021** (unless a relevant alternative provision applies).

8.2.2 Bushfire hazard overlay code

Editor's note – Redland City Council designates the hazard area shown on the bushfire hazard overlay map as the bushfire prone area for the purposes of Section **12 7** of the *Building Regulation 2006 2021*.

8.2.6 Flood and storm tide hazard overlay code

Editor's note—Redland City Council designates land shown as flood and storm tide hazard areas on the overlay map as the flood hazard area for the purposes of Section **13 8** of the *Building Regulation 2006 2021*...

This amendment is considered an administrative amendment in accordance with Schedule 1, Item 1(a)(v) and (vii) of the MGR under the Act.

Item 10: Correct references to planning scheme components

The purpose of this amendment is to insert a missing reference to low density residential precinct 5 (LDR5) identifying it as a component of the planning scheme at section 1.2.

Proposed amendment

1.2 Planning scheme components

(1)...

(i) Low density residential zone:

- (A) precinct LDR1: large lot precinct
- (B) precinct LDR2: park residential:
- (C) precinct LDR3: Point Lookout residential:
- (D) precinct LDR4: Kinross Road;
- (E) Precinct LDR5: canals and lakeside estates.**

This amendment is considered to be an administrative amendment in accordance with Schedule 1, item 1(a)(vii) of the MGR under the Act.

Item 11: Correct Spelling Error

The purpose of this amendment is to correct two spelling errors within Planning Scheme Policy 1 – Environmental significance.

Proposed amendments

(4) Minimising and mitigating impacts...

- e) artificial light should not be directed into habitat areas. Particular consideration should be given to flying fox roost sites and turtle nesting areas:...
- (i) ...North Stradbroke Island - where development is in proximity to turtle nesting sites on beaches in and around Point Lookout:
- within 1.5km - maintain a 'darkness zone' with no artificial light. This can be done by using 'low pressure sodium' (LPS) lights, using natural topography, vegetation and structures to shield the beach **form from** light at turtle eye level, and by using directional lighting to **directly direct** light downwards and away from the beach;

This amendment is considered to be an administrative amendment to a PSP in accordance with Schedule 1, item 5 (c) of the MGR under the Act.

Item 12: Include Hyperlink to Standard Drawings

The purpose of this amendment is to include a hyperlink to each standard drawing listed in section 8 of Planning Scheme Policy 2 – Infrastructure works. The hyperlink will make it easier to navigate to the relevant drawings contained in the policy.

Proposed amendments**8.0 STANDARD DRAWINGS****8.1 GENERAL**

Topic	Drawing No	Title
Fencing	IPWEA GS-042	Fencing – Log Barrier and Alternative Hardwood Timber Bollard
	IPWEA GS-043	Fencing – Locking Rail Types 1, 2 and 3
	IPWEA GS-044	Fencing – Tubular Steel Fence With & Without Chain Wire
	IPWEA GS-045	Fencing – Welded Mesh Fencing and Control Fence
	IPWEA GS-047	Fencing – Entrance Barrier – Single Swing Gate
	IPWEA GS-048	Fencing – Entrance Barrier – Double Swing Gate

8.2 STORMWATER DRAINAGE AND WATERQUALITY

Topic	Drawing No	Title
Access chamber	IPWEA DS-010	Access Chamber – Stormwater Access Chamber Details – 1050 to 2100 dia.
	IPWEA DS-015	Access Chamber – Manhole Frame – Roadway and Non-Roadway – 1050 to 2100 dia.
	IPWEA DS-018	Access Chamber – Manhole Riser Details (Roadway)
	IPWEA DS-019	Access – Chamber – Manhole Cover (Roadway) 1050 to 2100 dia
	IPWEA DS-020	Access Chamber – Manhole Cover (Non -Roadway) 1050 to 2100 dia
	IPWEA DS-021	Access Chamber – Manhole Cover Concrete Infill (Pedestrian Traffic) 1050 to 2100 dia
Bedding backfilling and	IPWEA DS-030	Excavation, Bedding and Backfilling Rigid & Flexible Drainage Pipes
	IPWEA DS-031	Excavation, Bedding and Backfilling Precast Box Culverts
Erosion and	IPWEA DS-040	Sediment Control – Sediment Control Devices – Sediment Fence – Entry/Exit Sediment Trap

sediment control	IPWEA DS-041	Sediment Control – Sediment Control Devices – Kerb and Field Inlets – Check Dams & Straw Bales
Drainage pits	IPWEA DS-050	Drainage Pits – Field Inlet – Type 1 and Type 2
	IPWEA DS-061	Drainage Pits – Kerb Inlet – Precast Lintel Details
	IPWEA DS-062	Drainage Pits – Kerb Inlet – Grate and Frame
	IPWEA DS-063	Drainage Pits – Kerb Inlet – Lip in Line – General Arrangement
Bioretention	IPWEA DS-069	Drainage Pits – Field Inlet Pit – Dome Top Cover (900 x 600)
	IPWEA DS-070	Bioretention Drainage Profile – Type 1 – Saturated Zone – Unconstrained
	IPWEA DS-071	Bioretention Drainage Profile – Type 1 – Saturated Zone – Constrained
	IPWEA DS-072	Bioretention Drainage Profile – Type 2 – Sealed
	IPWEA DS-073	Bioretention Drainage Profile – Type 3 – Conventional
	IPWEA DS-074	Bioretention Drainage Profile – Type 4 – Pipeless
	IPWEA DS-075	Large Bioretention Sediment Forebay
	IPWEA DS-076	Bioretention Weir
Inlet screen	IPWEA DS-077	Bioretention Street Tree
	IPWEA DS-078	Bioretention Standard Notes
	IPWEA DS-082	Drainage Details – Culvert Inlet Screen

8.3 ROADS

Topic	Drawing No	Title
Driveways	R-RCC-1	Domestic Driveway Crossover
	R-RCC-2	Commercial/Industrial/Multiple Dwelling/Apartment Building Driveway Crossover (Type A)
	R-RCC-3	Commercial/Industrial Driveway Crossover (Type B)
	IPWEA RS-056	Driveways – Rural Driveway
Footpaths	R-RCC-4	Concrete Footpath and Shared Use Paths
	R-RCC-5	Footpath Profile
Utilities in road reserve	R-RCC-6	Public Utilities in Road Reserve – corridors and alignments
	R-RCC-7	Public Utilities in Road Reserve – conduit sections
Kerb and channel	IPWEA RS-080	Kerb and Channel – Profiles and Dimensions – Including Edge Restraints, median & Channel
	IPWEA RS-081	Kerb and Channel – Residential Drainage Connections
Kerb ramps	IPWEA RS-090	Kerb Ramps – Ramped Pedestrian Crossings
	IPWEA RS-091	Kerb Ramps – Ramped and Cut Through Treatments – For Pedestrian Crossings, Slip Lanes and Medians
	IPWEA RS-092	Kerb Ramps – Installation of TGSIs – on Ramped Kerb Crossings
	IPWEA RS-093	Kerb Ramps – Installation of TGSIs – on Ramped Kerb Crossings – Application Examples
	IPWEA RS-094	Kerb Ramps – Locations and Configurations
Signs	IPWEA RS-130	Road Furniture - Street Name Sign and Location (Fingerboard)
	IPWEA RS-131	Road Furniture – Traffic Sign Installation Details
Subsoil drains	IPWEA RS-140	Subsoil Drains – Details and Location
	IPWEA RS-142	Subsoil Drains – Access Points
Pavement trenching and widening	IPWEA RS-170	Pavement Extension – Trenching and Widening

8.4 CYCLEWAYS

Topic	Drawings No	Title
Entrance control	IPWEA PS-010	Bikeway Entrance Control – Type 1 – Low Volume
	IPWEA PS-011	Bikeway Entrance Control – Type 2 – High Volume
	IPWEA PS-013	Bikeway Slowdown Control – Reverse Curve
	IPWEA PS-015	Bikeway Entrance Control – Offset Chicane
Deflection rail	IPWEA PS-016	Bikeway Furniture Details – Deflection and Rest Rail Detail

8.5 LANDSCAPING

Topic	Drawings No	Title
Street tree planting	IPWEA GS-010	Landscaping – Street Tree Planting Details Including Root Barrier
	IPWEA GS-011	Landscaping – Street Tree Planting Details Wide Median
	IPWEA GS-012	Landscaping – Street Tree Planting Details Narrow Median

This amendment is considered to be an administrative amendment of a PSP in accordance with Schedule 1, item 5 (g) of the MGR under the Act.

Item 13: Update Hyperlink to Ecosystem Mapping

The purpose of this amendment is to update the hyperlink located in section 4.2.1 of Planning Scheme Policy 2 – Infrastructure works to navigate to council's ecosystem mapping located on council's website.

Proposed amendments**4.2 PLANT SPECIES****4.2.1 Standards called up as acceptable outcomes**

This section sets out the standards called up in AO9.1 in the Landscaping Code. These standards represent the “acceptable outcome” which meets the performance outcome set out in the code.

- (1) Plant species for conservation and rehabilitation areas are to be selected from the Regional Ecosystem Species Database as applicable to the regional ecosystem shown in Council's red-e-map.

<http://indigiscapes.redland.qld.gov.au/Plants/Pages/Regional-Ecosystems.aspx>

[https://www.redland.qld.gov.au/info/20255/plants_and_trees_in_the_redlands/632/ecosystem mapping](https://www.redland.qld.gov.au/info/20255/plants_and_trees_in_the_redlands/632/ecosystem_mapping)

This amendment is considered to be an administrative amendment of a PSP in accordance with Schedule 1, item 5 (e) of the MGR under the Act.

Item 14: Planning Scheme Policy 2 – Infrastructure Works – Various Amendments

This amendment seeks to make multiple changes to Planning Scheme Policy 2 – Infrastructure Works. Changes are:

- To remedy an error to correctly identify a reference to the healthy waters code within section 1.1(1)(i) of the planning scheme policy;

- To remedy an error to correctly identify a reference to the infrastructure works code within section 2.1(1)(i) of the planning scheme policy;
- To remedy an error contained within section 2.2.1 of the planning scheme policy to reference the correct acceptable outcome;
- To remedy an error within section 2.6.1 of the planning scheme policy to reference to the correct performance outcome;
- To correctly identify the transport, servicing, access and parking code within section 3.1(2) of the planning scheme policy and to remedy a numbering sequence error;
- To correctly identify the relevant acceptable outcomes contained in section 2.4.1 of the planning scheme policy;
- To remedy errors to correctly identify reference to the landscape code within section 5.1(2)(iv) and 4.4.(1)(i);
- To correctly reference the applicable section of the local government infrastructure plan within 5.7.1 of the planning scheme policy and to remedy a numbering sequence error;
- To remedy an error contained within section 6.3.3.1.1(1) of the planning scheme policy that refers to pavement design; and
- To amend the relevant acceptable outcomes contain in section 5.4.1 of the planning scheme policy removing redundant provisions.

Proposed amendments

1.0 HEALTHY WATERS

1.1 RELATIONSHIP WITH THE PLANNING SCHEME

(1) This part sets out:

- (i) particular standards called up as acceptable outcomes in **9.2.5 9.3.1** Healthy Waters Code. These are contained in the following subsections...

2.0 INFRASTRUCTURE WORKS

2.1 RELATIONSHIP WITH THE PLANNING SCHEME

(1) This part sets out:

- (i) particular standards called up as acceptable outcomes in **9.2.7 9.3.2** Infrastructure Works Code. These are contained in the following subsections:...

2.2 ELECTRICAL RETICULATION AND TELECOMMUNICATIONS INFRASTRUCTURE

2.2.1 Standards called up as acceptable outcomes

This section sets out the standards called up in **AO12.1 AO13.1** in the Infrastructure Works Code. These standards represent the “acceptable outcome” which meets the performance outcome set out in the code.

2.6 EXCAVATION AND FILLING**2.6.1 Guidance for applicants**

This section provides guidance for applicants on how to achieve compliance with PO1 of the Infrastructure Works Code and **PO4 PO8** of the Landscaping Code.

3.0 TRANSPORT, SERVICING, ACCESS AND PARKING**3.1 RELATIONSHIP WITH THE PLANNING SCHEME**

(2) (1) This part sets out:

(iv) (i) particular standards called up as acceptable outcomes in **9.4.5 9.3.5** Transport, Servicing, Access and Parking Code. These are contained in the following subsections:...

(v) (ii) information council may request to demonstrate compliance with the performance outcomes of the code. These are contained in the following subsections:
3.3.2 Traffic Impact Assessment

(vi) (iii) further guidance for applicants is contained in the following subsections:
3.2.2 Driveways

2.4 WASTE MANAGEMENT**2.4.1 Standards called up as acceptable outcomes**

This section sets out the standards called up in **AO14.1 and AO15.1 and AO16.1** in the Infrastructure Works Code. These standards represent the "acceptable outcome" which meets the performance outcomes set out in the code.

5.0 PARKS**5.1 RELATIONSHIP WITH THE PLANNING SCHEME**

(2) This section sets out:

(iv) particular standards called up as acceptable outcomes in **9.4.3 9.3.3** Landscape Code. There are contained within the following subsections:...

4.0 LANDSCAPING**4.1 RELATIONSHIP WITH THE PLANNING SCHEME**

(1) This section sets out:

(i) particular standards called up as acceptable outcomes in **9.4.3 9.3.3** Landscape Code. There are contained within the following subsections:...

5.7 PARK TYPES AND FUNCTIONS

5.7.1 Guidance for applicants

(3) (1) The park function and type referred to in this section relates to the components of the open space network described in part ~~10.5.6~~ **4.4.5** of the local government infrastructure plan (LGIP). Park functions may include:

- ~~(ii)~~ (i) sport;
- ~~(iii)~~ (ii) recreation;
- ~~(iv)~~ (iii) community;
- ~~(v)~~ (iv) recreation corridor;
- ~~(vi)~~ (v) ecological;
- ~~(vii)~~ (vi) amenity;
- ~~(viii)~~ (vii) public utility; or
- ~~(ix)~~ (viii) unallocated.

(4) (2) Recreation parks have the hierarchy:

- (i) Type 1—destination parks
- (ii) Type 2—community parks
- (iii) Type 3—neighbourhood parks
- (iv) Type 4—meeting place parks
- (v) Type 5—civic spaces

(5) (3) These are described generally as follows:...

6.3.3.1.1 Pavement design

- (1) Prior to commencing any pavement works, the consulting engineer must submit to council the subgrade test results including a plan showing the location of the tests and a proposed pavement design in accordance with section ~~3.4.1.10~~ **3.4.1.9** of this policy for council approval.

5.4 UTILITIES

5.4.1 Standards called up as acceptable outcomes

This section sets out the standards called up in ~~AO8.1, AO10.1 AO12.1 and AO9.1~~, AO11.1 and AO11.2, AO13.1 and **AO14.1** of the Infrastructure Works Code. These standards represent the “acceptable outcome” which meets the performance outcome set out in the code.

- (1) Parks are to be provided with a water supply that is a minimum of:
- (i) one 25mm diameter water service for each hectare (or part) of park areas;
 - (ii) one water meter in all parks.
- (2) Sewer connections are to be provided where public toilets are likely to be installed, in accordance with the embellishment standards set out in the LGIP.
- (1) ~~(3)~~ Underground power reticulation is to be provided and the power supply is to be metered.
- (2) (4) Lighting is to be provided within parks:**
- (a) ~~(d)~~ at intervals along paths that transverse parkland;
 - (b) ~~(e)~~ points of conflict; and,
 - (c) ~~(f)~~ at park entrances.

The amendments are considered to be an administrative amendment to a PSP in accordance with Schedule 1, item 5 (b) (g) and (f) of the MGR under the Act.

- Minor Amendments

Item 15: Amend Table of Assessment 5.4.22 – Rural Zone

The purpose of this amendment is to change table of assessment 5.4.22 – rural zone to make it easier to interpret whether caretaker's accommodation in the rural zone is accepted development or code assessable.

Caretaker's accommodation is currently listed as accepted development in addition to a dwelling, providing there is no more than one caretaker's accommodation or one dwelling unit on the lot. Otherwise, the use would be code assessable.

The assessment criteria is currently a source of confusion as it does not contain qualifying criteria to clarify the threshold that triggers code assessment. To clarify whether caretaker's accommodation is accepted or code assessable development, changes are proposed in table 5.4.22. The changes extract caretaker's accommodation from the list of general code assessable uses and lists it separately.

Proposed amendments
Table 5.4.22 - Rural Zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Dwelling house Caretaker's accommodation Dwelling unit	Accepted	
	If no more than one dwelling house and either: <ul style="list-style-type: none"> One caretaker's accommodation; or One dwelling unit on the lot Note—A dwelling house containing a secondary dwelling will still be taken to be one dwelling for the purposes of this assessment trigger	
Caretaker's accommodation Dwelling unit	Accepted	
	If no more than one dwelling house and either: <ul style="list-style-type: none"> One caretaker's accommodation; or One dwelling unit on the lot Note—A dwelling house containing a secondary dwelling will still be taken to be one dwelling for the purposes of this assessment trigger	
Caretaker's accommodation Dwelling unit	Code	
	Code assessment if not accepted	Rural zone code Healthy waters code Infrastructure works code Landscape code

		Transport, servicing, access and parking code
Agricultural supplies store Aquaculture Bulk landscape supplies Caretaker's accommodation Community care centre Community Use Emergency services Food and drink outlet Function facility Garden centre Outdoor sport and recreation Nature based tourism Rural industry Rural workers' accommodation Tourist park Veterinary service Wholesale nursery Winery	Code	
		Rural zone code Healthy waters code Infrastructure works code Landscape code Transport, servicing, access and parking code

This amendment is considered to be a minor amendment in accordance with Schedule 1, item (l) of the MGR under the Act.

Item 16: Works in the Coastal Protection Overlay

This amendment proposes to amend table 5.9.1 for the coastal protection (erosion prone areas) overlay, to clarify that an application involving a material change of use or building works for a dual occupancy, dwelling house or community residence will only trigger code assessment if the structures are located within the erosion prone area.

The coastal protection (erosion prone areas) overlay contains two mapping categories; erosion prone areas and coastal management district. City Plan only regulates development that is proposed within the erosion prone area, not the coastal management district. This is consistent with State Planning Policy 2017 which seeks to locate development outside of erosion prone areas. However, the current wording within table 5.9.1 triggers code assessment for a dual occupancy, dwelling house or community residence if located in either category.

It is recommended that table 5.9.1 be amended to specify that a material change relates to development located with the mapped erosion prone area only.

Proposed amendments

Table 5.9.1 - Assessment benchmarks for overlays

Development	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development

Coastal protection (erosion prone areas) overlay		
If on land shown on the overlay map as erosion prone, material change of use or building work for: (1) dual occupancy; (2) dwelling house; or (3) community residence	Accepted if no building or structure is proposed on land affected by the overlay	
	Code Assessment, if not accepted. Code assessment	Coastal protection (erosion prone areas) overlay code

This amendment is considered to be a minor amendment in accordance with Schedule 1, item 2 (l) of the MGR under the Act.

Item 17: Operational Works Level of Assessment – Vegetation Clearing

The purpose of this amendment is to clarify that vegetation clearing mapped within the conservation zone is accepted development if undertaken by Redland City Council.

Table 5.9.1 for the environmental significance overlay states that operational works involving the clearing of native vegetation is 'code assessable if clearing within the conservation and recreation and open space zones, other than clearing undertaken by Redland City Council or on Council land and in accordance with a resolution.'

The wording has caused confusion as it does not have a section to clarify the criteria for accepted development, and only contains criteria for code and accepted subject to requirement. It is therefore recommended that table 5.9.1. be amended to include accepted development criteria, specifically to clarify the parameters around clearing being undertaken by Redland City Council in the conservation zone.

Proposed amendments

Table 5.9.1 - Assessment benchmarks for overlays

Development	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
Environmental significance overlay		
Operational work involving clearing of native vegetation Note—Clearing for purposes mentioned in part 1 of schedule 21 of the Regulation is not made assessable by this planning scheme. Essential management, as defined in the Regulation, is also not made assessable by this planning scheme. Editor's note—"Urban area" is defined under the Regulation. Refer also to section 1.7.3 of this planning scheme. Editor's note - Referral or approval under the <i>Planning Act 2016</i> and <i>Water Act 2009</i> may also be required.	Accepted if clearing within: (1) the conservation and recreation and open space zone and the clearing is undertaken by Redland City Council or on Council land and in accordance with a Council resolution.	
	Accepted subject to requirements if clearing within: (1) the rural zone on land that contains a dwelling house and the combined area	Environmental significance overlay code

	of the proposed clearing and any clearing previously undertaken since commencement of the first version of this planning scheme exceeds 500m ² and does not exceed 2500m ²	
	Code assessable, if not accepted or accepted subject to requirements, if clearing within: <ul style="list-style-type: none"> (1) the emerging community, environmental management, low-medium density residential, medium density residential or tourist accommodation zones; or (2) within the conservation and recreation and open space zones, other than clearing undertaken by Redland City Council or on Council land and in accordance with a Council resolution; or 	Environmental significance overlay code

This amendment is considered to be a minor amendment in accordance with Schedule 1, item 2 (l) of the MGR under the Act.

Item 18: Temporary Use Definition in City Plan

The purpose of this amendment is to consider the temporary use definition located in section 1.7 - Local government administrative matters of the City Plan and clarify its purpose.

As part of the amendments to City Plan in July 2019 the Schedule 1 Definitions were amended so that all use definitions deferred to those listed in the Regulation. The Regulation also states additional administrative terms that a planning scheme may include. Within the Regulation, the temporary use definition is listed as an Administrative Term, which assists with the interpretation of the planning scheme. Administrative Terms are not land use terms.

The term temporary use is defined as:

'temporary use means a use that—

(a) is carried out on a non-permanent basis; and

(b) does not involve the construction of, or significant changes to, permanent buildings or structure.'

Confusion has arisen as a result of section 1.7.2 of City Plan, which states:

'1.7.2 Temporary uses

1. *For the purpose of the definition of 'temporary use' in Schedule 1, any sport, recreation, entertainment or cultural activity or 'not for profit' community activity which does not exceed 21 days in any 12 month period, with no one single period exceeding 10 days duration, is deemed to be temporary.*
2. *To the extent the activities mentioned in (1) constitute development (as defined by the Act) they are accepted development for the purposes of this planning scheme.'*

However, the purpose of section 1.7 in City Plan is to provide guidance about the interpretation of City Plan, including any administrative matters, and it is not intended to override the use definitions in the Regulation. Section 1.7.2 is therefore intended to provide further guidance and provisions around what is considered to be a temporary use and therefore accepted development for the purposes of the planning scheme, namely:

- The period must not exceed 21 days in any 12 month period, with no single period exceeding 10 days duration; and
- The use may only be a sport, recreation, entertainment or cultural activity or 'not for profit' community activity.

The use must also consider the temporary use administrative definition as per the regulation and:

- be carried out on a non-permanent basis; and
- does not involve the construction of, or significant changes to, permanent buildings or structures.

It is noted that the provisions outlined in section 1.7.2 have been carried over from the temporary use definition in the now superseded Redland Planning Scheme v7.2.

In considering whether City Plan is confusing or conflicting, due to the inclusion of the temporary use provisions listed in section 1.7.2, a review of other Local Government planning schemes has revealed the following:

Brisbane City Council	<ul style="list-style-type: none"> • Temporary use is listed as an administration term in the Brisbane Planning scheme. • The term used is adopted from the planning regulation. • A note has been added which states: <i>'provisions for temporary uses timeframes for defined uses may be provided within section 1.7 Local government administration matters.'</i> • However, no provisions are listed in section 1.7. local Government Administrative Matters.
Gold Coast Council	<ul style="list-style-type: none"> • Temporary use is listed as an administrative terms in the Gold Coast planning scheme. • The term used is adopted from the planning regulation. • However, no explanatory provisions are listed elsewhere.
Moreton Bay Regional Council	<ul style="list-style-type: none"> • Temporary use is listed in the administrative terms in the Moreton Bay planning scheme.

	<ul style="list-style-type: none"> • Moreton Bay uses an alternative definition and a note has been included referring users to section 1.7. • Provisions for temporary uses have been listed in section 1.7 for uses undertaken through a local law or within the road reserve e.g. local law temp home, food and drink outlets, function facility, indoor sport and recreation, market.
Sunshine Coast Council	<ul style="list-style-type: none"> • Temporary use is listed in the administrative terms in the Moreton Bay planning scheme. • Sunshine Coast uses an alternative definition to that in the planning regulation. • However, no provisions are listed in section 1.7. Local Government Administrative Matters.

What is clear from the above is that while City Plan includes further provisions for a temporary use in section 1.7.2, it fails to provide clarity on when these provisions apply. Further, it is also evident that each Local Government Authority above has included a temporary use definition within the administrative definitions section, which City Plan does not do. Brisbane City Council further provides a note to highlight that provisions for temporary uses may be provided in section 1.7 – which provides a clear link in determining when a temporary use may be considered accepted development.

It is therefore recommended that City Plan be amended to reflect other local government planning schemes and provide further clarity on when temporary uses are considered accepted development, as follows:

- Schedule 1.2 is amended to include the 'temporary use' definition as an administrative term.
- An editor's note be added to Schedule 1.2 as follows: *'provisions for temporary use timeframes for defined uses may be provided within section 1.7 Local government administrative matters.'*
- An editor's note be added to section 1.7.2 as to clarify that temporary uses that meet the criteria listed are considered to constitute accepted development.

Council can at a later date, consider whether the provisions within section 1.7 for a temporary use should be expanded or modified to allow a greater range of uses, over a greater number of days, for example self-contained recreational vehicles. However, for the purpose of this minor amendment, it is considered that the changes proposed above will clarify when a temporary use is accepted development under the current City Plan.

Further, the guidance provided in section 1.7 does not mean that other temporary uses cannot be considered. In that scenario, consideration would need to be given to the particulars of each case and whether a 'material change of use' as defined in schedule 24 of the Act, would occur.

Proposed amendments**1.7.2 Temporary uses**

- (1) For the purpose of the definition of 'temporary use' in Schedule 1, any sport, recreation, entertainment or cultural activity or 'not for profit' community activity which does not exceed 21 days in any 12 month period, with no one single period exceeding 10 days duration, is deemed to be temporary.
- (2) To the extent the activities mentioned in (1) constitute development (as defined by the Act) they are accepted development for the purposes of this planning scheme.

Editors Notes -

Editor's note - Only temporary uses that meet the above provisions are considered accepted development.

Editor's note - While such activities are accepted development for the purposes of the planning scheme, they may be regulated by local laws or other statutes.

Table SC1.2.1 – Additional administrative terms and their definitions

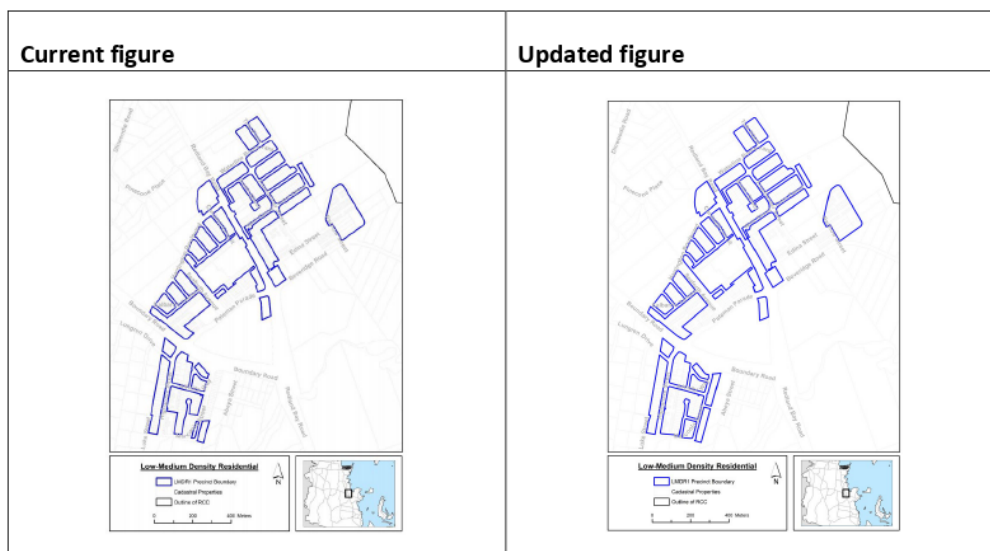
Column Administrative Term	1 Column Definition	2
Temporary use	<p>'means a use that—</p> <p>(a) is carried out on a non-permanent basis; and</p> <p>(b) does not involve the construction of, or significant changes to, permanent buildings or structure.'</p> <p>Note: 'provisions for temporary use timeframes for defined uses are provided within section 1.7 Local government administrative matters.'</p>	

This amendment is considered to be a minor amendment in accordance with Schedule 1, item 2 (l) of the MGR under the Act.

Item 19: Update Precinct Images in Relevant Zone Codes

This amendment proposes to update the precinct map images within the medium density residential, low medium density residential and low density residential zone codes. These figures need to be updated as a result of changes that are being made through this minor amendment.

For example, the table below shows how Figure 6.2.2.2.1 – Precinct LMDR: South East Thornlands in version 5 of City Plan requires updating to reflect reconfiguration approvals that have been finalised:



This amendment is considered to be a minor amendment in accordance with Schedule 1, item 2(e) of the MGR under the Act.



Item 20: Update Schedule 2 Mapping

This amendment proposed to update the following zoning maps contained within Schedule 2 (mapping) of City Plan:

- Zoning map ZM-001 – City Wide zoning map
- Zoning map ZM-002 – Mainland North zoning map
- Zoning map ZM-003 – Mainland central zoning map
- Zoning Map ZM-004 – Mainland South zoning map
- Zoning Map ZM-006 – Southern Moreton Bay Islands zoning map
- Overlay Map OM-007 – Environmental Significance Overlay - Mainland
- Overlay Map OM-015 – Landslide Hazard Overlay - Mainland
- Overlay Map OM-011 – Flood and Storm Tide Hazard overlay - Mainland

These maps need to be updated to reflect zone and overlay changes that are being made as part of this amendment package to reflect development approvals that have been finalised.

For example, the table below shows how ZM-001 – City Wide zoning map in version 5 of the scheme requires updating:

Extract from Current zone map	Extract from updated zone map
	

This amendment is considered to be a minor amendment in accordance with Schedule 1, item 2(e) of the MGR under the Act.

Item 21: Update Transport Noise Corridor Overlay

The purpose of this amendment is to update the transport noise corridor overlay map OM-019 in response to revisions made to State Planning Policy mapping (SPP mapping) in January 2020. The revision has updated the state-designated transport corridors, both rail and road. The following is an example of the disparity between the SPP mapping and Council's red-e-map mapping for the intersection of Shore St West and Wellington St, Cleveland:

State Planning Policy mapping	Councils red-e-map mapping
	

During the building development approval process, the overlay maps are considered by the assessment manager to ensure property affected by noise is appropriately designed to minimise transport noise on residential occupants. Under section 246ZA of the *Building Act 1975* Council is obliged to record and identify the extent of the transport noise corridor and impacted properties and to update City Plan as soon as is practical once an amendment has been made. It is therefore recommended that City Plan is amended to reflect the revised mapping.

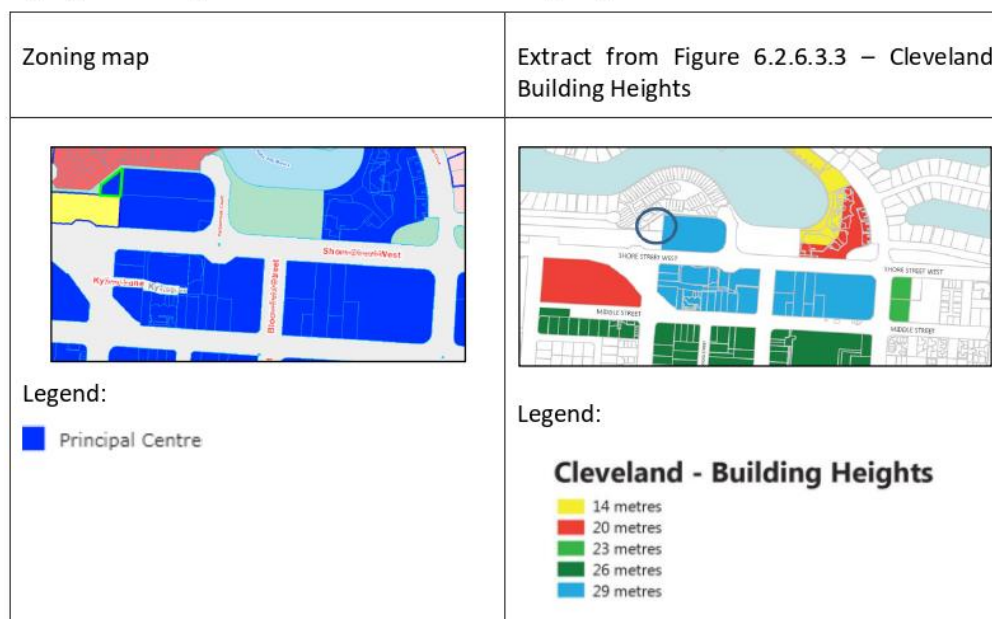
This amendment is considered to be a minor amendment in accordance with Schedule 1, item 2 (h) of the MGR under the Act.

Item 22: Update Figure 6.2.6.3.3 - Cleveland building heights figure

The purpose of this item is to amend Figure 6.2.6.3.3-Cleveland Building Heights to nominate the maximum building height for 4b Harbourview Court Cleveland, located within the Cleveland principal centre zone, as 29m.

Figure 6.2.6.3.3 provides the maximum building height anticipated within the Cleveland principal centre zone, referenced in performance outcome PO7 and acceptable outcome AO7.1. However, 4b Harbourview Court is not currently highlighted, making it difficult for applicants and assessment managers to understand and interpret.

The following figures show that the site is located within the principal centre zone but is not highlighted on Figure 6.2.6.3.3 – Cleveland building heights:



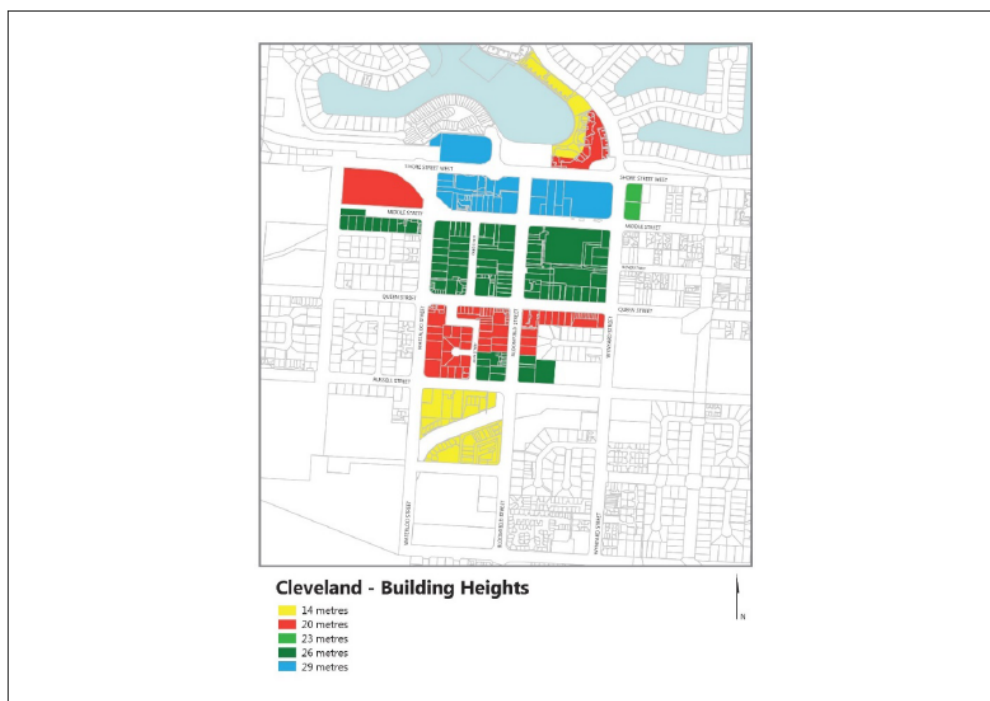
By way of background, this site was zoned open space under the historical Redland Planning Scheme. At the time the land was held in trust by Council for park purposes. In 2014 the Department of Transport and Main Roads wrote to Council requesting that Council surrender its trusteeship of the land, opening up redevelopment opportunities including commuter parking.

At its General Meeting held on 25 February 2015, Council agreed to surrender the land to the Crown. In addition, the Council decided to change the zoning from open space to major centre 5 consistent with the adjoining land to the east.

Rezoning the land under the RPS was not completed due to the advent of City Plan. On the commencement of version 1 of City Plan the site was zoned principal centre zone, but it was inadvertently left off of Figure 6.2.6.3.3.

Including this site on the figure with a maximum height of 29m is in accordance with the earlier decision made by Council consistent with the adjoining site to the east.

Proposed amendment



This amendment is considered to be a minor amendment in accordance with Schedule 1, item 2 (I) of the MGR under the Act.

Part 2 – Designations and Approvals Noted in City Plan

Introduction

Under the Act certain notations are required to be included in schedules to City Plan. These notations are:

1. Notation of designations of premises for development of infrastructure under chapter 2, part 5, section 42 of the Act; and
2. Notations of particular approvals under chapter 3, part 5, division 5, section 89 of the Act.

As provided by the Act, the inclusion of a these types of notations in City Plan is not an amendment. The following items have been included as part of this amendment for noting and completeness recognising that this amendment was being prepared.

Item 23: Update the Designation of Premises for Development of Infrastructure Table

In accordance with section 42(5)(a) of the Act Council is required to include in Schedule 5 of City Plan, a new or changed Ministerial (State Government) designation for development infrastructure where Council has received a notice from the Minister.

The purpose of this item is to modify Schedule 5 of City Plan by including reference to six separate Ministerial decisions as follows:

1. Redland Hospital at 21-31 Weippin Street, Cleveland to facilitate the construction of a multi-story car park and internal access road.
2. Residential care facility at 129 and 131 Russell Street, Cleveland to facilitate the construction of three buildings between two and four storeys in height to accommodate specialist disability accommodation (23 units), car parking and other minor works.
3. Nareeba Moopi Moopi Pa aged Care Hostel at 28 Dickson Way, Dunwich to facilitate the construction of a single storey, 24 bed aged care hostel, car parking and other minor works.
4. Southern Redland Bay waste water treatment plant at 38 Longland Road, Redland Bay to facilitate the construction of the treatment plant.
5. Quandamooka Yoolooburrabee Aboriginal Corporation interim ranger base at 14 Sturt Street, Dunwich to facilitate the construction of a new storage and carparking facility.
6. Redland Health Care Facility at 22 Meissner Street, Redland Bay to facilitate the construction of a new single storey satellite hospital facility including carparking, landscaping, external works and other minor works.

Proposed amendments

Table SC5.1 – Designation of premises for development of infrastructure under section 42 of the Act.

Date the designation, amendment, extension or repeal takes effect	Location of premises (real property description)	Street address	Type of infrastructure
11 September 2020	Lot 4 RP884261 and Lot 1 RP128531	129 and 131 Russell Street, Cleveland	Item 14: Residential care facilities.
2 October 2020	Lot 7 RP160678	28 Dickson Way, Dunwich	Nareeba Moopi Moopi Pa Aged Care Hostel Item 14: Residential care facilities.
11 May 2021	Lot 29 SL11549 and Lot 30 SP106226	21-31 Weippin Street, Cleveland	Redland Hospital Item 12: Hospitals and health care services.
24 June 2021	Lots 2 and 3 on RP223470, Lot 1 on SL3427, Lot 254 on S31102 and Part of unallocated state land (Serpentine Creek)	38 Longland Road, Redland Bay	Southern Redland Bay Wastewater Treatment Plant Item 17: Water cycle management infrastructure.
1 October 2021	Lot 15 on SP304734	14 Sturt Street, Dunwich	Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC) Interim Ranger Base Item 18: Storage and works depots and similar facilities, including administrative facilities relating to the provision or maintenance of infrastructure stated in this part.

3 December 2021	Lot 2 on SP309555	22 Meissner Street, Redland Bay	Redland Health Care Facility Item 12: Hospitals and health care services
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Item 24: To Note Variation Approvals in Schedule 4

In accordance with section 89(2)(a) of the Act, Council is required to include variation approvals in Schedule 4 of City Plan. The purpose of this item is to add approved development that include a variation approval in Table SC4.1: Notation of decisions affecting the planning scheme under section 89 of the Act.

The proposed notations relate to the following:

1. An approved reconfiguration of lot and a preliminary approval for a mixed use development over land at 128-144 Boundary Road, Thornlands;
2. A preliminary approval for a material change of use for a retirement facility and relocatable home park over land at 673-685, 687-707 and 711-719 Redland Bay Road and 10 Double Jump Road, Victoria Point; and
3. Preliminary approval for a material change of use for a multiple dwelling and commercial office over land at 17-19 and part of 21 Passage Street, Cleveland.

Proposed amendments

Table SC4.1.1 – Notation of decisions under section 89 of the Act

Date of decision	Location (real property description)	Decision type	File/Map reference
Preliminary approval affecting the scheme (a variation approval)			
Court Order 28 August 2020	Lot 3 SP117065	Preliminary approval (under section 242 of the Sustainable Planning Act 2009) for a Material Change of Use for a Mixed use Development.	MCU013296
Court Order 31 July 2020	Lot 29 SP237942, Lots 9 and 10 on RP57455 and Lot 2 RP149315	Preliminary approval (under section 61 of the Planning Act 2016) for a Material Change of Use for a Retirement Facility and Relocatable Home Park.	MCU19/0001
Approved 17 July 2019	Lot 101 on SP 278900 and Lot 0 on SP 2788900	Preliminary approval affecting a local planning instrument (under section 61 of the Planning Act 2016) for a material change of use application for mixed use multiple dwelling and ground level commercial office.	MCU19/0003

Item 25: To Note Decisions Against a Superseded Planning Scheme in Schedule 4

In accordance with section 89(2)(a) of the Act, Council is required to include agreed superseded planning scheme requests in Schedule 4 of City Plan. The purpose of this amendment is to include 12 additional decisions agreeing to a request for assessment of a development application against a superseded planning scheme in Table SC4.1.

The proposed notations relate to the following approvals:

- Seven Proposed reconfiguring a lot applications under the superseded Redlands Planning Scheme V.7.2. The affected premises are as follows:
 - 2 Sauterne Street, Thornlands (1 into 2 lots);
 - 288 Bloomfield Street, Cleveland (1 into 2 lots);
 - 10 Valantine Road, Birkdale (1 into 2 lots);
 - 1-3 Lisa Street, Redland Bay (1 into 2 lots);
 - 31 Wilson Esplanade, Victoria Point (1 into 2 lots);
 - 67-85 Kinross Road, Thornlands (1 into 50 lots);
 - 175-185 Collingwood Road, Birkdale (2 into 2 lot boundary realignment).
- Four proposed material change of use applications under the superseded Redlands Planning Scheme V.7.2. The affected street addresses are as follows:
 - 2 and 4 Cooina Street, Wellington Point (multiple dwellings x6);
 - 219-221 Bloomfield Street, Cleveland (mixed use development);
 - 394 Woodlands Drive, Thornlands (equine);
 - 8-12 School of Arts Road, Redland Bay (dwelling);
- Proposed building work to construct a domestic outbuilding at 68-76 Dinwoodie Road, Thornlands as accepted development under superseded City Plan V.3.

Proposed amendments

Table SC4.1.1 – Notation of decisions under section 89 of the Act

Date of decision	Location (real property description)	Decision type	File/Map reference
Decision agreeing to a superseded planning scheme request			
3 September 2019	Lot 58 RP 148243	Development permit issued under Superseded Planning Scheme for Reconfiguring a Lot 1 into 2 Lots	RAL19/0074
4 December 2019	Lot 41 RP 128356 and Lot 1 RP 128356	Development Permit issued under Superseded Planning Scheme for a Material Change of Use for multiple dwellings	MCU20/0069
17 August 2020	Lot 1 SP 244046	Decision agreeing to apply a superseded Planning Scheme for a domestic outbuilding that was accepted development subject to requirements.	SPS20/0001

11 November 2019	Lot 2 on RP 212525	Development permit issued under superseded Planning Scheme for material change of use for mixed use development	MCU19/0176
4 November 2019	Lot 1 on RP 173751	Development permit issued under superseded Planning Scheme for Reconfiguring a lot (1 into 2)	RAL19/0097
16 October 2019	Lot 2 on SP 276794	Development permit issued under superseded Planning Scheme for Reconfiguring a lot (1 into 2)	RAL19/0092
6 August 2019	Lot 28 RP 116012	Development permit issued under superseded Planning Scheme for Reconfiguring a lot (1 into 2)	RAL19/0099
8 May 2019	Lot 4 on RP89757	Development permit issued under superseded Planning Scheme for Reconfiguring a lot (1 into 2)	RAL19/0038
27 February 2019	Lot 1 on RP 97669	Development Permit issued under Superseded Planning Scheme for a Material Change of Use for home based business (equine)	MCU19/0096
8 March 2019	Lot 1 on RP 97308	Development permit issued under superseded Planning Scheme for Reconfiguring a lot (1 into 50 lot subdivision plus road and an open space lot)	RAL19/0071
24 January 2019	Lot 2 on RP86393, Lot 7 on RP14104	Development permit issued under superseded Planning Scheme for Reconfiguring a lot (Rearranging Boundaries 2 into 2 lots)	RAL19/0016
14 January 2019	Lot 5 on SP 186484	Development Permit issued under Superseded Planning Scheme for a Material Change of Use for dwelling	MCU19/0006

Part 3 – Mapping changes (zone and overlay)**Introduction**

Minor amendments are required to the zone and overlay mapping of City Plan to reflect current development approvals granted by Council. These changes are considered minor in nature in accordance with Schedule 1, item 2 (e) of the MGR under the Act.

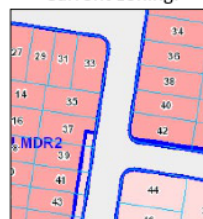
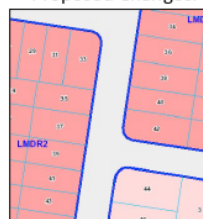


Proposed Amendments to Zone and Overlay Mapping





The proposed amendments to zone and overlay mapping are outlined in the following tables:

1. Table 1: Proposed zone changes;
2. Table 2: Proposed environmental significance overlay removals – MLES only; and
3. Table 3: Proposed landslide hazard overlay removals.

Officer Recommendation

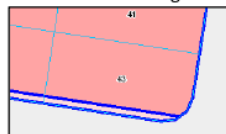





It is recommended that Council amend City Plan in accordance with the proposed amendments to zone and overlay mapping as detailed in Tables 1 to 3.





Table 1: Proposed zone changes								
LOT	PLAN	LAND NO	PROPERTY NO	HOUSE	STREET	SUBURB	AMENDMENT	IMAGE
Approved reconfiguration 35-51 & 53-65 Kinross Road, Thornlands – 1 into 68 lots (Stage 1) Refer to application number MCU013930 and plan sealing application POS19/0019								
51	SP303621	996884	420120	37	Kingsdale Avenue	Thornlands	LMDR2/LDR4 to LMDR2	<div>Current zoning:</div>  <div>Proposed Changes:</div> 
52	SP303621	996885	420130	39	Kingsdale Avenue	Thornlands	LMDR2/LDR4 to LMDR2	
53	SP303621	996886	420140	41	Kingsdale Avenue	Thornlands	LMDR2/LDR4 to LMDR2	
54	SP303621	996887	420150	43	Kingsdale Avenue	Thornlands	LMDR2/LDR4 to LMDR2	
57	SP303621	996890	420180	42	Kingsdale Avenue	Thornlands	LMDR2/LDR4 to LMDR2	
Approved reconfiguration 43-51 & 56-65 Kinross Road, Thornlands – 2 into 22 lots (Stage 2 and 3) Refer to application number RAL18/0103 and plan sealing application POS19/0081 & POS20/0011								
83	SP309204	997373	425320	71	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2	<div>Current zoning:</div>  <div>Proposed changes:</div> 
82	SP309204	997372	425310	69	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2	
81	SP309204	997371	425300	67	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2	
80	SP309204	997370	425290	65	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2	
79	SP309204	997369	425280	63	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2	
102	SP309204	997392	425510	61	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2	
103	SP309204	997393	425520	59	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2	
104	SP309204	997394	425530	57	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2	


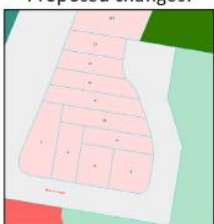
105	SP309204	997395	425540	55	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2			
106	SP309204	997396	425550	53	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2			
107	SP309204	997397	425560	51	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2			
108	SP309204	997398	425570	49	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2			
109	SP309204	997399	425580	47	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2			
110	SP309204	997400	425590	45	Kingsdale Avenue	Thornlands	LDR4/LMDR2 to LDMR2			
137	SP309205	997824	430110	28	Rauburn Street	Thornlands	MDR9/LMDR2 to MDR9			
124	SP309204	997414	425730	19	Newburgh Street	Thornlands	MDR9/LMDR2 to MDR9			
Approved reconfiguration 847-897 German Church Road, Redlands Bay – 1 into 42 lots Refer to application number RAL17/0045 and plan sealing application POS20/0057										
6	SP311802	998252	434570	1	Bayswood circuit	Redland Bay	LII to LDR	<div>Current zoning:</div> 	<div>Proposed changes:</div> 	
1	SP311802	998247	434520	2	Bayswood Circuit	Redland Bay	LII to LDR			
7	SP311802	998253	434580	3	Bayswood Circuit	Redland Bay	LII to LDR			
2	SP311802	998248	434530	4	Bayswood Circuit	Redland Bay	LII to LDR			
18	SP311802	998264	434690	5	Bayswood Circuit	Redland Bay	LII to LDR			
40	SP311802	998286	434910	7	Bayswood Circuit	Redland Bay	LII to LDR			
3	SP311802	998249	434540	6	Bayswood Circuit	Redland Bay	LII to LDR			
4	SP311802	998250	434550	8	Bayswood Circuit	Redland Bay	LII to LDR			




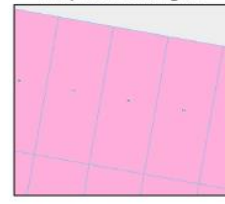
5	SP311802	998251	434560	10	Bayswood Circuit	Redland Bay	LII to LDR		
33	SP311802	998279	434840	13	Bayswood Circuit	Redland Bay	LII to LDR		
19	SP311802	998265	434700	41	Bayswood Circuit	Redland Bay	LII to LDR		
20	SP311802	998266	434710	39	Bayswood Circuit	Redland Bay	LII to LDR		
21	SP311802	998267	434720	37	Bayswood Circuit	Redland Bay	LII to LDR		
22	SP311802	998268	434730	35	Bayswood Circuit	Redland Bay	LII to LDR		
23	SP311802	998269	434740	33	Bayswood Circuit	Redland Bay	LII to LDR		
24	SP311802	998270	434750	31	Bayswood Circuit	Redland Bay	LII to LDR		
25	SP311802	998271	434760	29	Bayswood Circuit	Redland Bay	LII to LDR		
26	SP311802	998272	434770	27	Bayswood Circuit	Redland Bay	LII to LDR		
27	SP311802	998273	434780	25	Bayswood Circuit	Redland Bay	LII to LDR		
28	SP311802	998274	434790	23	Bayswood Circuit	Redland Bay	LII to LDR		
29	SP311802	998275	434800	21	Bayswood Circuit	Redland Bay	LII to LDR		
30	SP311802	998276	434810	19	Bayswood Circuit	Redland Bay	LII to LDR		
31	SP311802	998277	434820	17	Bayswood Circuit	Redland Bay	LII to LDR		
32	SP311802	998278	434830	15	Bayswood Circuit	Redland Bay	LII to LDR		
17	SP311802	998263	434680	58	Bayswood Circuit	Redland Bay	LII to LDR		







16	SP311802	998262	434670	60	Bayswood Circuit	Redland Bay	LII to LDR		
15	SP311802	998261	434660	62	Bayswood Circuit	Redland Bay	LII to LDR		
14	SP311802	998260	434650	64	Bayswood Circuit	Redland Bay	LII to LDR		
13	SP311802	998259	434640	66	Bayswood Circuit	Redland Bay	LII to LDR		
12	SP311802	998258	434630	68	Bayswood Circuit	Redland Bay	LII to LDR		
11	SP311802	998257	434620	70	Bayswood Circuit	Redland Bay	LII to LDR		
10	SP311802	998256	434610	72	Bayswood Circuit	Redland Bay	LII to LDR		
9	SP311802	998255	434600	74	Bayswood Circuit	Redland Bay	LII to LDR		
8	SP311802	998254	434590	76	Bayswood Circuit	Redland Bay	LII to LDR		
39	SP311802	998285	434900	1	Brookside close	Redland Bay	LII to LDR		
38	SP311802	998284	434890	2	Brookside close	Redland Bay	LII to LDR		
37	SP311802	998283	434880	3	Brookside close	Redland Bay	LII to LDR		
36	SP311802	998282	434870	4	Brookside close	Redland Bay	LII to LDR		
35	SP311802	998281	434860	5	Brookside close	Redland Bay	LII to LDR		
34	SP311802	998280	434850	6	Brookside close	Redland Bay	LII to LDR		
900	SP311802	998287	434920	12-18	Bayswood Circuit	Redland Bay	LII to CF6		
Remove from road reserve					Bayswood Circuit	Redland Bay	Removing LII from road reserve		
Remove from road reserve					Brookside Close	Redland Bay	Remove LII from road reserve		







Remove from road reserve				German Church Road	Redland Bay	Remove LII from road reserve		
Approved reconfiguration 35-41 Wrightson Road, Thornlands – 1 into 46 lots Refer to application number ROL006207, RAL18/0134 and plan sealing application POS19/0070								
46	SP304808	997327	424790	6	Eastview Crescent	Thornlands	LMDR2/LDR4 to LMDR2	<div>Current zoning:</div>  <div>Proposed changes:</div>  <div>Current zoning:</div>  <div>Proposed changes:</div> 
45	SP304808	997326	424780	8	Eastview Crescent	Thornlands	LMDR2/LDR4 to LMDR2	
44	SP304808	997325	424770	10	Eastview Crescent	Thornlands	LMDR2/LDR4 to LMDR2	
43	SP304808	997324	424760	12	Eastview Crescent	Thornlands	LMDR2/LDR4 to LMDR2	
42	SP304808	997323	424750	14	Eastview Crescent	Thornlands	LMDR2/LDR4 to LMDR2	
21	SP304808	997302	424540	23	Eastview Crescent	Thornlands	LMDR2/LDR4 to LMDR2	
22	SP304808	997303	424550	25	Eastview Crescent	Thornlands	LMDR2/LDR4 to LMDR2	
11	SP304808	997292	424440	43	Woodside Way	Thornlands	LMDR2/LDR4 to LMDR2	
900	SP304808	997328	424800	17	Eastview Crescent	Thornlands	LDR4 to CF6	
Approved boundary realignment 19 Mackay Court and 78 Finucane Road Alexandra Hills - 2 into 2 lots Refer to application number RAL20/0035 and plan sealing application POS20/0069								
2	SP318906	998362	435850	19	Mackay Court	Alexandra Hills	ROS/LDR to LDR	<div>Current zoning:</div>  <div>Proposed changes:</div> 





Approved reconfiguration 101 Collins Street Redland Bay – 1 into 105 lots, 19-37 Collins Street Redland Bay 41 Bankswood Drive and 21 Maree Place Redland Bay – 2 into 23 lots and 39-49 Collins Street, Redland Bay - 1 into 50 lots (plus park) and subsequent 5 into 10 lots (ROL006101) Refer to application number MC009199, ROL005650, ROL005898, SB005458 and plan sealing application SB005056, APS000213 and APS000606							
101	SP289240	994746	397800	79A	Collins Street	Redland Bay	ROS to CF6
102	SP289240	994747	397810	81A	Collins Street	Redland Bay	ROS to CF6
998	SP219251	348060	306760	83A	Collins Street	Redland Bay	LDR to CF6
994	SP219251	348055	306750	85A	Collins Street	Redland Bay	LDR to CF6
902	SP267633	991070	358530	7-11A	Collins Street	Redland Bay	LDR to CF6
901	SP267633	991069	358520	13-37A	Collins Street	Redland Bay	LDR to CF6
903	SP267633	991071	358540	171-187A	School of Arts Road	Redland Bay	ROS/LDR to CF6
Remove from road reserve					Collins Street	Redland Bay	Remove LDR from road reserve
<div> <div>Current zoning:</div>   </div> <div> <div>Proposed changes:</div>   </div>							

											
Approved reconfiguration of lot 387-395 Old Cleveland Road East, Birkdale – 1 into 10 lots and park Refer to application ROL005771 and RAL17/0042 and plan sealing application POS21/0015											
1	SP320665	998597	438700	2	Menas court	Birkdale	MDR to LDR	<div>Current zoning:</div>  <div>Proposed changes:</div> 			
2	SP320665	998598	438710	4	Menas court	Birkdale	MDR/ROS to LDR				
3	SP320665	998599	438720	6	Menas Court	Birkdale	MDR/ROS to LDR				
4	SP320665	998600	438730	8	Menas Court	Birkdale	MDR/ROS to LDR				
5	SP320665	998601	438740	10	Menas Court	Birkdale	MDR/ROS to LDR				
6	SP320665	998602	438750	12	Menas Court	Birkdale	MDR/ROS to LDR				
7	SP320665	998603	438760	14	Menas Court	Birkdale	MDR/ROS to LDR				
8	SP320665	998604	438770	16	Menas Court	Birkdale	MDR/ROS to LDR				

9	SP320665	998605	438780	18	Menas Court	Birkdale	MDR/ROS to LDR		
10	SP320665	998606	438790	20	Menas Court	Birkdale	MDR/ROS to LDR		
Remove from road reserve					Menas Court	Birkdale	MDR/ROS		
Approved reconfiguration of lot – 4 into 28 lots, 2 public open space lots (drainage lot and landscape buffer) Refer to application RAL18/0140 and plan sealing application POS20/0037									
601	SP317519	998028	432380	30-32	Highbridge Place	Alexandra Hills	LDR to CF6		
999	SP317519	998029	432390	360	Finucane Road	Alexandra Hills	LDR to CF6		
Remove from road reserve					Highbridge Place	Alexandra Hills	Remove LDR from road reserve		
Remove from road reserve					Ludmilla Place	Alexandra Hills	Remove LDR from road reserve		
Approved material change of use for dwelling house MC011666 – Approved 2 June 2009 and Approved material change of use for dwelling house MC010159 – Approved 26 February 2007 Removal of conservation zone is supported within the application and by the isolated position of the site from any obvious environmental corridors and connections in the area									
105	RP31201	145129	14895	50	Eastbourne Terrace	Macleay Island	Conservation to Character residential		
106	RP31201	145133	145133	52	Eastbourne Terrace	Macleay Island	Conservation to Character residential		
Approved material change of use MCU19/0029 – Approved 3 July 2019 Amendment of zoning is supported through the approved plan of development									

0	SP234162	357850	328250	37	Station Street	Wellington Point	Extend LMDR to boundary edge and remove slither of LMDR within the adjoining lot (41-47 Fernbourne Road / Lot 900SP322452)	Current zoning: 	Proposed changes: 
Approved reconfiguration 41-47 Fernbourne Road, Wellington Point – 1 into 28 lots (stage 1) and 1 into 24 lots (Stage 2) Refer to application number RAL18/0121 (stage 1), RAL18/0122 and plan sealing application POS19/0071									
Remove from road reserve					Banyan Circuit	Wellington Point	Remove LDR from Road reserve	Current zoning: 	Proposed changes: 
Remove from road reserve					Arbor Terrace	Wellington Point	Remove LDR from road reserve		
Remove from road reserve					Mande Court	Wellington Point	Remove LDR from road reserve		
Approved reconfiguration 188-200 Waterloo Street, Cleveland – 1 into 5 lots Refer to application number ROL005815 and RAL20/0071 and plan sealing application APS000491									
1	SP287736	993936	389110	184-186	Waterloo Street	Cleveland	LDR2 to LDR1	Current zoning: 	Proposed changes: 
2	SP287736	993937	389120	188-190	Waterloo Street	Cleveland	LDR2 to LDR1		
3	SP287736	993938	389130	192-194	Waterloo Street	Cleveland	LDR2 to LDR1		
4	SP287736	993939	389140	196-198	Waterloo Street	Cleveland	LDR2 to LDR1		
5	SP287736	993940	389150	10-22	Shelduck Street	Cleveland	LDR2 to LDR1		
Approved reconfiguration 84-86 Kinross Road, Thornlands 1 into 45 lots Refer to application number RAL18/0075 and plan sealing application POS21/0077 and POS20/0059									

Remove from road reserve	Glendevon Street	Thornlands	Remove LMDR2 from road reserve		
Remove from road reserve	Kirkgate Street	Thornlands	Remove LMDR2 from road reserve		
Remove from road reserve	Lochridge Street	Thornlands	Remove LMDR2 from road reserve		
Remove from road reserve	Allary Street	Thornlands	Remove LMDR2 from road reserve		
Approved reconfiguration 9A Laura Street, Cleveland – 1 into 24 Lots plus 1 Park Lot Refer to application RAL18/0019 and plan sealing application POS21/0004					
Remove from road reserve	Laura Street	Cleveland	Remove LDR from road reserve		
Remove from road reserve	Kingsley Place	Cleveland	Remove LDR from road reserve		
Approved reconfiguration 167-173 and 175-185 Collingwood Road, Birkdale 1 into 2 lots subdivision (stage 1), and a 1 into 24 residential lots and a balance lot, including road and drainage basin (stage 2). Refer to application number RAL19/0018, RAL19/0018.3 and plan sealing number POS20/0055					
Remove from road reserve	Waterhousia Crescent	Birkdale	Remove LDR from road reserve		
Approved reconfiguration 15 Albert Street, Victoria Point 2 into 13 lots					

Refer to application RAL17/0034 and Plan sealing number POS19/0115										
Remove from road reserve					Coastview Place	Thonlands	Remove from reserve	ROS road	Current zoning: 	Proposed change: 
Approved reconfiguration 399-413 Boundary Road, Thornlands – 1 into 35 lots and 3 balance parcels and 415-417, 419-425 and 427-431 Boundary Road, Thornlands – into 89 lots										
Refer to application ROL00578, ROL005869, ROL00591 and MCU013526 and plan sealing application APS000515, APS000477, APS000565 and POS18/0075										
54	SP286290	994076	390540		10	Yaroomba Close	Thornlands	MDR7 to LMDR1	Current zoning: 	Proposed changes: 
53	SP286290	994075	390530	-	8	Yaroomba Close	Thornlands	MDR7 to LMDR1		
67	SP286290	994089	390670	-	7	Yaroomba Close	Thornlands	LMDR1/MDR7 to LMDR1		
52	SP286290	994074	390520	-	6	Yaroomba Close	Thornlands	MDR7 to LMDR1		
68	SP286290	994090	390680	-	5	Yaroomba Close	Thornlands	LMDR1/MDR7 to LMDR1		
69	SP286290	994091	390690	-	3	Yaroomba Close	Thornlands	LMDR1/MDR7 to LMDR1		
78	SP282262	993605	385340	-	22	Affinity Way	Thornlands	LMDR1/MDR6 to LMDR1		
33	SP282261	993561	384900	-	2	Affinity Way	Thornlands	MDR6 to LMDR1		
34	SP282261	993562	384910	-	4	Affinity Way	Thornlands	MDR6 to LMDR1		
35	SP282261	993563	384920	-	6	Affinity Way	Thornlands	MDR6 to LMDR1		


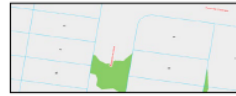


36	SP282261	993564	384930	-	8	Affinity Way	Thornlands	MDR6 to LMDR1
37	SP282261	993565	384940	-	10	Affinity Way	Thornlands	MDR6 to LMDR1
38	SP282261	993566	384950	-	12	Affinity Way	Thornlands	MDR6 to LMDR1
39	SP282261	993600	385290	-	14	Affinity Way	Thornlands	MDR6 to LMDR1
40	SP282261	993601	385300	-	16	Affinity Way	Thornlands	MDR6 to LMDR1
41	SP282261	993602	385310	-	18	Affinity Way	Thornlands	MDR6 to LMDR1
42	SP282261	993603	385320	-	20	Affinity Way	Thornlands	MDR6 to LMDR1
1	SP282261	993538	384670	-	1	Arkwright Street	Thornlands	MDR6 to LMDR1
23	SP282262	993597	385260	-	9	Affinity Way	Thornlands	LMDR1/MDR6 to LMDR1
24	SP282262	993598	385270	-	7	Affinity Way	Thornlands	LMDR1/MDR6 to LMDR1
25	SP282262	993599	385280	-	5	Affinity Way	Thornlands	LMDR1/MDR6 to LMDR1
26	SP282261	993554	384830	-	3	Affinity Way	Thornlands	LMDR1/MDR6 to LMDR1
97	SP286335	994458	394760	-	13	Dune Street	Thornlands	LMDR1/MDR7 to LMDR1
100	SP286335	994461	394790	-	4	Dune Street	Thornlands	MDR7 to LMDR1
101	SP286335	994462	394800	-	6	Dune Street	Thornlands	MDR7 to LMDR1
102	SP286335	994463	394810	-	8	Dune Street	Thornlands	MDR7 to LMDR1
43	SP282262	993604	385330	-	2	Marcoola Street	Thornlands	MDR6 to LMDR1
74	SP286289	994025	389990	-	3	Marcoola Street	Thornlands	LMDR1/MDR6 to LMDR1

44	SP286289	994010	389840	-	4	Marcoola Street	Thornlands	MDR6 to LMDR1
76	SP286289	994024	389980	-	5	Marcoola Street	Thornlands	LMDR1/MDR6 to LMDR1
45	SP286289	994011	389850	-	6	Marcoola Street	Thornlands	MDR6 to LMDR1
75	SP286289	994023	389970	-	7	Marcoola Street	Thornlands	LMDR1/MDR6 to LMDR1
46	SP286289	994012	389860	-	8	Marcoola Street	Thornlands	MDR6 to LMDR1
74	SP286289	994022	389960	-	9	Marcoola Street	Thornlands	LMDR1/MDR6 /MDR7 to LMDR1
47	SP286289	994013	389870	-	10	Marcoola Street	Thornlands	MDR7 to LMDR1
73	SP286289	994021	389950	-	11	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1
48	SP286289	994014	389880	-	12	Marcoola Street	Thornlands	MDR7 to LMDR1
72	SP286289	994020	389940	-	13	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1
49	SP286289	994015	389890	-	14	Marcoola Street	Thornlands	MDR7 to LMDR1
71	SP286289	994019	389930	-	15	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1
50	SP286289	994016	389900	-	16	Marcoola Street	Thornlands	MDR7 to LMDR1
70	SP286289	994018	389920	-	17	Marcoola Street	Thornlands	MDR7 to LMDR1
51	SP286289	994017	389910	-	18	Marcoola Street	Thornlands	MDR7 to LMDR1
111	SP286335	994472	394900	-	20	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1
109	SP286335	994470	394880	-	21	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1

112	SP286335	994473	394910	-	22	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1
108	SP286335	994469	394870	-	23	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1
107	SP286335	994468	394860	-	25	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1
105	SP286335	994466	394840	-	29	Marcoola Street	Thornlands	MDR7 to LMDR1
104	SP286335	994465	394830	-	31	Marcoola Street	Thornlands	MDR7 to LMDR1
103	SP286335	994464	394820	-	33	Marcoola Street	Thornlands	MDR7 to LMDR1
98	SP286335	994459	394770	-	37	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1
99	SP286335	994460	394780	-	39	Marcoola Street	Thornlands	LMDR1/MDR7 to LMDR1
0	SP292890	996428	415370	-	40	High Grove	Thornlands	MDR7 to LMDR1
35	SP292891	996695	418030	35	44	High Grove	Thornlands	MDR7 to LMDR1
36	SP292891	996696	418040	36	44	High Grove	Thornlands	MDR7 to LMDR1
37	SP292891	996697	418050	37	44	High Grove	Thornlands	MDR7 to LMDR1
38	SP292891	996698	418060	38	44	High Grove	Thornlands	MDR7 to LMDR1
39	SP292891	996699	418070	39	44	High Grove	Thornlands	MDR7 to LMDR1
40	SP292891	996700	418080	40	44	High Grove	Thornlands	MDR7 to LMDR1
41	SP292891	996701	418090	41	44	High Grove	Thornlands	MDR7 to LMDR1
42	SP292891	996702	418100	42	44	High Grove	Thornlands	MDR7 to LMDR1
43	SP292891	996703	418110	43	44	High Grove	Thornlands	MDR7 to LMDR1

44	SP292891	996704	418120	44	44	High Grove	Thornlands	MDR7 LMDR1	to
45	SP292891	996705	418130	45	44	High Grove	Thornlands	MDR7 LMDR1	to
46	SP292891	996706	418140	46	44	High Grove	Thornlands	MDR7 LMDR1	to
47	SP292891	996707	418150	47	44	High Grove	Thornlands	MDR7 LMDR1	to
48	SP292891	996708	418160	48	44	High Grove	Thornlands	MDR7 LMDR1	to
49	SP292891	996709	418170	49	44	High Grove	Thornlands	MDR7 LMDR1	to
50	SP292891	996710	418180	50	44	High Grove	Thornlands	MDR7 LMDR1	to
51	SP292891	996711	418190	51	44	High Grove	Thornlands	MDR7 LMDR1	to
52	SP292891	996712	418200	52	44	High Grove	Thornlands	MDR7 LMDR1	to
53	SP292891	996713	418210	53	44	High Grove	Thornlands	MDR7 LMDR1	to
54	SP292891	996714	418220	54	44	High Grove	Thornlands	MDR7 LMDR1	to
55	SP292891	996715	418230	55	44	High Grove	Thornlands	MDR7 LMDR1	to
56	SP292891	996716	418240	56	44	High Grove	Thornlands	MDR7 LMDR1	to
57	SP292891	996717	418250	57	44	High Grove	Thornlands	MDR7 LMDR1	to
58	SP292891	996718	418260	58	44	High Grove	Thornlands	MDR7 LMDR1	to
59	SP292891	996719	418270	59	44	High Grove	Thornlands	MDR7 LMDR1	to
31	SP292891	996691	417990	31	44	High Grove	Thornlands	MDR7 LMDR1	to
32	SP292891	996692	418000	32	44	High Grove	Thornlands	MDR7 LMDR1	to

33	SP292891	996693	418010	33	44	High Grove	Thornlands	MDR7 LMDR1	to		
34	SP292891	996694	418020	34	44	High Grove	Thornlands	MDR7 LMDR1	to		

Table 2: Proposed Environmental Significance Overlay removals – MLES only								
LOT	PLAN	LAND NO	PROPERTY NO	HOUSE	STREET	SUBURB	IMAGE	
Approved reconfiguration 35-51 & 53-65 Kinross Road, Thornlands – 1 into 68 lots (Stage 1) Refer to application number MCU013930 and plan sealing number POS19/0019								
54	SP303621	996887	420150	43	Kingsdale Avenue	Thornlands	<p>Current mapping:</p>  <p>Proposed mapping:</p> 	
55	SP303621	996888	420160	46	Kingsdale Avenue	Thornlands		
41	SP303621	996874	420020	22	Newburgh Street	Thornlands		
40	SP303621	996873	420010	5	Newburgh Street	Thornlands		
38	SP303621	996871	419990	14	Rauburn Street	Thornlands		
Approved reconfiguration 43-51 & part of 56-65 Kinross Road, Thornlands – 2 into 22 lots (Stage 2 and 3) Refer to application number RAL18/0103 and plan sealing number POS19/0081 & POS20/0011								
69	SP309204	997359	425180	48	Kingsdale Avenue	Thornlands	<p>Current mapping:</p>  <p>Proposed mapping:</p> 	
70	SP309204	997360	425190	50	Kingsdale Avenue	Thornlands		
71	SP309204	997361	425200	52	Kingsdale Avenue	Thornlands		
72	SP309204	997362	425210	54	Kingsdale Avenue	Thornlands		
73	SP309204	997363	425220	56	Kingsdale Avenue	Thornlands		





74	SP309204	997364	425230	58	Kingsdale Avenue	Thornlands
75	SP309204	997365	425240	60	Kingsdale Avenue	Thornlands
76	SP309204	997366	425250	62	Kingsdale Avenue	Thornlands
77	SP309204	997367	425260	64	Kingsdale Avenue	Thornlands
78	SP309204	997368	425270	66	Kingsdale Avenue	Thornlands
110	SP309204	997400	425590	45	Kingsdale Avenue	Thornlands
109	SP309204	997399	425580	47	Kingsdale Avenue	Thornlands
108	SP309204	997398	425570	49	Kingsdale Avenue	Thornlands
107	SP309204	997397	425560	51	Kingsdale Avenue	Thornlands
106	SP309204	997396	425550	53	Kingsdale Avenue	Thornlands
105	SP309204	997395	425540	55	Kingsdale Avenue	Thornlands
104	SP309204	997394	425530	57	Kingsdale Avenue	Thornlands
103	SP309204	997393	425520	59	Kingsdale Avenue	Thornlands
102	SP309204	997392	425510	61	Kingsdale Avenue	Thornlands
79	SP309204	997369	425280	63	Kingsdale Avenue	Thornlands
80	SP309204	997370	425290	65	Kingsdale Avenue	Thornlands
81	SP309204	997371	425300	67	Kingsdale Avenue	Thornlands
82	SP309204	997372	425310	69	Kingsdale Avenue	Thornlands











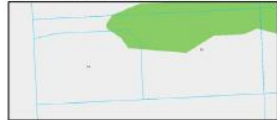



83	SP309204	997373	425320	71	Kingsdale Avenue	Thornlands
84	SP309204	997374	425330	3	Sutherland Street	Thornlands
85	SP309204	997375	425340	5	Sutherland Street	Thornlands
86	SP309204	997376	425350	7	Sutherland Street	Thornlands
87	SP309204	997377	425360	9	Sutherland Street	Thornlands
88	SP309204	997378	425370	11	Sutherland Street	Thornlands
89	SP309204	997379	425380	13	Sutherland Street	Thornlands
101	SP309204	997391	425500	4	Muirfield Street	Thornlands
100	SP309204	997390	425490	6	Muirfield Street	Thornlands
99	SP309204	997389	425480	8	Muirfield Street	Thornlands
98	SP309204	997388	425470	10	Muirfield Street	Thornlands
97	SP309204	997387	425460	12	Muirfield Street	Thornlands
96	SP309204	997386	425450	14	Muirfield Street	Thornlands
130	SP309204	997420	425790	7	Newburgh Street	Thornlands
129	SP309204	997419	425780	9	Newburgh Street	Thornlands
127	SP309204	997417	425760	13	Newburgh Street	Thornlands
126	SP309204	997416	425750	15	Newburgh Street	Thornlands
125	SP309204	997415	425740	17	Newburgh Street	Thornlands
124	SP309204	997414	425730	19	Newburgh Street	Thornlands
123	SP309204	997413	425720	21	Newburgh Street	Thornlands
122	SP309204	997412	425710	23	Newburgh Street	Thornlands







121	SP309204	997411	425700	25	Newburgh Street	Thornlands
120	SP309204	997410	425690	27	Newburgh Street	Thornlands
111	SP309204	997401	425600	24	Newburgh Street	Thornlands
112	SP309204	997402	425610	26	Newburgh Street	Thornlands
113	SP309204	997403	425620	28	Newburgh Street	Thornlands
114	SP309204	997404	425630	30	Newburgh Street	Thornlands
115	SP309204	997405	425640	32	Newburgh Street	Thornlands
116	SP309204	997406	425650	34	Newburgh Street	Thornlands
117	SP309204	997407	425660	36	Newburgh Street	Thornlands
118	SP309204	997408	425670	38	Newburgh Street	Thornlands
119	SP309204	997409	425680	40	Newburgh Street	Thornlands
141	SP309205	997828	430150	36	Rauburn Street	Thornlands
140	SP309205	997827	430140	34	Rauburn Street	Thornlands
139	SP309205	997826	430120	32	Rauburn Street	Thornlands
138	SP309205	997825	430100	30	Rauburn Street	Thornlands
137	SP309205	997824	430110	28	Rauburn Street	Thornlands
136	SP309205	997823	430100	26	Rauburn Street	Thornlands
171	SP309205	997858	430450	23	Rauburn Street	Thornlands
172	SP309205	997859	430460	21	Rauburn Street	Thornlands
173	SP309205	997860	430470	19	Rauburn Street	Thornlands
132	SP309205	997819	430060	18	Rauburn Street	Thornlands
190	SP309205	997877	430640	17	Rauburn Street	Thornlands
131	SP309205	997818	430050	16	Rauburn Street	Thornlands
174	SP309205	997861	430480	35	Lathro Way	Thornlands





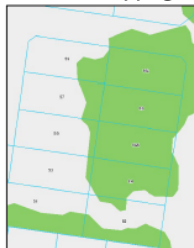

175	SP309205	997862	430490	33	Lathro Way	Thornlands		
176	SP309205	997863	430500	31	Lathro Way	Thornlands		
177	SP309205	997864	430510	29	Lathro Way	Thornlands		
157	SP309205	997844	430310	2	Lathro Way	Thornlands		
168	SP309205	997855	430420	3	Lathro Way	Thornlands		
158	SP309205	997845	430320	4	Lathro Way	Thornlands		
167	SP309205	997854	430410	5	Lathro Way	Thornlands		
166	SP309205	997853	430400	7	Lathro Way	Thornlands		
165	SP309205	997852	430390	9	Lathro Way	Thornlands		
156	SP309205	997843	430300	9	Muirfield Street	Thornlands		
155	SP309205	997842	430290	11	Muirfield Street	Thornlands		
Approved reconfiguration 75 Barron Road, Birkdale – 1 into 2 lots Refer to application number RAL17/0022 and plan sealing application POS19/0135								
2	SP306917	997764	429480	75a	Barron Road		Current mapping:	Proposed mapping:
3	SP306917	997765	429490	75b	Barron Road			
Approved reconfiguration 10 Valentine Road, Birkdale – 1 into 2 lots Refer to application number RAL19/0092 and plan sealing application POS20/0041								
2	SP318320	998048	432580	3	Jennifer Street	Birkdale	Current mapping:	Proposed mapping:
3	SP318320	998049	432590	10	Valentine Road	Birkdale		
Approved reconfiguration 41-47 Fernbourne Road, Wellington Point – 1 into 28 lots (stage 1) Refer to application number RAL18/0121 and plan sealing application POS21/0053								
612	SP322452	998732	440100	1	Mander Court	Wellington Point	Current mapping:	Proposed mapping:

613	SP322452	998733	440110	2	Mander Court	Wellington Point	 	 
610	SP322452	998730	440080	5	Mander Court	Wellington Point		
609	SP322452	998729	440070	6	Mander Court	Wellington Point		
608	SP322452	998728	440060	7	Mander Court	Wellington Point		
607	SP322452	998727	440050	8	Mander Court	Wellington Point		
606	SP322452	998726	440040	9	Mander Court	Wellington Point		
619	SP322452	998739	440170	14	Arbor Terrace	Wellington Point		
620	SP322452	998740	440180	4	Banyan Circuit	Wellington Point		
643	SP322452	998746	440240	3	Banyan Circuit	Wellington Point		
438	SP322452	998741	440190	33	Banyan Circuit	Wellington Point		
642	SP322452	998745	440230	16	Arbor Terrace	Wellington Point		
641	SP322452	998744	440220	18	Arbor Terrace	Wellington Point		
640	SP322452	998743	440210	20	Arbor Terrace	Wellington Point		
639	SP322452	998742	440200	22	Arbor Terrace	Wellington Point		
Approved reconfiguration 89 Princess Street, Cleveland – 1 into 2 lots Refer to application number RAI21/0013 and plan sealing application POS21/0054							Current mapping:	Proposed mapping:
2	SP325967	998749	440270	89	Princess Street	Cleveland		
1	SP325967	998748	440260	89a	Princess Street	Cleveland		

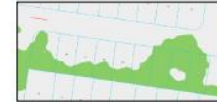
								
Approved reconfiguration 60 Spoonbill Street, Birkdale – 1 into 2 lots Refer to application number RAL18/0068 and plan sealing application POS21/0051								
1	SP309398	998712	439900	60	Spoonbill Street	Cleveland	Current mapping: 	Proposed mapping: 
Approved reconfiguraion 50 Larbonya Crescent, Capalaba – 1 into 3 lots Refer to application RAL18/0013 and plan sealing application POS19/0014								
0	SP316439	998692	439630	50	Larbonya Crescent	Capalaba	Current mapping: 	Proposed mapping: 
1	SP316439	998690	439610	Unit 1/ 50	Larbonya Crescent	Capalaba		
2	SP316439	998691	439620	Unit 2/ 50	Larbonya Crescent	Capalaba		
81	SP312655	997625	427980	50a	Larbonya Crescent	Capalaba		
82	SP312655	997626	427990	50b	Larbonya Crescent	Capalaba		

								
Approved reconfiguration 58 Main Street, Redland Bay – 1 into 2 Lots Refer to application RAL19/0058 and plan sealing application POS21/001								
1	SP317076	998505	437530	58	Main Street	Redland Bay		
2	SP317076	998506	437540	56	Main Street	Redland Bay		
Approved reconfiguration 9A Laura Street, Cleveland – 1 into 24 Lots plus 1 Park Lot Refer to application RAL18/0019 and plan sealing application POS21/0004								
222	SP320830	998541	437950	13	Laura Street	Cleveland		
221	SP320830	998540	437940	15	Laura Street	Cleveland		
220	SP320830	998539	437930	17	Laura Street	Cleveland		
219	SP320830	998538	437920	19	Laura Street	Cleveland		
218	SP320830	998537	437910	21	Laura Street	Cleveland		
217	SP320830	998536	437900	23	Laura Street	Cleveland		

216	SP320830	998535	437890	25	Laura Street	Cleveland	 	 
214	SP320830	998533	437870	29	Laura Street	Cleveland		
299	SP320830	998543	437970	40	Laura Street	Cleveland		
212	SP320830	998531	437850	36	Laura Street	Cleveland		
211	SP320830	998530	437840	34	Laura Street	Cleveland		
208	SP320830	998527	437810	28	Laura Street	Cleveland		
209	SP320830	998528	437820	30	Laura Street	Cleveland		
210	SP320830	998529	437830	32	Laura Street	Cleveland		
Approved reconfiguration 15 John Street, Thorneside – 1 into 2 Lots Refer to application ROL006115 and plan sealing application POS21/0002								
2	SP321924	998508	437590	15	John Street	Thorneside	Current mapping: 	Proposed mapping: 
1	SP321924	998507	437580	13	John Street	Thorneside		
Approved reconfiguration 26 Larbonya Crescent, Capalaba – 1 into 4 Lots Refer to application RAL17/0007 and plan sealing application POS21/0007								
4	SP 312653	997523	426870	26	Larbonya Crescent	Capalaba	Current mapping:	Proposed mapping:
3	SP312653	997522	426860	26A	Larbonya Crescent	Capalaba		









2	SP312653	997521	426850	26B	Larbonya Crescent	Capalaba		
Approved reconfiguration of lot 387-395 Old Cleveland Road East, Birkdale 1 into 10 Lots and park Refer to application ROL005771 and RAL17/0042 and plan sealing application POS21/0015								
1	SP320665	998597	438700	2	Menas Court	Birkdale	<p>Current mapping:</p> 	<p>Proposed mapping:</p> 
2	SP320665	998598	438710	4	Menas court	Birkdale		
3	SP320665	998599	438720	6	Menas Court	Birkdale		
4	SP320665	998600	438730	8	Menas Court	Birkdale		
5	SP320665	998601	438740	10	Menas Court	Birkdale		
6	SP320665	998602	438750	12	Menas Court	Birkdale		
Approved reconfiguration 84-86 Kinross Road, Thornlands – 1 into 45 Lots Refer to application number RAL18/0075 and plan sealing application POS21/0077								
14	SP311199	999003	442950	17	Glendevon Street	Thornlands	<p>Current mapping:</p> 	<p>Proposed mapping:</p> 
5								
144	SP311199	999002	442940	19	Glendevon Street	Thornlands		
101	SP311199	998964	442560	20	Glendevon Street	Thornlands		
143	SP311199	999001	442930	21	Glendevon Street	Thornlands		
102	SP311199	998965	442570	22	Glendevon Street	Thornlands		
142	SP311199	999000	442920	23	Glendevon Street	Thornlands		

103	SP311199	998966	442580	24	Glendevon Street	Thornlands
141	SP311199	998999	442910	25	Glendevon Street	Thornlands
140	SP311199	998998	442900	27	Glendevon Street	Thornlands
105	SP311199	998968	442600	28	Glendevon Street	Thornlands
139	SP311199	998997	442890	29	Glendevon Street	Thornlands
106	SP311199	998969	442610	30	Glendevon Street	Thornlands
138	SP311199	998996	442880	31	Glendevon Street	Thornlands
107	SP311199	998970	442620	32	Glendevon Street	Thornlands
137	SP311199	998995	442870	33	Glendevon Street	Thornlands
108	SP311199	998971	442630	34	Glendevon Street	Thornlands
136	SP311199	998994	442860	35	Glendevon Street	Thornlands
109	SP311199	998972	442640	36	Glendevon Street	Thornlands
135	SP311199	998993	442850	37	Glendevon Street	Thornlands
134	SP311199	998992	442840	39	Glendevon Street	Thornlands
133	SP311199	998991	442830	41	Glendevon Street	Thornlands
132	SP311199	998990	442820	43	Glendevon Street	Thornlands
131	SP311199	998989	442810	45	Glendevon Street	Thornlands



130	SP311199	998988	442800	47	Glendevon Street	Thornlands
129	SP311199	998987	442790	49	Glendevon Street	Thornlands
125	SP311199	998983	442750	51	Glendevon Street	Thornlands
126	SP311199	998984	442760	53	Glendevon Street	Thornlands
127	SP311199	998985	442770	55	Glendevon Street	Thornlands
128	SP311199	998986	442780	57	Glendevon Street	Thornlands
119	SP311199	998982	442740	59	Glendevon Street	Thornlands
120	SP311200	999008	443040	86A	Kinross Road	Thornlands
121	SP311200	999009	443050	86	Kinross Road	Thornlands
122	SP311200	999010	443060	84A	Kinross Road	Thornlands
123	SP311200	999011	443070	84	Kinross Road	Thornlands
124	SP311200	999012	443080	82	Kinross Road	Thornlands

Table 3: Proposed Land Slide Hazard Overlay removals								
LOT	PLAN	LAND NO	PROPERTY NO	HOUSE	STREET	SUBURB	IMAGE	
Approved reconfiguration 84-86 Kinross Road, Thornlands – 1 into 45 Lots Refer to application number RAL18/0075 and plan sealing application POS21/0077 and PO20/0059								
145	SP311199	999003	442950	17	Glendevon Street	Thornlands	Current mapping:	Proposed mapping:
144	SP311199	999002	442940	19	Glendevon Street	Thornlands		

143	SP311199	999001	442930	21	Glendevon Street	Thornlands	 
142	SP311199	999000	442920	23	Glendevon Street	Thornlands	
141	SP311199	998999	442910	25	Glendevon Street	Thornlands	
140	SP311199	998998	442900	27	Glendevon Street	Thornlands	
17	SP311868	998314	435190	40	Lochridge Street	Thornlands	
16	SP311868	998313	435180	42	Lochridge Street	Thornlands	
15	SP311868	998312	435170	44	Lochridge Street	Thornlands	
Remove overlay from road reserve					Glendevon Street	Thornlands	 
Remove overlay from road reserve					Allary Street	Thornlands	
Approved reconfiguration 415-417, 419-425 and 427-431 Boundary Road, Thornlands Refer to application ROL005780 and ROL005869 and plan sealing application APS000515, APS000477 and APS000565							
57	SP286290	994079	390570	20	Yaroomba Close	Thornlands	<div>Current mapping:</div>  <div>Proposed mapping:</div>   
63	SP286290	994085	390630	15	Yaroomba Close	Thornlands	
64	SP286290	994086	390640	13	Yaroomba Close	Thornlands	
65	SP286290	994087	390650	11	Yaroomba Close	Thornlands	
66	SP286290	994088	390660	9	Yaroomba Close	Thornlands	
56	SP286290	994078	390560	18	Yaroomba Close	Thornlands	
55	SP286290	994077	390550	16	Yaroomba Close	Thornlands	
89	SP286335	994450	394680	14	Yaroomba Close	Thornlands	
90	SP286335	994451	394690	12	Yaroomba Close	Thornlands	
75	SP286289	994023	389970	7	Marcoola Street	Thornlands	
74	SP286289	994022	389960	9	Marcoola Street	Thornlands	
73	SP286289	994021	389950	11	Marcoola Street	Thornlands	
72	SP286289	994020	389940	13	Marcoola Street	Thornlands	
71	SP286289	994019	389930	15	Marcoola Street	Thornlands	
70	SP286289	994018	389920	17	Marcoola Street	Thornlands	
69	SP286290	994091	390690	3	Yaroomba Close	Thornlands	
114	SP286335	994475	394930	26	Marcoola Street	Thornlands	

95	SP286335	994456	394740	9	Dune Street	Thornlands
96	SP286335	994457	394750	11	Dune Street	Thornlands
98	SP286335	994459	394770	37	Marcoola Street	Thornlands
99	SP286335	994460	394780	39	Marcoola Street	Thornlands
0	SP292890	996428	415370	40	Highgrove Street	Thornlands
41	SP292891	996701	418090	Unit 41/44	Highgrove Street	Thornlands
42	SP292891	996702	418100	Unit 42/44	Highgrove Street	Thornlands
43	SP292891	996703	418110	Unit 43/44	Highgrove Street	Thornlands
44	SP292891	996704	418120	Unit 43/44	Highgrove Street	Thornlands
106	SP286335	994467	394850	27	Marcoola Street	Thornlands
105	SP286335	994466	394840	29	Marcoola Street	Thornlands
36	SP286289	994012	389860	8	Marcoola Street	Thornlands
47	SP286289	994013	389870	10	Marcoola Street	Thornlands
115	SP286335	994476	394940	28	Marcoola Street	Thornlands
116	SP286335	994477	394950	30	Marcoola Street	Thornlands
Remove overlay from road reserve					Marcoola Street	Thornlands
Remove overlay from road reserve					Mudjimba Place	Thornlands
Remove overlay from road reserve					Dune Street	Thornlands
Remove overlay from road reserve					Yaroomba Close	Thornlands



14.5 REVIEW OF NEW COMMERCIAL DEVELOPMENT IN EXISTING DISTRICT CENTRES

Objective Reference: A6370341

Authorising Officer: David Jeanes, Acting General Manager, Community & Customer Services

Responsible Officer: Stephen Hill, Acting Group Manager, City Planning and Assessment

Report Author: Charlotte Hughes, Principal Planner

Attachments:

1. Notice of Motion - Investigation and Consideration Around New Commercial Developments Located within Existing District Centres [↓](#)
2. Benchmarking Against SEQ LGAs [↓](#)
3. Proposed Amendments to City Plan [↓](#)

PURPOSE

To outline potential options to amend the assessment provisions relating to new commercial development within the district centre zone.

BACKGROUND

Council Resolution

At its General Meeting on 20 October 2021, Council resolved to consider issues related to new commercial development located within existing district centres (see Attachment 1).

The issues to be considered include, but are not limited to:

- Vehicular and pedestrian access, safety and lighting.
- Car parking, traffic and amenity impacts on the surrounding road network.
- Neighbourhood and operating characteristics of the use.
- Relevant assessment benchmarks of other local government authorities (LGAs) in South East Queensland (SEQ).
- Options and recommendations relating to the appropriateness of existing benchmarks, including scale and intensity of the use.

McDonald's at Birkdale Fair Shopping Centre

Relevant to the consideration of this item is the code assessable development application for a fast food outlet (McDonald's) and reconfiguring a lot to create a lease area for a period greater than 10 years at Birkdale Fair Shopping Centre, 2-12 Mary Pleasant Drive, Birkdale (planning application ref: MCU19/0142).

The site has an area of 20,998m² and currently contains a total existing gross floor area (GFA) of 5,410m², comprising a Woolworths supermarket (3,694m²) and specialty stores (1,716m²) and 308 car park spaces.

The application proposed to construct a building, with a GFA of 428m², on the corner of Mary Pleasant Drive and Birkdale Road and within the existing shopping centre car park. This resulted in the removal of 68 existing car parking spaces to make way for the development. A total of 87 new car parking spaces were proposed to be provided at the site's northern and eastern sides, providing a net gain of 21 spaces.

The application was refused at a General Meeting of Council on 27 May 2020, in accordance with officers recommendation. The grounds of refusal are summarised as follows:

Streetscape/landscaping

- The building is incorrectly orientated internally to the site. Elevations that face the street lack articulation and variation (see figure 1).
- The drive-through fronts the street, rather than being screened and does not enable a suitably activated, engaging or attractive streetscape.
- The building is built at a higher grade than street level and would be physically and visually dominating in the streetscape,
- The retaining wall proposed along the front boundary does not enable a suitably active, engaging or attractive streetscape, or provide for extensive street planting/onsite landscaping.

Traffic impact

- The site's traffic design is not considered safe or efficient, particularly queueing length and internal movement.
- Pedestrians do not have a clear, safe or efficient path of movement.



Figure 1: Streetscape perspective of McDonald's at Birkdale Fair. Original plans refused at general meeting of Council on 27 May 2020.

Appeal 1724/2020

Council's decision was subsequently appealed to the Planning and Environment Court. The judgement was handed down on 11 December 2020 by Judge Everson. The district centre code and landscape code were identified as relevant to the determination of the appeal.

Issues in dispute

- Orientation of the proposed building.

Visual amenity experts gave evidence at the hearing of the appeal. It was suggested that the arrangement of the building, at a perpendicular angle to the street, does not necessarily result in a dominant feature on the locality and that in fact, the angle of the building assists in breaking up the ridged built form of the centre, diverging from the expansive car park area and multitude of parallel shade sails.

The judge considered that building manifests three frontages, with a façade facing both major roads and the car park. However, the extensive glazing across portions of the building, the drive-through, and play space will be visible from all angles. Further, the building materials and colours, while not particularly unique, were considered to be satisfactorily articulated and varied in colour and texture. The proposal was found to comply with overall outcomes of the district centre zone code, insofar as they relate to the orientation of the proposed building.

- Impact of the drive-through facility; whether it visually dominates the streetscape and whether its orientation and grade limits landscaping, pedestrian access and an activated and engaging streetscape.

The judge found that there are no relevant overall or performance outcomes that use the language ‘dominate’ for any structures other than car parking areas and servicing areas.

Further, it was considered that the drive-through facility reflects the topography of the site and would be partially concealed by an acoustic wall and trellis structure. Observable vehicle activity would not be unusual for this type of use and its design is considered appropriate for the setting, particularly as vehicle activity is already prominent on the site in its configuration as a carpark.

- Whether the retaining wall enables a suitably active, engaging, well connected or attractive streetscape with pedestrian facilities; and whether the proposed landscaping is sufficient to enhance the function of the site.

The judge found that the language ‘enhance the function of the site’ does not feature in any of the overall or performance outcomes of the landscape code.

Overall outcome (a) (i) (ii) refers to landscaping making a *‘positive contribution to the streetscape, which is appropriate to user requirements and its intended function’*. Appropriateness is a less rigorous test than enhancement.

Overall the judge found that the proposed planting would make a positive contribution to the streetscape. The retaining wall was noted to be no higher than the existing embankment that exists along Mary Pleasant Drive. The colour is grey/uncoloured however conditions can be imposed so that the wall is painted or clad with attractive materials.

The landscaping was considered appropriate for a prominent corner of a shopping centre, where higher levels of screening would conflict with commercial imperatives and crime prevention through environmental design (CPTED) principles.

Appeal conclusion

The judge concluded that the use, which is expressly contemplated by the planning scheme for the site, was considered to provide an appropriate design response to the realities of the setting, which is a section of a large car park, in a district centre, which sits above the road frontage for most of the corner where the restaurant is proposed to be located.

Current Provisions

City Plan identifies three district centres; Redland Bay, Alexandra Hills and Birkdale. The following uses are code assessable within this zone, where the building height is under 17m:

Bar	Hotel	Shopping centre
Caretaker's accommodation	Indoor sport and recreation	Car wash
Childcare centre	Market	Funeral parlour
Club	Nightclub entertainment facility	Hardware and Trade Supplies
Community care centre	Office	Service Station
Community residence	Place of worship	Multiple dwelling
Community use	Service industry	Parking station
Dwelling unit	Showroom	Residential care facility
Educational establishment	Theatre	Retirement facility
Emergency services	Veterinary service	Rooming accommodation
Food and drink outlet	Adult store	Short term accommodation
Function facility	Shop	
Health care services		

For development that is code assessable in the district centre zone, the following assessment benchmarks apply:

- District centre zone code
- Healthy waters code
- Infrastructure works code
- Landscaping code
- Transport, servicing, access and parking code

Other LGAs

A review of the relevant assessment benchmarks from other LGAs in South East Queensland (SEQ) has been undertaken and can be found in Attachment 2. These are Brisbane City Council (BCC), Moreton Bay Regional Council (MBRC) and Sunshine Coast Council (SCC).

ISSUES

Scale/intensity of use/operating characteristics

The following provisions within the district centre zone of City Plan are relevant considerations:

PO1

Opening hours are consistent with maintaining a reasonable level of amenity for nearby land in a residential zone.

PO3

Development:

is consistent with the role of a district centre, and is of a scale and nature that is commensurate with a catchment of 15,000 people; and

(1) does not undermine the role and function of other higher order centres.

PO4

A mix of uses is achieved throughout the zone.

PO7

Site coverage provides adequate space for pedestrian and vehicle access, car parking, service areas and landscaping.

Hours of Operation

Acceptable outcome AO1.1 of the district centre code nominates hours of operation from 6am to midnight. It is noted that BCC nominate hours of operation between 6am – 10pm as an acceptable outcome, while SCC and MBRC do not identify acceptable hours of operation; meaning that development that is accepted subject to requirements (ASTR) could operate for 24 hours a day. Code assessable development, however, would be assessed against the performance outcome, which seeks for development to not have detrimental impacts on the residential amenity in terms of odour or noise.

Advice was sought from Council's Health and Environmental Unit, who advised that generally complaints from residents surrounding a district centre stem from loading bays and waste collection areas, typically associated with an existing use. The number of complaints received are low and it is noted that noise and odour impacts are managed through the *Environmental Protection (Air and Noise) Policy 2019*.

While there is an opportunity to consider amending AO1.1 of the district centre code to reduce hours of operation in line with BCC, given the number of complaints received in relation to this issue are low, no changes to the hours of operation are proposed.

Mix of Uses

A mix of uses are encouraged in the district centre zone, provided they do not undermine the role of higher order centres. It is noted that all commercial uses that are typically expected within a centre zone, for example shops, health care services, food and drink outlets, are code assessable provided they do not exceed a height of 17m. This is consistent with other LGAs such as BCC, SCC and MBRC.

Site Cover

Acceptable outcome AO4.1 of the district centre code seeks for developments with a gross floor area greater than 500m² to include more than once tenancy. Other than this, there are no provisions to limit the scale of use.

It is however noted that acceptable outcome AO7.1 of the district centre code nominates a maximum site coverage of 100%. This is considered to be an error in the drafting provisions, as an assessment against PO7 would never be triggered for a development application, where the benchmark allows 100% site coverage.

BCC nominates an acceptable outcome of 90% site cover, while SCC nominates 70% site cover. LCC and MBRC do not nominate acceptable outcomes for site cover, deferring instead to the performance outcome. It is noted that the superseded Redland Planning Scheme also followed this approach and did not nominate an acceptable outcome for site cover, meaning that all development was assessed against the corresponding performance outcome in the code.

It is considered that a similar approach is warranted in this case, to ensure that site cover is considered as part of every assessable development application and to ensure that development provides adequate space for pedestrian and vehicle access, car parking, service areas and landscaping.

Accordingly, the following amendment is proposed:

- Amend acceptable outcome AO7.1 of the district centre code so that no acceptable outcome is nominated.

Increasing gross floor area of an existing premises

When considering new development being located within an existing centre, the district centre code does not provide any specific guidance on this issue, rather it would be a case of assessing each application on its merits, taking into account the assessment benchmarks, locational context and site characteristics.

It is noted however that BCC do include provisions around increasing the GFA within existing centres, to ensure development occurs in an integrated and coordinated manner, both within the site and in relation to the surrounding land uses. Specifically, overall outcomes in the district centre code state:

'Development on an independent or large site:

- i. occurs in an integrated and coordinated manner both within the site and in relation to surrounding land uses;*
- ii. tailors a proposal to increase gross floor area of an existing premises to respond to its specific location and to the characteristics of the site and the centre including:*
 - A. the location of existing buildings, specialist uses and public transport interchanges;*
 - B. access arrangements;*
 - C. the location of and connections to active transport networks;*
 - D. the shape, frontage, size, orientation and slope of the site;*
 - E. local neighbourhood identity, topography and views;*
 - F. the mix of surrounding uses;*
 - G. the location of surrounding heritage places, parks and environmental features;'*

Birkdale and Alexandra Hills are shopping centres constrained by existing built form, land uses and car parking areas. When new development is proposed within these centres, it is considered reasonable for a proponent to address matters such as the characteristics of the site, the location and use of existing buildings, the local neighbourhood identity and views, amongst other things, when designing their proposal, to ultimately enhance the function of the site.

Accordingly, the following amendment is proposed:

- Additional provisions are to be included in the district centre code relating to increasing the GFA within an existing centre, to ensure that development occurs in an integrated and coordinated manner within the site and surrounding it, having regard to the intensity of activity, location of existing buildings, access, active and public transport links, lot size/shape/orientation, open space and landscaping requirements and the mix of surrounding uses.

Intensity of Use

Intensity of use was raised as an issue of concern in the Council resolution, particularly stemming from the McDonald's development approval at Birkdale Fair, which proposed a high intensity use within an existing centre. PO3 of the district centre code seeks for development to be consistent with the role of the district centre and to not undermine higher order centres; however all centre activities still trigger code assessment in the district zone, regardless of their intensity.

To ensure the intensity of development is appropriate for its locational context, SCC include a definition within the planning scheme for a 'high volume convenience restaurant', which is defined as:

'The use of premises being fast food outlet for the preparation of take-away meals and foods for sale as a nationally or internationally franchised business, where provision is made for high customer turn over, facilities are provided for eating on the premises, and which may or may not include a drive-through facility.'

These uses are triggered to impact assessment in certain local plan areas such as Buderim and Maleny. However, these locations are considered unique in terms of their character and identity, which would be important to maintain and cannot be compared to centres such as Birkdale and Alexandra Hills, which have a completely different character and identity. It is noted that no other LGA's reviewed follow this approach, and fast food restaurants are code assessable with all centre zoned land.

While a similar approach could be taken with the existing district centres located in the Birkdale, Alexandra Hills and Victoria Point, ultimately a fast food restaurant is considered to be an appropriate use within all centre zoned land, subject to their impacts being managed. These impacts are discussed further below. Consequently no amendments to City Plan are proposed.

Streetscape

Provisions within the district centre code of City Plan that deal with streetscape impacts are as follows:

Overall outcomes:

- (f) built form and ground floor uses contribute to an active, comfortable, safe, pedestrian focussed street life;*
- (g) built form and streetscaping strengthen the identity of the Redlands as a sub-tropical, bayside city, and create attractive and engaging streetscapes through scale, building elements, awnings and extensive street planting;*
- ...
- (i) development facilitates an integrated, mixed use centre design, with well connected pedestrian, cyclist and public transport facilities;*
- (j) car parking areas and servicing areas are generally located behind or beside buildings and do not visually dominate the centre;...*

Performance outcomes:

'PO8

Buildings create a continuous building alignment along the street, and are designed to be pedestrian focussed and allow for easy and unobstructed movement between the footpath and buildings.

PO10

Buildings and structures positively contribute to visual character and streetscape by:

- (1) treating the site as a series of buildings, streets and spaces rather than a single, visually homogenous complex;*
- (2) avoiding blank facades which are visible from the street or a public space;*

- (3) incorporating human scale elements;*
- (4) the use of high quality materials;*
- (5) variations in materials, patterns, textures and colours;*
- (6) building articulation and variation; and*
- (7) the use of non-reflective materials.*

PO11

Buildings are designed to provide high levels of physical and visual interaction and access between internal and external spaces at ground level, having regard to:

...

- (4) minimising non-active elements such as vehicle access, fire egress, plant and building services along the frontage.*

PO12

Buildings are oriented to the street rather than to internal spaces or car parking areas.

PO14

Car parking and service areas are located behind or beside buildings to minimise their visual and physical intrusion on the streetscape.'

On reflection of the outcomes of the Appeal, there were several shortcomings identified by the judge in the district centre code, which relate to streetscape:

- It was found that there are no relevant overall or performance outcomes that use the language 'dominate' for any structures other than car parking areas and servicing areas.
- It was determined that the arrangement of the building, at a perpendicular angle to the street, assisted in breaking up the ridged built form of the centre. In this respect the code does not articulate where active frontages should be located, include a definition for an 'active' frontage, or identify the alignment of buildings, relative to the street frontage.
- While PO10 includes wording such as 'positively contribute', this is not reflected in the overall outcomes of the code. Consequently, it was considered that the drive-through, play space, building materials and colours, while not particularly unique, were considered to satisfactorily articulate the building.
- While PO11 includes the wording 'high levels' in relation to physical and visual interaction, this is also not reflected in the overall outcomes. Nor are drive-throughs specifically excluded. Hence, the judge considered that the drive-through facility presented an active element in the streetscape, which was considered appropriate for the setting, particularly as vehicle activity is already prominent on the site in its configuration as a carpark.

A review of provisions for district centres adopted by other LGAs has also revealed the following:

- BCC and SCC include administrative definitions with their Planning Scheme for primary and secondary active frontages. The locations of these are then identified in a neighbourhood or local plan. While City Plan does not currently incorporate neighbourhood or local area plans, it is nevertheless considered that the term 'active frontage' could be defined as an administrative term in City Plan, to provide greater clarity on what this means and to ensure that elements typically not considered active, such as a drive-through, servicing areas, blank side walls etc. are not included.
- While performance outcome PO8 seeks a continuous building alignment along the street, there are no higher order provisions in the overall outcomes of the district centre code to reinforce this requirement, unlike other LGAs.

Accordingly, the following amendments are proposed:

- Adding an administrative definition within City Plan for 'active frontage' to provide greater clarity on what this means and ensure that elements typically considered non-active, such as a drive-through, servicing areas, blank side walls, are not included.
- Amending the provisions of the district centre code to:
 - Include provisions for uses to contribute to an 'active frontage', and minimise non-active elements such as drive-throughs.
 - Ensure that development does not visually dominate the centre, and addresses the street.
 - Ensure wording present in the performance outcomes, such 'high levels' and 'positively contribute' are also reflected in the overall outcomes of the code.

Landscaping

The purpose of the landscaping code is to:

'...ensure that landscaping is designed and constructed to a high standard, provides a strong contribution to Redlands' image, is responsive to the local character, site and sub-tropical climatic conditions and remains fit for purpose over the long-term.'

This purpose is achieved through the following overall outcomes that were identified as relevant:

'(a) landscaping:

- (i) makes a positive contribution to the local streetscape character and landscape setting;*
- (ii) is appropriate to user requirements and its intended function;*

...

(b) landscaping design contributes to the creation of accessible, safe and comfortable places;

The following performance outcomes were identified as relevant:

PO1

Landscaping is undertaken to be consistent with the streetscape and landscape setting.

PO3

Landscaping within on-site open space areas is fit for purpose, is predominantly comprised of soft landscape elements and provides substantial shading for users.

PO4

Fences and walls:

- (1) provide visual interest to the streetscape and complement the built form;*
- (2) assist in highlighting entrances and pedestrian paths; and*
- (3) allow casual surveillance of all public areas, pedestrian and cycle paths.*

The district centre also contains provisions for landscaping as follows:

PO22

On-site landscaping is provided to:

- (1) enhance the appearance of the development, particularly in car parking and service areas and public spaces;*
- (2) contribute to pedestrian comfort through shade;*
- (3) create green roofs, walls or other sustainable building elements; and*
- (4) screen unsightly components.*

PO23

Landscaping is provided to buffer to adjoining land in residential zone or other sensitive land use.

Reflecting on the outcomes of the Appeal, the judge found that the language ‘enhance the function of the site’, which was used in the grounds for refusal, does not feature in any of the overall or performance outcomes of the landscape code. While overall outcome (a)(i) and (ii) refers to landscaping making a ‘*positive contribution to the streetscape, which is appropriate to user requirements and its intended function*’, appropriateness is a less rigorous test than enhancement. It is therefore considered that the wording in the code could be amended to ensure the more rigorous test is applied when considering on-site landscaping and that the word ‘enhancement’ be used rather than ‘positive contribution’.

It is also noted that while there are performance outcomes in the district centre code that refer to on-site landscaping, there are no higher order provisions in the overall outcomes of the code to match. Consequently, a development that does not comply with PO22 of the district centre code, could potentially comply with the purpose and overall outcomes of the code, as was the case with the Appeal.

Lastly, while the purpose of the landscape code refers to landscaping making a strong contribution to Redland’s image, there is no guidance on what this image entails. To be consistent with the wording of the district centre code, Redland’s image as ‘a sub-tropical bayside city’ could be reinforced here. While the term ‘sub-tropical bayside city’ is not defined in City Plan, it is generally understood that sub-tropical design relates not only to the built form, but also includes landscaping components which reduce the extent of hard surfacing and provide shade, cooling and improved liveability.

Accordingly, the following amendments are proposed:

- Include an overall outcome within the district centre code specific to landscaping, which requires development to provide high-quality, on-site landscaping (including deep-planting), that enhances the appearance and function of the centre, public spaces and footpaths and screens retaining walls;
- Amend overall outcomes of the landscape code to require development to ‘enhance’ local streetscape character and the landscape setting.

- Amend the purpose of the landscape code to include the wording 'enhance' Redland's image as a 'sub-tropical bayside city'.

Car Parking

Acceptable outcomes AO8.1 and AO8.3 of the transport, servicing, access and parking (TSAP) code nominates the minimum number of on-site vehicle parking spaces to be provided for a development, depending on the type of use. For example, a food and drink outlet has a minimum rate of 1 space per 10m² of GFA. Parking spaces are also to comply with AS Australian Standard 2890.1 – Parking Facilities.

Where a development seeks to provide less than the nominated parking rate, an assessment against PO8 of the TSAP code is required, which states:

PO8

On-site vehicle parking:

- (1) is clearly defined, safe and easily accessible;*
- (2) accommodates a sufficient number of vehicles, having regard to:*
 - (1) the type and size of development;*
 - (2) expected resident, employee and customer movements;*
 - (3) the location of the use;*
 - (4) the capacity of the existing road network to accommodate on-street parking; and*
 - (5) access to public transport;*

(1) includes dedicated parking spaces for people with a disability, motor cycles and bicycles.

The overall outcomes of the TSAP code also re-enforce that development is to provide safe and functional vehicular parking:

The purpose of the code will be achieved through the following overall outcomes:

- (1) the safety and efficiency of the movement network is maintained;*
- (2) development provides for a high level of accessibility, safety and convenience for pedestrians and cyclists;*
- (3) development is provided with safe and functional vehicular access and on-site parking;***
- (4) development facilitates clear and safe vehicle movements both on and off the site;*
- (5) car parking areas and structures are located and designed to minimise their visual impact, interruption of the streetscape and impact on pedestrian accessibility; and*
- (6) impacts on the surrounding environment and amenity are minimised.*

Giving consideration to the McDonald's development, while it was to be sited in an existing car parking area, the development actually resulted in a net increase of 21 new car parking spaces across the site and complied with the acceptable outcome of the TSAP code.

Benchmarking across other LGAs (see below), the car parking rate for a food and drink outlet adopted by Redland City Council (RCC) is more conservative than SCC and MCRC, but less than the rate sought by BCC, particularly as they also include the outdoor area in the calculation.

Authority	Minimum on-site car parking standard
RCC	1 space per 10m ² of GFA
SCC	1 space per 15m ² of GFA
MBRC	1 space per 50m ² of GFA
BCC	If less than 400m ² of GFA: 12 spaces per 100m ² and outdoor dining area. If greater than 400m ² of GFA: 30 spaces plus 5 spaces per 100m ² of GFA and outdoor dining area.

On the whole, the current car parking rate is considered acceptable. The concerns that stemmed from the McDonald's application revolved more around the location of the proposed new car parking spaces (which were located to the rear of the shopping centre, in a fairly inconvenient location for shoppers), and the impacts of traffic design/pedestrian safety. These matters are discussed below.

Traffic Impacts

Council's grounds for refusing the McDonald's application are summarised below:

- The site's traffic design is not considered safe or efficient, particularly queueing length and internal movement.
- Pedestrians do not have a clear, safe or efficient path of movement.

The relevant assessment benchmarks of the TSAP code are as follows:

PO3

Development maintains or improves the safe and efficient operation of transport networks having regard to (amongst other things):

- (1) the existing or planned function of the roads affected;*
- (2) available sight distances and the location and design of access points;*
- (3) accessibility by public transport, pedestrians and cyclists;*
- (4) the potential for conflict between vehicles, pedestrians and cyclists;*
- (5) the loss or increase of on-street parking;*
- (6) the location, construction and maintenance of utility infrastructure; and*
- (7) the nature and intensity of traffic and parking generated by the development.*

PO9

Car parking and internal circulation is designed and constructed to:

- (1) provide a clear internal movement hierarchy;*
- (2) separate servicing and customer parking and circulation functions as far as possible;*
- (3) discourage high vehicular speed and short-cutting;*
- (4) be clearly distinguishable from pedestrian entries and paths;*
- (5) be easily negotiated by vehicles and pedestrians, including persons with a disability;*
- (6) ensure vehicles do not reverse into areas of high pedestrian activity; and*
- (7) optimise safety and security of users.*

PO17

Access to trunk collector, sub-arterial and arterial roads is restricted to optimise the safety and efficiency of those roads, having regard to (amongst other things):

- (1) opportunities for shared access arrangements;*
- (2) the ability for vehicles to enter and leave the premises in a forward direction;*
- (3) turning movements and the need for medians and other traffic control devices;*
- (4) the need for queuing, deceleration or passing lanes; and*
- (5) any future road improvement intentions.*

PO18

Provision is made for any queuing to be accommodated within the development site, so that external traffic operations are not obstructed, and designed to avoid conflict with internal intersections or manoeuvring areas.

The purpose of the code will be achieved through the following overall outcomes:

- (1) the safety and efficiency of the movement network is maintained;*
- (2) development provides for a high level of accessibility, safety and convenience for pedestrians and cyclists;*
- (3) development is provided with safe and functional vehicular access and on-site parking;*
- (4) development facilitates clear and safe vehicle movements both on and off the site;*
- (5) car parking areas and structures are located and designed to minimise their visual impact, interruption of the streetscape and impact on pedestrian accessibility; and*
- (6) impacts on the surrounding environment and amenity are minimised.*

Giving consideration to the Appeal, it is noted that the issues raised as part of the ground for refusal were resolved during the course of the Appeal and were no longer considered to be issues in dispute for the final judgement. During the Appeal, traffic experts appointed by Council and the appellant prepared a Joint Expert Report (JER) which narrowed down on the issues of disagreement, being queue lengths on ingress and provision of a pedestrian pathway to connect the shopping centre with McDonald's. Amended plans were provided by the applicant to address the outstanding issues and consequently Council's traffic expert provided support for the proposal.

During the course of the Appeal, concerns in relation to the drafting of the TSAP code were not expressed by Council's traffic expert and the code was used to negotiate an outcome with the appellant that facilitated safe and efficient access and pedestrian safety.

Giving consideration to how the TSAP code might apply to other commercial development proposed within an existing district centre, the existing assessment benchmarks are considered to be rigorous, particularly when considering issues such as the safety and efficiency of the movement network, accessibility for pedestrians, safe and functional access and parking and vehicle movements, both on and off-site.

No amendments to the TSAP code are therefore proposed.

Safety and lighting

Provisions of the district centre code which are relevant to safety and lightning, or more specifically crime prevention through environmental design (CPTED) are as follows:

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

.....

(f) built form and ground floor uses contribute to an active, comfortable, safe, pedestrian focussed street life;

PO17

Development is designed to discourage crime and anti-social behaviour by:

- (1) maximising opportunities for casual surveillance of public places, pedestrian and cycle paths and car parking areas;*
- (2) ensuring spaces are well lit;*
- (3) minimising potential concealment and entrapment opportunities; and*
- (4) providing direct movements with clear unobscured sight lines.*

It is noted that while consideration of CPTED is identified in PO17, this does not specifically follow through to the overall outcomes of the code. The overall outcome of the code is worded in a very broad way, and only references development providing a 'safe' pedestrian focused street life.

As the term 'safe' can be widely used for a number of matters, it is considered that the requirement to design development to meet CPTED design principles should be clearly set out in the higher order provisions of the code, and not just referenced in the performance outcome. A review of other LGAs has revealed that this approach is also adopted by MBRC, who reference CPTED principles in the overall outcomes of their centre zone code.

Consequently, the following amendments are proposed:

- Amend the overall outcomes of the district centre code to ensure development incorporates CPTED design principles, for the safety and security of people and property.

Conclusion

Consideration has been given to the issues identified in Council's resolution, the development application and subsequent Appeal at Birkdale Fair and a benchmarking exercise undertaken against other LGAs in SEQ.

As a result, a number of amendments are proposed to the provisions of the district centre code and landscaping code, which are outlined in full in Attachment 3.

An alternative approach would be to consider undertaking a neighbourhood planning exercise for each of the district centres, which would nominate specific provisions for each centre, complete with diagrams that identify the preferred locations for access, pedestrian connections, active frontages, plaza's or open space and the like.

STRATEGIC IMPLICATIONS

Legislative Requirements

A major amendment to City Plan would need to be undertaken in accordance with the requirements of the Minister's Guidelines and Rules, a statutory document made under the *Planning Act 2016*. This includes public consultation.

Risk Management

Undertaking a major amendment package in consultation with the community will ensure the City Plan remains current and consistent with community expectations.

Financial

The processing of an amendment to City Plan will be funded through existing operating budget.

People

The staff resourcing required to make an amendment will be drawn from the Strategic Planning Unit of Council's City Planning and Assessment Group.

Environmental

There are no environmental implications result from this report.

Social

The proposed amendment provides an opportunity to improve the rigour of existing assessment benchmarks, which would be consistent with reasonable community views and expectations for the development within a district centre.

Human Rights

There are no known human rights that may be affected by the recommendation of this report.

Alignment with Council's Policy and Plans

The proposed amendment will improve efficiencies in the City Plan.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Legal Services Unit	January 2022	General comments received.
Health and Environment Unit	December 2021	Discussion on whether issues or complaints arise, in terms of hours of operation, from uses within a district centre.

OPTIONS

Option One

That Council resolves as follows:

1. To endorse the officer proposed amendments outlined in this report and Attachment 3.
2. To commence the preparation of a major amendment to City Plan, generally in accordance with Attachment 3.
3. To submit this report and attachments to the Planning Minister for State Interest Review, in accordance with Chapter 2, Part 4, Sections 16 and 17 of the Minister's Guidelines and Rules.

Option Two

That Council resolves as follows:

1. To propose alternative amendments to the district centre code.
2. To commence the preparation of a major amendment to City Plan, subject to the alternative amendments.
3. To submit this report and attachments to the Planning Minister for State Interest Review, in accordance with Chapter 2, Part 4, Sections 16 and 17 of the Minister's Guidelines and Rules.

Option Three

That Council resolves as follows:

1. To undertake a neighborhood planning exercise for each of the district centres, which would nominate specific assessment provisions for each centre, complete with diagrams that identify the preferred locations for elements such as access, pedestrian connections, active frontages, open space etc.
2. To bring a report back to Council outlining the findings of the neighbourhood planning exercise and how these could be given statutory effect through a major amendment to City Plan.

Option Four

That Council resolves to not make any amendments to City Plan.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To endorse the officer proposed amendments outlined in this report and Attachment 3.
2. To commence the preparation of a major amendment to City Plan, generally in accordance with Attachment 3.
3. To submit this report and attachments to the Planning Minister for State Interest Review, in accordance with Chapter 2, Part 4, Sections 16 and 17 of the Minister's Guidelines and Rules.

GENERAL MEETING MINUTES

20 OCTOBER 2021

17 NOTICES OF MOTION

17.1 NOTICE OF MOTION - COUNCILLOR PAUL BISHOP - INVESTIGATION AND CONSIDERATION AROUND NEW COMMERCIAL DEVELOPMENTS LOCATED WITHIN EXISTING DISTRICT CENTRES

Objective Reference: A5876300

Attachments: Nil

In accordance with section 6.16 of *Council Meeting Standing Orders*, Cr Paul Bishop moved the motion as follows:

COUNCIL RESOLUTION 2021/245

Moved by: Cr Paul Bishop

Seconded by: Cr Wendy Boglary

That Council resolves as follows:

1. To investigate and consider the issues related to the new commercial development which is located within existing district centres to include, but not limited to:
 - a) Vehicular and pedestrian access, safety and lighting
 - b) Potential reduction in car parking, traffic and amenity impacts on the surrounding road network
 - c) Neighbourhood and operating characteristics of the use
 - d) Relevant benchmark provisions of other local government authorities in South East Queensland
 - e) Options and recommendations relating to the appropriateness of existing assessment benchmarks, including the scale and intensity of the proposed use i.e. number of customer visits and gross floor area, as well as the levels of assessment.
2. Prepare a major amendment as part of the next general amendment package, pursuant to Part 4 of the Minister's Guidelines and Rules under the *Planning Act 2016*, if required, incorporating the proposed changes to City Plan as supported by Council.
3. That officers prepare a report to Council addressing the above by the end of January 2022.

CARRIED 11/0

Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Lance Hewlett, Mark Edwards, Julie Talty, Rowanne McKenzie, Tracey Huges, Adelia Berridge and Paul Bishop voted FOR the motion.

BACKGROUND

This Notice of Motion seeks to clarify a range of issues and concerns raised by community members and officers during the assessment, review and final court determination regarding a recent development application at Birkdale Fair, which exists within the existing district centre zone.

It is intended that further officer clarification and advice in relation to matters listed will assist with potential changes to City Plan that can help to address a range of issues and potential impacts in future development applications.

Item 17.1



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GENERAL MEETING MINUTES**20 OCTOBER 2021**

Considering these matters will help to clarify council intent, community expectation and commercial opportunities within the zone in a common sense manner.

Item 17.1



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ATTACHMENT 2:**Brisbane City Council (BCC)**

BCC oversee an extensive neighbourhood planning program to manage change at a local level and have adopted 82 neighbourhood plans for the city.

Each neighbourhood plan is developed in consultation with local residents and seeks to address key planning issues at a neighbourhood scale.

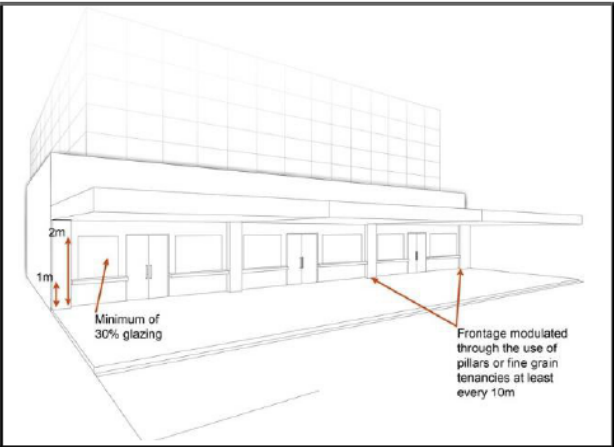
Uses within the district centre zone are assessable against the relevant neighbourhood plan code, district centre zone code and the centre or mixed use code. Key provisions of these codes are discussed below:

Issue	Assessment benchmarks
Streetscape	<ul style="list-style-type: none"> The Brisbane City Plan 2014 (City Plan) identifies land for the purpose of providing 'active frontages – primary' or 'active frontages - secondary.' A relevant neighbourhood plan may specify where these frontages are to be located. The City Plan includes an administrative definition for 'active frontage – primary', which states that <i>'these streets are the commercial and community heart of neighbourhoods. They house highly active non-residential uses that create the greatest degree of pedestrian activity and interaction and which are mostly accommodated in small individual tenancies with narrow building frontages, such as shops, restaurants and cafes.'</i> An 'active frontage – secondary' is defined as <i>'these streets support and compliment active frontage-primary streets. They house active, non-residential uses that create pedestrian activity and interaction and which are mostly accommodated in larger tenancies with wider building frontages, such as offices, community uses, medical centres, fitness facilities and mini-major shops.'</i> The district and centre codes seek for development to create an activated public domain both internally and at the centre edges, with intensive and interactive outward looking uses at ground level that maintain visual connection and physical integration with surrounding land uses. Provisions are also included which seek to ensure that separate tenancies do not amalgamate to create frontages wider than 20m, windows are not obscured with signage and fixtures and the interior is able to be viewed from the street. Further, a front building elevation is to be parallel to the street.
Scale of use	<p>A neighbourhood plan usually contains tailored provisions to facilitate development at a scale envisioned for the area.</p> <p>More generally however, the district centre code seeks for:</p> <ul style="list-style-type: none"> A land use mix or maximum gross floor area for particular uses, which comply with a relevant neighbourhood plan. A site cover of 90%, unless otherwise specified in the neighbourhood plan. Hours of operation limited to 6am – 10pm. A GFA of no more than 1,500m² for an individual tenancy. Development is tailored to the location of the site considering its intensity of activity.

	<ul style="list-style-type: none"> Development involving new premises contributes to the economic activity and vitality of the location and is appropriate to its relative catchment and expected hours of operation. <p>Additionally on a large site, development is to provide a tailored response to increasing the gross floor area (GFA) of an existing premises, which is specific to its location and the characteristics of the site/centre. This would include giving consideration too:</p> <ul style="list-style-type: none"> the location of existing buildings, specialist uses and public transport interchanges; access arrangements; the location of and connections to active transport networks; the shape, frontage, size, orientation and slope of the site; local neighbourhood identity, topography and views; the mix of surrounding uses; the location of surrounding heritage places, parks and environmental features.
Number of visits	No provisions specific to number of visits.
Landscaping	Landscaping is required to enhance the functionality of public spaces and footpaths.
Traffic impacts	<ul style="list-style-type: none"> Car parking rates are applicable depending on the use type and GFA. For example, if the GFA is less than 400m², 12 spaces per 100m² is sought, including the outdoor dining area. Development is required to provide vehicular access arrangements that minimise impacts on surrounding land, including amenity and pedestrian connectivity, and protect the functionality of both local and higher order road networks.
Levels of assessment	Uses which are defined as 'centre activities' are either accepted subject to requirements (where within an existing building) or code assessable. Centre activities include food and drink outlets, shops, shopping centres, health care, indoor sport and recreation, amongst other uses.

Moreton Bay Regional Council (MBRC)

Issue	Assessment benchmarks
Streetscape	<ul style="list-style-type: none"> MBRC incorporate a few Local Plans into their planning scheme, which include provisions specific to an area for example Redcliffe, Caboolture or Woodfordia. Provisions are provided within the centre zone code, which contains specific precincts, for example Caboolture and Morayfield, as well as general district centre and local centres. Within the district centre code, provisions require development to be built to the street alignment and address the street. On corner lots, both street frontages are to be addressed. Diagrams are provided in the district centre precinct which seek for the front façade to be made up of 50% windows or glazing, which are to remain uncovered and free of signage, to ensure interaction and casual surveillance.

			
		<ul style="list-style-type: none"> • Similar to BCC, provisions are included for maximum frontage length of a tenancy (20m), to maintain a human scale. • Awnings are also sought at ground level fronting pedestrian pathways, for weather protection. 	
Scale of use		<ul style="list-style-type: none"> • Development in the district centre precinct is of a size, scale and range of services commensurate with the role and function of this precinct within the centres network. • An acceptable outcome for site coverage is not provided. The performance outcome seeks development to have sufficient area to accommodate the required buildings, structures, vehicular access, manoeuvring, parking and landscaping. • Hours of operation are not specified. • Developments with a gross leasable area greater than 3,000m² are to include a public plaza on-site. 	
Number of visits		No provisions specific to number of visits.	
Landscaping		Landscaping is to be provided which is incorporated into the design of the building and reduces the dominance of car parking/servicing areas from the street and maintains an active frontage/sightlines for casual surveillance.	
Traffic		<ul style="list-style-type: none"> • Car parking rates are applicable according to whether the use is non-residential or residential. • For non-residential uses a car parking rate of 1 space per 50m² is identified. • Development is to provide appropriate parking for visitors and employees and given the sites proximity to public and active transport options. • An oversupply of car parking spaces is not supported. • Car parking design which includes innovative solutions such as on-street parking and shared parking areas is also encouraged. 	
Levels of assessment		Centre uses are generally acceptable subject to requirements or code assessable in the district centre zone.	

Sunshine Coast Council (SCC)

Issue	Assessment benchmarks
Streetscape	<ul style="list-style-type: none"> • SCC incorporate Local Plans into their planning scheme, which include provisions specific to an area for example Maleny and Coolum. • The planning scheme includes an administrative definition for primary active street frontage as follows: <i>'Any frontage of a building that creates activity on the adjacent street or other public place. Unless otherwise specified in a local plan code, development on a primary active street frontage:-</i> <ul style="list-style-type: none"> (a) contains active uses such as retail and entertainment/catering business uses for a minimum of 90% of the street front boundary, (b) is built to the street front boundary at ground level; (c) has windows and door openings to the adjacent street or public place; and (d) minimises driveway and servicing access across the active street frontage.' • An administrative definition for secondary active street frontage is also included as follows: <i>'Means any frontage of a building that creates activity on the adjacent street or other public place. Unless otherwise specified in a local plan, development on a secondary active street frontage:-</i> <ul style="list-style-type: none"> (a) contains active uses such as retail and entertainment/catering business uses for a minimum of 50% of the street front boundary, (b) is built to the street front boundary, or setback a maximum of 3 metres at ground level; (c) has windows and door openings to the adjacent street or public place; and (d) minimises driveway and servicing access across the active street frontage.' • The business uses and centre design code includes provisions for development to be built to the street frontage for all or most of its length, to create a continuous or mostly continuous edge. • Where development is located on a corner, the main entrance is to face the Principal Street or corner. • Development is to minimise vehicular access across active street frontages. • Elevations facing the street are to present clear or relatively clear windows and doors to maintain a vibrant and active street.
Scale of use	<ul style="list-style-type: none"> • The local plans may contain provisions which have been tailored to the types of uses envisaged for a particular area. • For example, in Coolum it is identified that a fast food and drink outlet does not include a drive-through facility. • Further the type, scale and intensity of business uses or centre activities are to be consistent with the Sunshine Coast activity centre network. • A site cover of 70% for a two storey building is identified as an acceptable outcome in the business use and centre design code. • Hours of operation are not specified in the business use and centre design code, however may be included in a local plan.
No of visits	No provisions specific to number of visits.
Landscaping	<ul style="list-style-type: none"> • The business and centre design code identifies that businesses are to be attractively landscaped, in a manner consistent with the function, location and setting of the premises and a minimum of 10% deep planting is sought.

	<ul style="list-style-type: none"> Further, the local plan may also have specific provisions around landscaping, depending on the location and character of a local plan area.
Traffic impacts	<ul style="list-style-type: none"> The transport and parking code seeks for development to provide on-site car parking for the demand anticipated to be generated by the development. Minimum on-site car parking rates for a food and drink outlet are: 1 space/15m² of GFA. Where the development cannot provide the required number of car parking spaces, an acceptable outcome identifies that an infrastructure agreement can be entered into, between the development and Council, which provides contributions in lieu of on-site car parking.
Levels of assessment	<ul style="list-style-type: none"> Generally commercial activities are either accepted subject to requirements or code assessable in the district centre zone. However certain uses are triggered to impact assessment where: <ul style="list-style-type: none"> A 'high volume convenience restaurant' is proposed in a particular local plan area, for example Buderim or Maleny. A hardware and trade supplies use or garden centre, if exceeding a gross leasable floor area of 300m² A department, discount store or cinema. <p>A 'high volume convenience restaurant' is defined as: <i>'The use of premises being fast food outlet for the preparation of take-away meals and foods for sale as a nationally or internationally franchised business, where provision is made for high customer turn over, facilities are provided for eating on the premises, and which may or may not include a drive-through facility.'</i></p>

ATTACHMENT 3: Proposed amendments to City Plan**6.2.8 District centre zone code****6.2.8.1 Application**

This code applies to development:

- (1) within the district centre zone as identified on the zoning maps contained within Schedule 2 (mapping); and
- (2) identified as requiring assessment against the district centre zone code by the tables of assessment in Part 5 (tables of assessment).

When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3, in Part 5.

6.2.8.2 Purpose

- (1) The purpose of the district centre zone code is to guide the creation of district centres at Alexandra Hills, Birkdale and Redland Bay which contain a diverse mix of residential accommodation, businesses, services and facilities to meet the weekly needs of a district population in the order of 15,000 people.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) district centres provide for the weekly shopping needs of catchments which are in the order of 15,000 people, and may include full line supermarkets, speciality stores, offices, dining, entertainment and community services;
 - (b) district centres are subordinate to and do not compromise higher order centres;
 - (c) residential and tourist accommodation is established within district centres to support the emergence of a vibrant mixed use environment;
 - (d) district centres accommodate a mix of day and night time activities;
 - (e) built form is generally larger than the surrounding residential environment, but does not visually dominate the centre and but transitions sensitively to surrounding residential areas;
 - (f) development occurs in an integrated and coordinated manner both within the site and in relation to surrounding land uses;
 - (g) built form and ground floor uses contribute to an 'active frontage', with high levels of physical and visual interaction, a comfortable, safe and pedestrian focussed street life and minimises non-active elements such as vehicle access and parking areas, fire egress, drive-throughs, plant and building services;
 - (h) built form and streetscaping contribute positively to the visual character of the centre and strengthen the identity of the Redlands as a sub-tropical, bayside city, and-creating attractive and engaging streetscapes through scale, building elements, awnings and extensive street planting;
 - (i) development creates an interconnected network of urban parks, plazas and open spaces that provide a focus for community interaction and civic life;
 - (j) development facilitates an integrated, mixed use centre design, with well-connected pedestrian, cyclist and public transport facilities;
 - (k) development is orientated and designed to address the street frontages, with car parking areas and servicing areas are generally located underground or behind or beside buildings so they and do not visually dominate the centre; and
 - (l) development minimises adverse impacts on the residential amenity of the surrounding neighbourhood;
 - (m) development provides high quality on-site landscaping treatments, including deep planting, that enhance the appearance and function of the centre, public spaces and footpaths and screens retaining walls and unsightly components; and
 - (n) crime prevention through environmental design principles are incorporated into the design of buildings and public spaces to ensure safety and security of people and property.

6.2.8.3 District centre zone code – Specific benchmarks for assessment

Table 6.2.8.3.1—Benchmarks for development that is accepted subject to requirements and assessable development

Performance outcomes	Acceptable outcomes
For development that is accepted subject to requirements and assessable development	
Amenity	
PO1 Opening hours are consistent with maintaining a reasonable level of amenity for nearby land in a residential zone.	AO1.1 Hours of opening are limited to 6am to midnight.
PO2 Development minimises impacts on the amenity of surrounding land in a residential zone, having regard to noise, odour, vibration, air or light emissions.	AO2.1 Development achieves the acoustic quality objectives stated in the Queensland <i>Environmental Protection Act 1994: Environmental Protection (Noise) Policy 2019: Schedule 1</i> .
	AO2.2 When measured from the windows of habitable rooms of the nearest dwelling, illumination does not exceed: (1) during opening hours: 25 lux; and (2) after opening hours, 4 lux. Editor's note—For measurement guidance, refer to the Australian Standard for the Control of the Obtrusive Effects of Outdoor Lighting AS4282 – 1997.
	AO2.3 Vibrations do not exceed the maximum acceptable levels identified in Australian Standard AS2670 Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1-80Hz) when measured at the boundary of the site.
	AO2.4 Development achieves the air quality objectives stated in the Queensland <i>Environmental Protection Act 1994: Environmental Protection (Air) Policy 2019: Schedule 1</i> .
	AO2.5 Odour levels do not exceed 2.5 OU, 99.5%, 1 hour average. Editor's note - for further information on odour reports and methodology refer to Planning Scheme Policy 6 - Environmental Emissions
For assessable development	
Uses	
PO3 Development: (1) is consistent with the role of a district centre, and is of a scale and nature that is commensurate with a catchment of 15,000 people; and (2) does not undermine the role and function of other higher order centres.	No acceptable outcome is nominated.

PO4 A mix of uses is achieved throughout the zone.	AO4.1 Developments with a gross floor area greater than 500m ² include more than one tenancy.
PO5 Residential development does not detract from an active frontage and pedestrian focussed streetscapes at ground level.	AO5.1 Residential uses are established above or behind ground floor commercial uses.
Built form	
PO6 Buildings are generally up to four storeys, but transition down to equivalent heights of buildings in adjoining residential zones.	AO6.1 Building height does not exceed: (1) 10.5m within 10m of an adjoining low density, low-medium density or character residential zone; and (2) 17m otherwise.
PO7 Site coverage provides adequate space for pedestrian and vehicle access, car parking, service areas and on-site landscaping and, including deep planting areas.	AO7.1 The maximum site cover is 100%. No acceptable outcome is nominated.
PO8 Buildings create a continuous building alignment along the street, and are designed to be pedestrian focussed and allow for easy and unobstructed movement between the footpath and buildings.	AO8.1 Buildings are built to the street alignment.
PO9 Side and rear boundary setbacks and treatments ensure buildings are well separated from adjoining residential land.	AO9.1 Where a rear or side boundary adjoins land in a residential zone, buildings are setback from the boundary a minimum of 3m or half the height of the building at that point, whichever is greater.
PO10 Buildings and structures positively contribute to visual character and streetscape by: (1) being orientated towards the primary road frontage/s; (2) treating the site as a series of buildings, streets and spaces rather than a single, visually homogenous complex; (3) providing an active frontage and avoiding blank facades which are visible from the street or a public space; (4) incorporating human scale elements; (5) the use of high quality materials; (6) variations in materials, patterns, textures and colours; (7) building articulation and variation; and (8) the use of non-reflective materials.	No acceptable outcome is nominated.
PO11 Buildings are designed to address and interface with the street and other adjoining public spaces to provide by providing high levels of physical and visual interaction and access between internal and external spaces at ground level, having regard to:	No acceptable outcome is nominated.

<ul style="list-style-type: none"> (1) maximising the extent of transparent and operable elements such as large window openings, sliding doors and window seating; (2) providing views into any semi public internal spaces such as arcades, communal courtyards and gardens; (3) including usable outdoor/semi-outdoor spaces that support outdoor lifestyles and engage with the public realm; and (4) minimising non-active elements such as vehicle access, drive-throughs, fire egress, plant and building services along the frontage. 	
PO12 Buildings are oriented to the street rather than to internal spaces or car parking areas.	No acceptable outcome is nominated.
PO13 Roof forms and spaces are designed as an integral part of the building. Plant or lift equipment, vents, air conditioning and other technical equipment including solar or water collectors, are designed as an architectural feature or are provided with attractive screening.	No acceptable outcome is nominated.
PO14 Car parking and service areas are located underground, behind or above buildings beside buildings to minimise their visual and physical intrusion on the streetscape to minimise disruption to building frontages, pedestrian pathways and reduce visual impacts on the streetscape.	No acceptable outcome is nominated.
PO15 Entries to car parking are consolidated wherever possible.	No acceptable outcome is nominated.
PO16 Wherever possible, development maintains views and vistas to significant landscape features, green space elements, including bushland and major parks) and buildings and places.	No acceptable outcome is nominated.
PO17 Development is designed to discourage crime and anti-social behaviour by: <ul style="list-style-type: none"> (1) maximising opportunities for casual surveillance of public places, pedestrian and cycle paths and car parking areas; (2) ensuring spaces are well lit; (3) minimising potential concealment and entrapment opportunities; and (4) providing direct movements with clear unobscured sight lines. 	No acceptable outcome is nominated.
PO18 Pedestrian permeability is maximised throughout the centre by providing physical connections between buildings, between buildings and public places and to public transport.	No acceptable outcome is nominated.

Increasing gross floor area within an existing centre	
PO19 Development occurs in an integrated and coordinated manner both within the site and in relation to surrounding land uses, having regard to: <ol style="list-style-type: none"> (1) its intensity of activity; (2) the location of existing buildings; (3) vehicle access arrangements, parking and servicing areas; (4) the location of and connections to active transport links and public transport; (5) shape, frontage, size, orientation and slope of the site; (6) open space and landscaping response; (7) the mix of surrounding uses; (8) the identity of the Redlands as a sub-tropical bayside city; (9) topography and views. 	AO19.1 No acceptable outcome nominated.
Amenity and streetscape	
PO19 PO20 Development limits overshadowing on public places and residential land.	AO19.1 AO20.1 Development ensures that adjoining public spaces and residential lots have a minimum of three (3) hours of direct sunshine between 9am and 3pm on 21 June.
PO20 PO21 Awnings are provided along all primary street frontages which: <ol style="list-style-type: none"> (1) cover the adjoining footpath; (2) are continuous across the frontage; (3) align to provide continuity with existing or future shelter structures on adjoining sites; and (4) are safe. 	AO20.1 AO21.1 Awnings are provided along street frontages which: <ol style="list-style-type: none"> (1) are cantilevered from the main building with any posts within the footpath being non-load-bearing; (2) are a minimum 3.2m in width and not more than 4.2m above pavement height; and (3) do not extend past a vertical plane: <ol style="list-style-type: none"> (a) 1.5m inside the kerb line to enable street trees to be planted and grow; or (b) 0.6m inside the kerb line where trees are established; and (c) have a 0.5m clearance to any tree trunk and main branches.
PO21 PO22 High quality streetscape treatments, including planting, street art and furniture are provided to contribute to and enhance the overall attractiveness and function of the centre.	No acceptable outcome is nominated.
PO22 PO23 On-site landscaping is provided to: <ol style="list-style-type: none"> (1) enhance the appearance of the development, particularly in car parking and service areas and public spaces; (2) contribute to pedestrian comfort through shade; (3) create green roofs, walls or other sustainable building elements; and 	No acceptable outcome is nominated.

(4) screen retaining walls and unsightly components.	
PO23 PO24 Landscaping is provided to buffer to adjoining land in residential zone or other sensitive land use.	AO23.1 AO24.1 A densely planted 3m wide landscaped buffer, in combination with a 2m high solid fence, is provided along a boundary with a residential zone or sensitive land use.
PO24 PO25 Developments involving more than 20 dwellings or accommodation units provide sufficient communal open space to: (1) create usable, flexible spaces suitable for a range of activities; and (2) provide facilities including seating, landscaping and shade.	AO24.1 AO25.1 Where development involves more than 20 dwellings, a minimum of 15% of the site area is provided as communal open space, with a minimum dimension of 5m and a minimum area of 50m ² . Note—Communal open space can be provided on rooftops, on podiums, or at ground level.
PO25 PO26 Development for residential and accommodation purposes maximises privacy for dwellings and avoids overlooking of habitable rooms and private open space.	AO25.1 AO26.1 Windows, balconies, and terraces of a dwelling unit are screened where overlooking a habitable room or private open space of another dwelling unit within 9m. Screening consists of a solid translucent screen or perforated panels or trellises which have a maximum of 50% openings.
PO26 PO27 Development for residential and accommodation purposes is designed to minimise noise nuisance for occupants.	No acceptable outcome is nominated.

9.3.3 Landscape code

9.3.3.1 Application

This code applies to assessing development where the code is identified as applicable in the tables of assessment.

When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3, in Part 5.

9.3.3.2 Purpose

- (1) The purpose of the landscape code to ensure that landscaping is designed and constructed to a high standard, provides a strong contribution to enhances Redlands' image as a sub-tropical bayside city, is responsive to the local character, site and sub-tropical climatic conditions and remains fit for purpose over the long-term.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) landscaping:
 - (i) makes a positive contribution enhances to the local streetscape character and landscape setting;
 - (ii) is appropriate to user requirements and its intended function;
 - (iii) is suited to Redlands' sub-tropical climate;
 - (b) landscaping design contributes to the creation of accessible, safe and comfortable places;
 - (c) plant species, landscape material and surface treatments are designed to remain attractive and easy to maintain over the long term; and
 - (d) landscaping work does not include any pest species.

SC1.2 Administrative definitions

Table SC1.2.1 Additional administrative terms and their definition

Column 1 Administrative Term	Column 2 Definition
Active frontage	<p>An active frontage is designed to provide a high level of physical and visual interaction with the street between internal and external spaces at ground level. An active frontage is one that-</p> <ul style="list-style-type: none">(a) orientated and designed to address the street;(b) maximises opportunities for transparent windows and door openings to the adjacent street or public place;(c) minimises non-active elements such as vehicle access and parking areas, fire egress, plant and building services and blank walls;(d) does not include a drive-through facility; and(e) uses an appropriate combination of external finishes and colours to provide high quality visual interest.

Note: Amendments to City Plan include any consequential amendments required to the formatting, as a result of the above changes.

14.6 SOUTHERN THORNLANDS POTENTIAL FUTURE GROWTH AREA (STPFGA)

Objective Reference: A6372672

Authorising Officer: David Jeanes, Acting General Manager, Community & Customer Services

Responsible Officer: Stephen Hill, Acting Group Manager, City Planning & Assessment

Report Author: Dean Butcher, Strategic Planner

Attachments:

1. 16 September 2020 Council Resolution [↓](#)
2. STPFGA Preferred Future Land Use Map and Precinct Descriptions [↓](#)
3. Public Consultation Report [↓](#)
4. CDM Smith Economic Feasibility Assessment (EFA) & Industrial Land Supply Review (ILSR) [↓](#)
5. Letter from the State Planner [↓](#)
6. Amendment to the Strategic Framework of City Plan [↓](#)
7. Scenario 1 [↓](#)
8. Scenario 2 [↓](#)
9. Scenario 3 [↓](#)
10. Scenario 4 [↓](#)

PURPOSE

To consider matters in relation to the Southern Thornlands Potential Future Growth Area (STPFGA) and seek Council endorsement to submit a proposed amendment to City Plan to the Planning Minister.

BACKGROUND

This report will:

- Consider and respond to submissions received in response to the draft STPFGA land use intents made publically available for community consultation.
- Provide an overview of key findings from the CDM Smith Economic Feasibility Assessment (EFA) and Industrial Land Supply Review (ILSR).
- Seek Council endorsement to:
 - Submit the proposed amendment in Attachment 6 to the Planning Minister for State Interest Review.
 - Make the public consultation report publicly available on Council's Your Say web page.

Context

ShapingSEQ is the region's preeminent planning policy document. It identifies land in Southern Thornlands as a Potential Future Growth Area (PFGA) and specific commentary within Chapter 3, Part C: Sub-regional directions (p.114) requires Redland City Council to:

'Investigate this area in the short-term, including its potential as a future employment area. The investigations must determine its appropriate use, with the intent of the area defined, and appropriately reflected in the planning scheme, by the end of 2019'.

On 23 July 2020, a Ministerial Direction was issued by the Planning Minister requiring Council to fulfil its obligations under *ShapingSEQ* by 16 September 2020 and to provide a written report with respect to the investigation by 25 September 2020. At the General Meeting of 16 September 2020, a confidential report was presented to Council to consider the STPFGA planning investigations and confirm its preferred future land use intents for the STPFGA (refer Attachment 1).

In accordance with the Ministerial Direction an information package, including a written report, was submitted to the Planning Minister on 25 September 2020.

Public Consultation

In accordance with Council's resolution on 25 September 2020, public consultation on the STPFGA preferred future land use intents was undertaken between 28 September 2020 and 20 November 2020 for 39 business days. The preferred future land use intents map, which was released for public consultation, is shown in Attachment 2 – Map 1. Key public consultation activities included:

- Creating a STPFGA Your Say web page to provide information and to facilitate online submissions. The website was visited 2,190 times and there were 1,170 document downloads.
- Placing a public notice in the Redland City Bulletin on 14 October 2020.
- Undertaking geo-targeted social media advertisements.
- Undertaking face to face meetings at the request of landowners (three of these meetings were held).

At the end of the public consultation period, Council had received 202 submissions. Of those submissions, 190 were received via Council's online submission form and 12 were received via the corporate mailbox (either by email or in hard copy format).

At the end of the public consultation period, Council officers reviewed each submission and prepared a consultation report detailing how each submission had been considered. The consultation report is provided in Attachment 3. Rather than providing individual responses to each submission, general issues raised in the submissions have been grouped together to allow for an issue-based assessment. In this regard, the public consultation report is broken into two key sections: feedback received via online submission forms (Table 2 of Attachment 3) and individual submissions (Table 3 of Attachment 3).

As this public consultation exercise occurred outside the formal amendment process outlined in the Minister's Guidelines and Rules, Council is not obligated to prepare a public consultation report or to outline how Council has considered the matters raised in the public submissions. Despite this, Council has recognised this first phase of public consultation as a critical first step in gaining an understanding of whether the community supports or disagrees with Council's proposed future land uses within the STPFGA. This information will assist Council in determining whether to alter or maintain its proposed policy direction. To ensure that the community understands how Council considered the submissions, this report seeks to make the public consultation report publicly available.

Deferred Report, Ministerial Correspondence and Declared Conflicts of Interest

Following the completion of public consultation, a report addressing the 202 public submissions was prepared for the General Meeting on 19 May 2021. At this meeting all Councillors declared a Declarable Conflict of Interest (COI).

As a consequence, there was no quorum available to make a decision and a motion was carried (Council resolution 2021/114) for the report to be deferred, pending further advice from the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning.

On 21 May 2021, Council wrote to the Deputy Premier seeking further guidance. In the correspondence, Council highlighted the significance of this area for the future planning of the city and stated that it did not consider it appropriate to delegate a decision to the Chief Executive Officer (CEO) under Section 257 of the *Local Government Act 2009* (the Act), due to the fact the Councillors would be unable to discuss the views of the community with the CEO because of their Declarable COI. Council therefore sought the approval of the Deputy Premier for the Councillors with a Declarable COIs to participate in all future statutory and non-statutory meetings, including discussing and voting on the STPFGA.

On 22 October 2021, Council received a response from the Deputy Premier. The key points outlined in the response were as follows:

- Section 150V of the Act specifies two requirements that must be satisfied before the Deputy Premier is able to exercise minister powers under this provision. Those requirements have not been satisfied in this instance and as such, an exemption cannot be provided.
- There is no legal provision preventing the delegation of this matter to the CEO.
- Transparency in decision making can be achieved by ensuring the public has access to the decision and the reasons for that decision.
- Councillors are encouraged to review the Quick Reference Guide about Managing Conflicts of Interest to ensure they are correctly making declarations about declarations of a conflict of interest.

Second Deferred Report

Council considered a revised report at its General Meeting on 15 December 2021. However, Council resolved that the report be deferred to allow further consideration of the matters raised in the public consultation report.

ISSUES

Preferred Future Land Use Intents – Amendments Following Public Consultation

As outlined in the public consultation report, at least 80% of online form respondents supported Council's proposed land use precincts. Based on the review of public submissions, only one amendment to the land use precinct map is recommended. The change involves renaming the 'Intensive Horticulture Precinct' as the 'Rural Precinct'. As noted in public submissions, the proposed Intensive Horticulture Precinct reflects the nature of existing uses, however the name gives the impression that the precinct will only support a limited range of horticultural uses, which is inaccurate.

In the report considered by Council on 16 September 2020, officers emphasised that the Intensive Horticulture Precinct simply identified a preferred location where intensive horticulture uses could be established in the city, recognising that the existing zone intent was proposed to remain unchanged (i.e. the area was to be retained in the rural zone and form part of the Regional Landscape and Rural Production Area). This was based on a consideration of existing lot sizes and reasonable proximity to major roads that would provide easy access to future markets.

Upon further consideration, officers have recommended in the public consultation report that this precinct be renamed as the Rural Precinct to ensure the name more accurately reflects its preferred future land use intent and clarify that the precinct is intended to accommodate a broad suite of rural based land uses. The amended STPFGA preferred future land use map is available in Attachment 2 – Map 2.

Officers also noted that a number of submissions were received, primarily from parties with landholdings in this area, requesting for the Intensive Horticulture Precinct to be incorporated in the Rural Residential Precinct. The recommendation of officers is that such a change, potentially enabling subdivision to occur on some of the largest and most visually prominent parts of the study area, could have significant adverse impacts on the southern view shed and unduly restrict opportunities for the establishment of future rural land uses if not regulated appropriately.

Preferred Future Land Use Intents – Other Changes

The other recommended change to the publically advertised preferred future land use intents map is to remove the Rural Residential Precinct. This has been reflected in Map 2 of Attachment 2 and forms the basis of the amendment to the Strategic Framework of City Plan being recommended by officers. As outlined in the deferred 15 December 2021 Council report, officers do not support the inclusion of a Rural Residential Precinct because it is inconsistent with advice received from the department via the State Planner.

No other changes are proposed to the size and/or location of the preferred future land use map Council released for public consultation.

In summary the officer recommended preferred future land use map, reflected in Map 2 of Attachment 2 includes the following precincts:

- Mixed Industry Business Area (MIBA) – red
- Rural – green
- Transport Uses – yellow
- Education, Training & Tourism – blue
- Storage & Large Scale Home Based Enterprise – purple

Preferred future land use intents – other options

While Council officers have outlined the rationale for proceeding with an amended version of the preferred future land use map that was released for public consultation (the public consultation version is reflected in Attachment 2 - Map 1), Council may choose to proceed with an alternative future land use map. In this regard, four potential alternative scenarios are outlined below, with the main distinction being the land use intents for the areas depicted in green and grey. As outlined in attachments 7-10, the vision for these precincts is as follows:

Scenario 1: As outlined in Attachment 7, this preferred future land use map includes the following precincts:

- MBIA - red
- Intensive Horticulture - green
- Transport Uses – yellow
- Education, Training and Tourism – blue
- Storage & Large Scale Home Based Enterprise – purple
- Rural Residential – grey

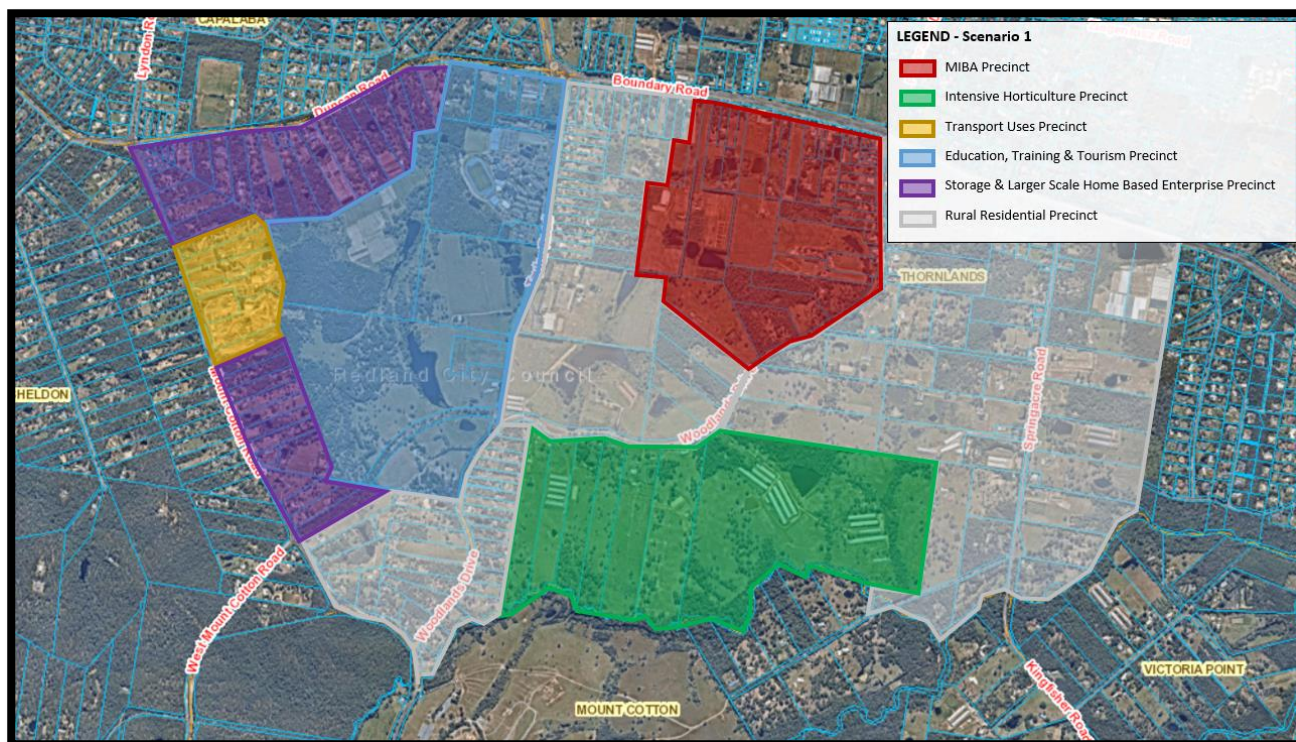


Figure 1: Scenario 1 future land use map

This scenario reflects the version of the preferred future land use map that was released for public consultation. Based on feedback provided from those who completed online forms during the public consultation period, each land use precinct was supported by at least 81% of submitters. This is considered to be a strong community endorsement for the land use map depicted in Attachment 7.

Council may reasonably consider giving weight to the feedback received in support of the Rural Residential Precinct during the public consultation period. However, as outlined in the letter from the State Planner (Attachment 5), this type of land use would appear unlikely to be supported.

Scenario 2: As outlined in Attachment 8, this preferred future land use map includes the following precincts:

- MBIA - red
- Intensive Horticulture – green
- Transport Uses – yellow
- Education, Training and Tourism – blue
- Storage & Large Scale Home Based Enterprise – purple
- Rural – grey

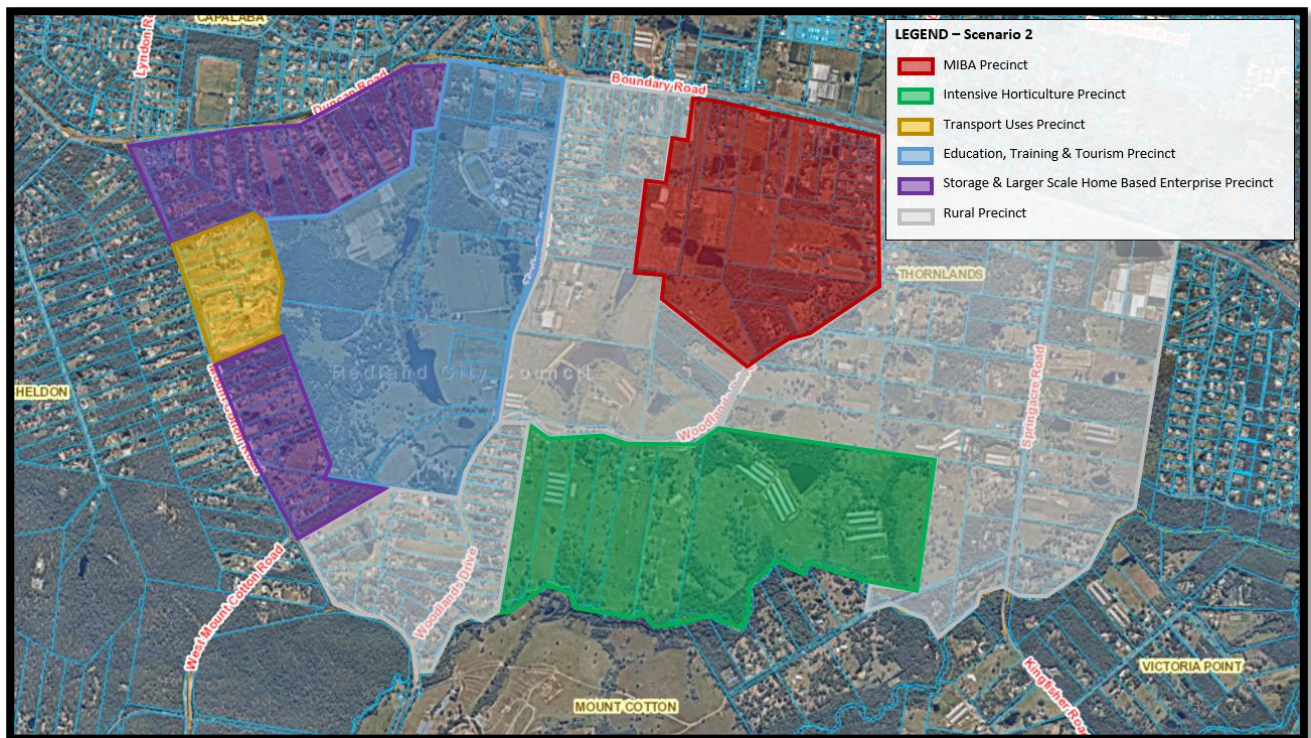


Figure 2: Scenario 2 future land use map

Scenario 2 differs from Scenario 1 in that the Rural Residential Precinct has been replaced by a Rural Precinct (i.e. in areas shown as grey, no subdivision will be possible and uses must be consistent with the intent of the rural zone).

Scenario 3: As outlined in Attachment 9, this preferred future land use map includes the following precincts:

- MBIA - red
- Rural – green
- Transport Uses – yellow
- Education, Training and Tourism – blue
- Storage & Large Scale Home Based Enterprise – purple
- Rural Residential – grey

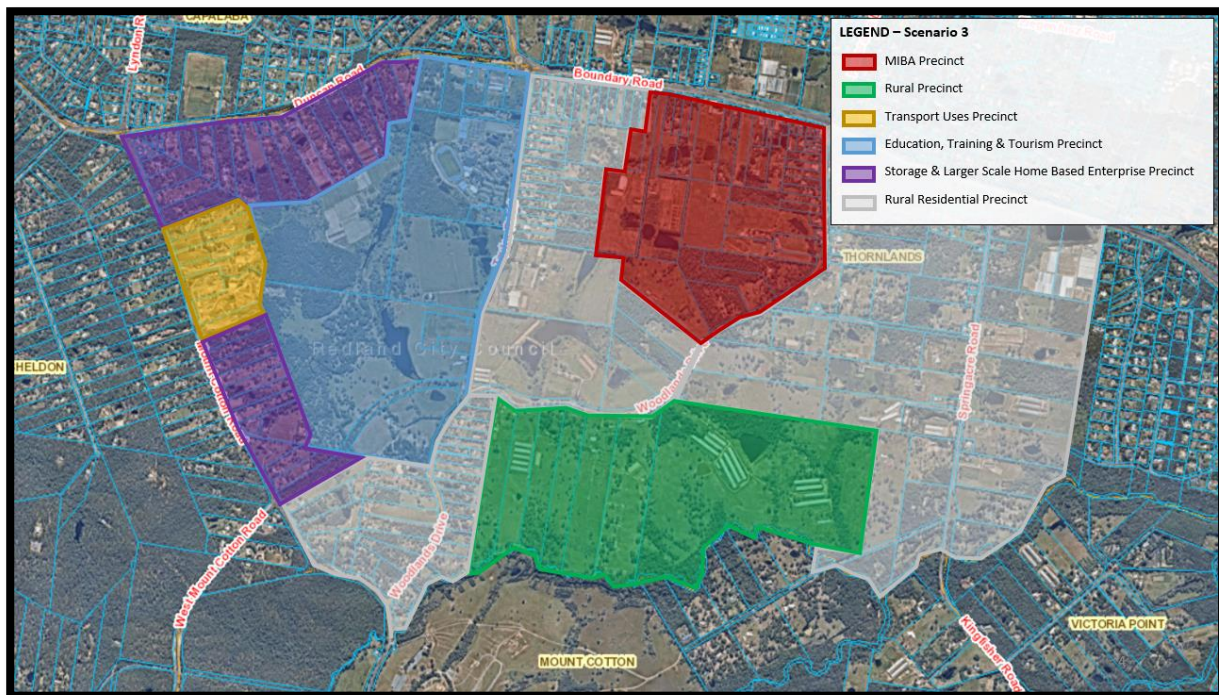


Figure 3: Scenario 3 future land use map

Scenario 3 proposes to allow Rural Residential development in the grey area, but retain the green area for rural purposes (i.e. no subdivision will be possible and uses must be consistent with the intent of the rural zone).

Scenario 4: As outlined in Attachment 10, this preferred future land use map includes the following precincts:

- MBIA - red
- Rural Residential – grey
- Transport Uses – yellow
- Education, Training and Tourism – blue
- Storage & Large Scale Home Based Enterprise – purple

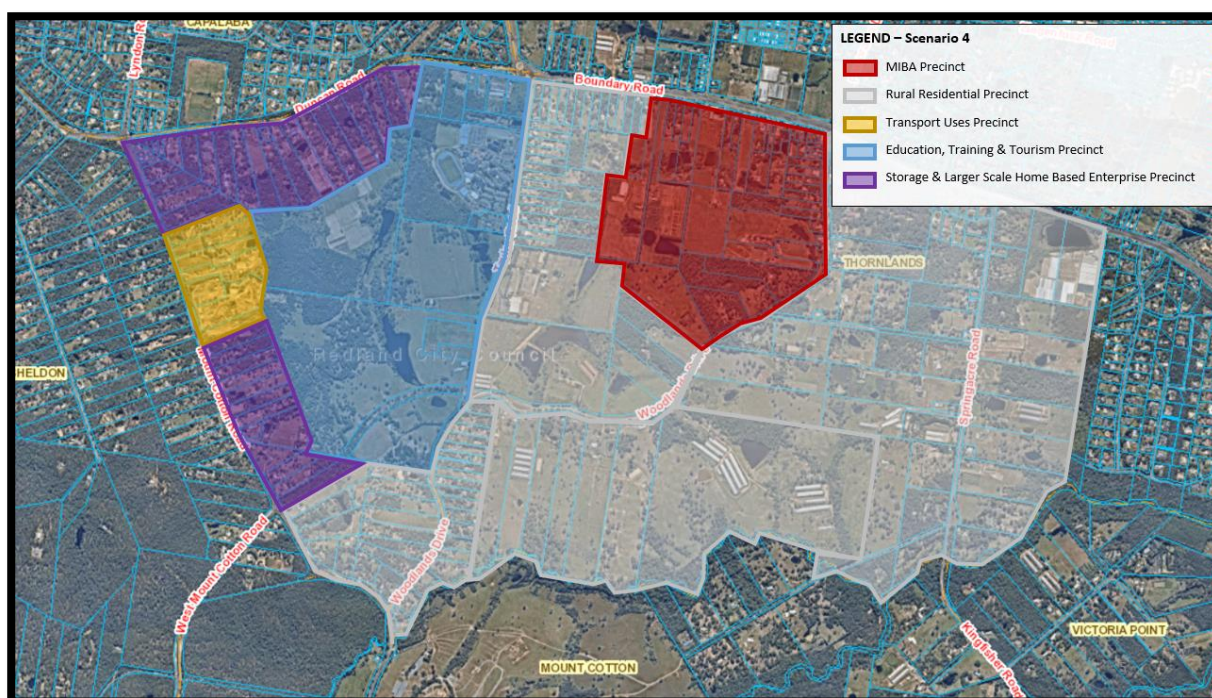


Figure 4: Scenario 4 future land use map

Scenario 4 proposes to allow Rural Residential development across approximately 50% of the study area, in the area depicted in grey.

Other Changes in Response To Public Submissions

Only two other changes are proposed in response to public submissions. These are briefly summarised as follows:

Matter	Submission/Analysis	Changes in response to submission(s)/ Recommendations
1	The STPFGA planning report contains an erroneous statement relating to the approved subdivisions at 84-122 Taylor Road and 157-197 Woodlands Drive Thornlands.	The STPFGA planning report will be updated to reflect the information provided in the submission.
2	The independent consultant reports produced by CDM Smith have not been made publicly available.	The CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review will be made available on the STPFGA Your Say web page.

CDM Smith Economic Feasibility Assessment (EFA) and Industrial Land Supply Review (ILSR)

Following the completion of the STPFGA EFA, Council commissioned CDM Smith to undertake a detailed review of industrial land demand estimates for the City. The revised estimates contained in the ILSR consider an alternative scenario to the employment projections by industry sector prepared by the Queensland Treasury to inform the *ShapingSEQ*. A copy of these consolidated documents, in which the ILSR is an addendum to the EFA, is contained in Attachment 4.

A key finding from the EFA was that the supply demand balance for industrial uses within Redland City would result in a need for an additional 74.6 hectares of zoned industrial allotments within the city by 2041. CDM Smith subsequently completed a more detailed review of industrial employment projections and land requirements within the City, which is summarised in the ILSR.

In summary, the ILSR report concludes that the City has a sufficient quantum of zoned industrial land in the short to medium term (i.e. the next 15 years) to meet demand.

Longer term, approximately 20 to 25 ha of raw land may be required to accommodate future industrial land demand in the City (i.e. to 2041). A separate report will be tabled with Council which provides a detailed review of the CDM analysis and further considers how any small longer term shortfall in industrial land in the City to 2041 may be addressed. Importantly, officers are satisfied that any potential longer term shortfall in industrial land supply can be reasonably accommodated outside the STPFGA.

Proceeding with a Major Amendment to City Plan or Other Planning Options

As per Attachment 1, on 16 September 2020, Council relevantly and in summary resolved to:

1. Confirm its intention to undertake a major amendment to City Plan to reflect its preferred future land use intents for the STPFGA subject to the outcomes of city-wide community consultation.
2. Give effect to the amendment by amending the strategic framework and rezoning precincts with an urban purpose (i.e. MIBA, Transport Uses and Storage and the Larger Scale Home Based Enterprise Precincts).
3. Request the State Government to consider an interim amendment to *ShapingSEQ*.

Based on the level of community support for the preferred land use precincts (each precinct was supported by at least 81% of respondents that completed the online submission form) and matters raised in public submissions, there is a strong basis for proceeding with a major amendment to City Plan to give effect to those land use intents.

The revised approach for amending City Plan moving forward is to propose amendments to the strategic framework only and not at this stage propose any zone changes within the STPFGA. In this regard, it is noted that in accordance with *ShapingSEQ* a local government may designate land for urban purposes outside the Urban Footprint where they have a demonstrated measurable local need and regional justification for the proposal. In such circumstances, detailed local planning must be justified against *ShapingSEQ's* goals, elements and strategies and the urban footprint in consultation with the State Government's regional planning division.

While at this stage it is unclear whether the State would support the inclusion of the MIBA, Transport Uses and Storage and Large Scale Home Based Business Precincts within urban based zones, departmental officers have indicated their opposition to the Rural Residential Precinct. Proceeding with a full major amendment at this time will entail significant preparation time and run a significant risk that key elements of Council's proposed plan, such as the Rural Residential Precinct, will not be supported by the State. The simpler and preferred approach at this time is to seek to reflect Council's land use intent for the STPFGA within the strategic framework of City Plan, as outlined in Attachment 6. Such an amendment, if endorsed by Council, can be formally submitted to the Planning Minister for State Interest Review in accordance with the Minister's Guidelines and Rules. Importantly, this approach will enable Council to actively engage with the State on all aspects of its preferred plan for the STPFGA within the short term. Further to this, the amendment can also be used to advocate for the STPFGA planning intent to be used as an input into the Regional Plan review, which is expected to commence within the next 12-24 months.

At this stage, officers have formed the view that future zone changes within the STPFGA would be best considered once the proposed amendments to the strategic framework have been finalised. This would also be contingent on the State completing its review of the regional plan and establishing its position on any changes that may be required to the regional plan land use categories.

The revised approach outlined in this section is reflected in the officer's recommendations (Option 1).

Alternatively, Council may choose to delay proceeding with an amendment at this time and instead advise the Planning Minister that:

- The Southern Thornlands Potential Future Growth Area preferred future land use map and precinct intents, as outlined in Attachment 2, reflect Council's position on this area.
- This information should be considered as part of the next review of *ShapingSEQ*.

If Council chooses this option, it should be mindful that it may not satisfy Council's obligations under the regional plan and the subsequent Ministerial Direction issued on 23 July 2020. This approach is reflected in Option 2 of the recommendations section.

Regardless of which recommendation Council resolves to adopt, it is also recommended that in correspondence with the Planning Minister, Council reaffirm its position that urban residential land uses are inconsistent with the preferred future land use intents for the area.

STRATEGIC IMPLICATIONS

Legislative Requirements

As discussed in this report, Council's decision on the future of the STPFGA relates to a sub-regional direction in *ShapingSEQ*. In this regard, Council is also addressing a Ministerial Direction issued by the Planning Minister under Section 26 of the *Planning Act 2016* on 23 July 2020.

Risk Management

The risks involved have been discussed, where relevant, in the issues section and attachments.

Financial

There are no specific financial matters discussed in this report.

People

City Planning and Assessment Group, in partnership with other relevant sections of Council, will be responsible for preparing a submission during the *ShapingSEQ* review.

Environmental

Environmental matters have been discussed, where relevant.

Social

Social matters have been discussed, where relevant.

Human Rights

There are no known human rights issues associated with this report.

Alignment with Council's Policy and Plans

The officer recommendation aligns with the objectives contained in Council's Corporate Plan: *Our Future Redlands – A Corporate Plan to 2026 and Beyond*. This includes enhancing the unique character and liveability of our city for its communities through co-ordinated planning, place making, and management of community assets.

CONSULTATION

Details of consultation are as follows:

Consulted	Date	Comment
Divisional Councillors	17 May 2021	Councillor briefing held.
Queensland State Planner	11 March 2021	Correspondence in response to the information package submitted to the Planning Minister by Council on 25 September 2020. It reiterated the State Government's position that the Rural Residential Precinct conflicts with the intent of <i>ShapingSEQ</i> .
Divisional Councillors and Mayor	February - March 2021	Update on preliminary analysis of public submissions.
Officers from the Department of State Development, Infrastructure, Local Government and Planning	13 January 2021	State Government officers have verbally indicated that based on a preliminary assessment of the information package, the proposed Rural Residential Precinct was unlikely to be supported.

OPTIONS

Option One

That Council resolves as follows:

1. To endorse the public consultation report and officer recommended changes as outlined in this report and Attachment 3.
2. To commence the preparation of a major amendment to Part 3 - Strategic Framework of City Plan to reflect the preferred future land use intents for the Southern Thornlands Potential Future Growth Area, as amended and outlined in Attachment 2 – Map 2 and Attachment 6.
3. To submit this report and attachments to the Planning Minister:
 - a) Outlining the outcomes of the Southern Thornlands Potential Future Growth Area public consultation.
 - b) Including the proposed amendment at Attachment 6 for State Interest Review, in accordance with Chapter 2, Part 4, Sections 16 and 17 of the Minister's Guidelines and Rules.
 - c) Noting that urban residential land uses are inconsistent with Council's preferred future land use intents for the area.
4. To note the findings and recommendations of the CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review reports (Attachment 4).
5. To make the public consultation report (Attachment 3) and CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review reports (Attachment 4) publicly available on Council's Southern Thornlands Potential Future Growth Area Your Say web page.

Option Two

That Council resolves as follows:

1. To endorse the public consultation report as outlined in this report and Attachment 3.
2. To commence the preparation of a major amendment to Part 3 - Strategic Framework of City Plan to reflect the preferred future land use intents for the Southern Thornlands Potential Future Growth Area, as outlined in:
 - a) Attachment 7 – Scenario 1; or
 - b) Attachment 8 – Scenario 2; or
 - c) Attachment 9 – Scenario 3; or
 - d) Attachment 10 – Scenario 4.
3. To submit this report and attachments to the Planning Minister:
 - a) Outlining the outcomes of the Southern Thornlands Potential Future Growth Area public consultation.
 - b) Including the proposed amendment as determined by Council, in accordance with Chapter 2, Part 4, Sections 16 and 17 of the Minister's Guidelines and Rules.
 - c) Noting that urban residential land uses are inconsistent with Council's preferred future land use intents for the area.
4. To note the findings and recommendations of the CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review reports (Attachment 4).
5. To make the public consultation report (Attachment 3) and CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review reports (Attachment 4) publicly available on Council's Southern Thornlands Potential Future Growth Area Your Say web page.

Option Three

That Council resolves as follows:

1. To endorse the public consultation report and officer recommended changes as outlined in this report and Attachment 3.
2. To note the findings and recommendations of the CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review reports (Attachment 4).
3. To endorse the revised Southern Thornlands Potential Future Growth Area preferred future land use map (Map 2) and precinct intents as outlined in Attachment 2.
4. To advise the Planning Minister of this resolution and note that:
 - a) The Southern Thornlands Potential Future Growth Area preferred future land use map and precinct intents as outlined in Attachment 2 reflect Council's position on this area and that this information should be considered as part of the next review of *ShapingSEQ*.
 - b) Urban residential land uses are inconsistent with Council's preferred future land use intents for the area.
5. To authorise the Chief Executive Officer to submit this report and attachments to the Planning Minister.

6. Subject to the outcomes of the *ShapingSEQ* review, to proceed with a major amendment to City Plan to reflect the Southern Thornlands Potential Future Growth Area preferred future land use map and precinct intents.
7. To make the public consultation report (Attachment 3) and CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review reports (Attachment 4) publicly available on Council's Southern Thornlands Potential Future Growth Area Your Say web page.

Option Four

That Council resolves as follows:

1. To endorse the public consultation report outlined in this report and Attachment 3.
2. To not proceed with a Major Amendment to City Plan.
3. To advise the Planning Minister of this resolution.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To endorse the public consultation report and officer recommended changes as outlined in this report and Attachment 3.
2. To commence the preparation of a major amendment to Part 3 - Strategic Framework of City Plan to reflect the preferred future land use intents for the Southern Thornlands Potential Future Growth Area, as amended and outlined in Attachment 2 – Map 2 and Attachment 6.
3. To submit this report and attachments to the Planning Minister:
 - a) Outlining the outcomes of the Southern Thornlands Potential Future Growth Area public consultation.
 - b) Including the proposed amendment at Attachment 6 for State Interest Review, in accordance with Chapter 2, Part 4, Sections 16 and 17 of the Minister's Guidelines and Rules.
 - c) Noting that urban residential land uses are inconsistent with Council's preferred future land use intents for the area.
4. To note the findings and recommendations of the CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review reports (Attachment 4).
5. To make the public consultation report (Attachment 3) and CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review reports (Attachment 4) publicly available on Council's Southern Thornlands Potential Future Growth Area Your Say web page.

GENERAL MEETING MINUTES

16 SEPTEMBER 2020

19.3 SOUTHERN THORNLANDS POTENTIAL FUTURE GROWTH AREA

COUNCIL RESOLUTION 2020/280

Moved by: Cr Julie Talty

Seconded by: Cr Peter Mitchell

That Council resolves as follows:

1. To note the findings and recommendations of the Southern Thornlands Potential Future Growth Area (STPFGA) Planning Report and Draft Economic Feasibility Assessment Report.
2. To confirm its intention to prepare a Major Amendment to City Plan to reflect:
 - a) the preferred future land use intent of the STPFGA, as outlined in Attachment 4, Option 2 (as amended by Council at its General Meeting and subject to the outcomes of the public consultation activities referenced in recommendation 4 below).
 - b) the preferred option for giving effect to the amendment is outlined in Attachment 5 (as amended by Council at its General Meeting), Option 1D.
3. To request the State Government to consider an interim amendment to the South East Queensland Regional Plan, as outlined in Attachment 5 (as amended by Council at its General Meeting), Option 2D.
4. To prepare a community engagement plan to support City-wide public consultation, for a minimum of 30 business days and commencing on 28 September 2020 on the preferred future land use intent of the STPFGA, as outlined in Attachment 4, Option 2.
5. To submit to the Planning Minister in accordance with the Ministerial Direction received on 23 July 2020:
 - a) a written report outlining the outcomes of the investigation of the STPFGA.
 - b) a statement outlining the proposed major amendments to City Plan as a result of the investigation and the reasons for this position.
 - c) a community engagement plan outlining a proposed City-wide public consultation exercise on the preferred future land use intent of the STPFGA, as outlined in Attachment 4, Option 2.
6. To contact the State Government requesting the establishment of a formal partnership to progress detailed planning of the STPFGA to deliver the preferred future land use intents, stimulate development and facilitate economic recovery in a post COVID-19 environment.
7. To undertake a review of the industrial employment projections and industrial land requirements for Redland City to 2041 to ensure sufficient industrial land is available as necessary.
8. To consider all submissions received during the public consultation period, for the purpose of informing the proposed Major Amendment to City Plan as referenced in recommendation 2a.
9. To maintain this report as confidential until such time as Council has responded to the Planning Minister and commenced City wide consultation in accordance with recommendation 4 above.

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GENERAL MEETING MINUTES**16 SEPTEMBER 2020**

CARRIED 9/1

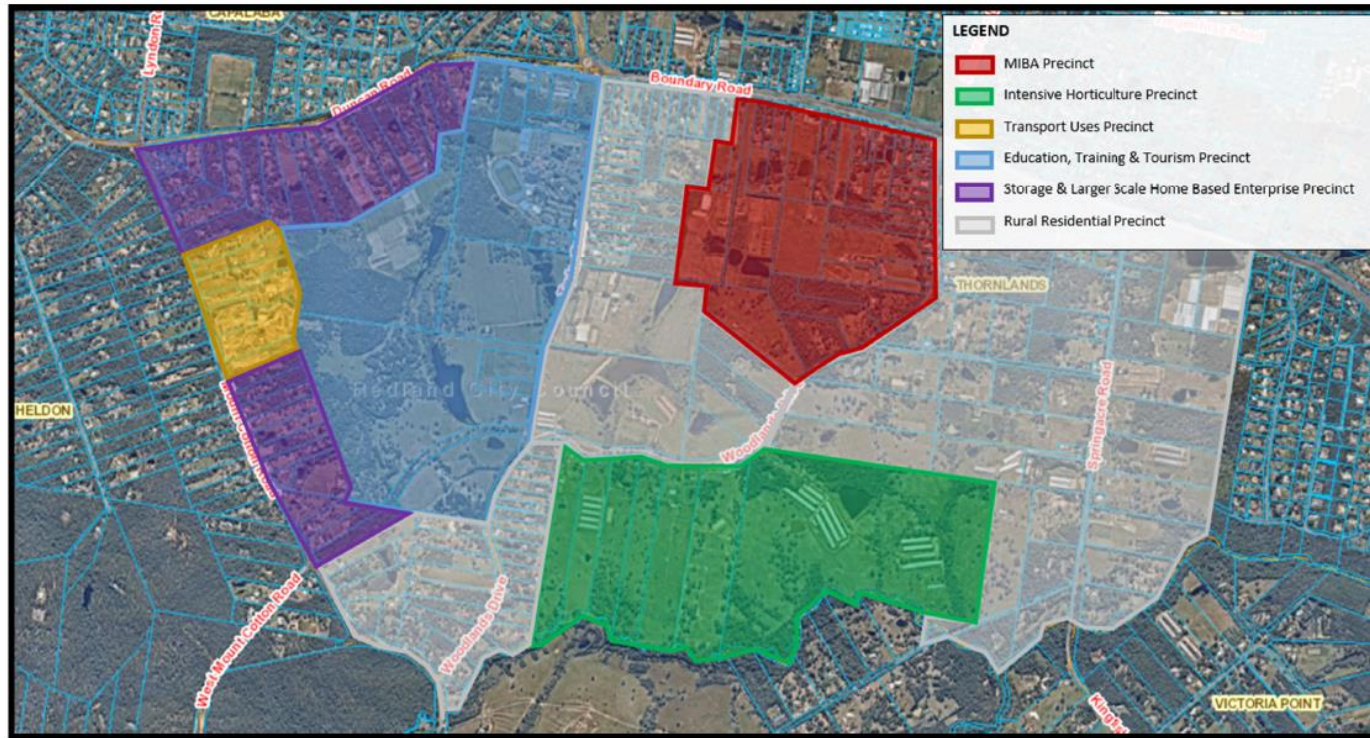
Crs Karen Williams, Wendy Boglary, Peter Mitchell, Paul Gollè, Julie Talty, Rowanne McKenzie, Tracey Huges, Adelia Berridge and Paul Bishop voted FOR the motion.

Cr Lance Hewlett voted AGAINST the motion.

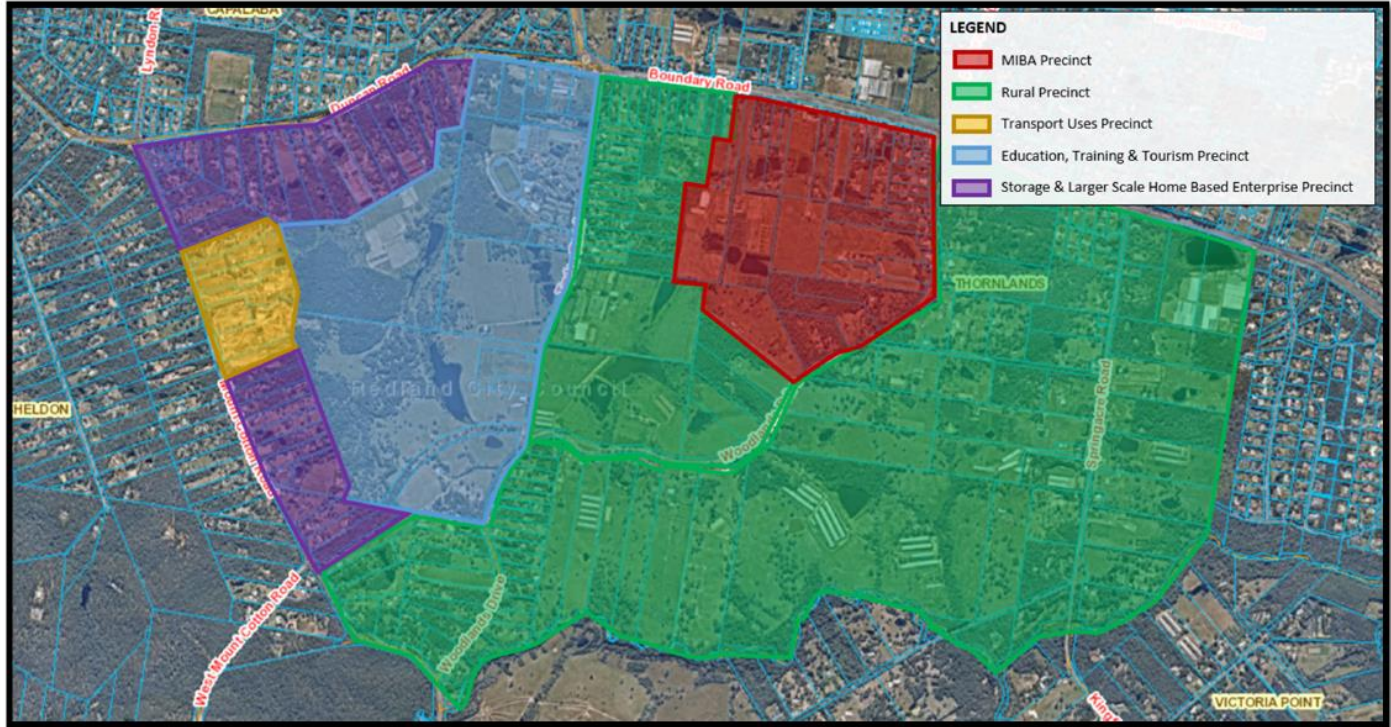
Cr Mark Edwards was absent from the meeting.

Attachment 2: STPFGA Preferred Future Land Use Map and Precinct Descriptions

Map 1 - STPFGA preferred future land use map (public consultation version)



Map 2 - STPFGA preferred future land use map (post public consultation version)



Precinct descriptions

As shown in Map 2 above, specific land uses have been grouped to form precincts, which are each intended to perform a distinct role or function. These intents are summarised in the table below, with further detail contained in the ensuing text.

Precinct	Description
Mixed Industry Business Area (MIBA)	<ul style="list-style-type: none"> Accommodates a broad range of commercial and industrial employment opportunities including professional services and higher order industry (e.g. advanced manufacturing) High quality built form and landscaping elements.
Rural Precinct	<ul style="list-style-type: none"> Retains its existing role and function, supporting uses that are consistent with the intent of the Rural Zone.
Education, Training and Recreation Precinct	<ul style="list-style-type: none"> Accommodates tertiary education and training facilities, recreation facilities and ancillary accommodation and services.
Transport Uses Precinct	<ul style="list-style-type: none"> Accommodates transport related uses including transport depots and parking stations, which benefit from direct access to the State Road network.
Storage and Larger Scale Home Based Enterprise Precinct	<ul style="list-style-type: none"> Supports a mixture of uses ranging from vehicle storage facilities (i.e. a parking station), small scale tourist parks to larger scale home based businesses.

Mixed Industry Business Area (MIBA) Precinct

The MIBA precinct is intended to accommodate a broad range of commercial and industrial employment opportunities including professional services, higher order industrial uses (e.g. creative industry and advanced manufacturing), education, training and research facilities, information technology and communication services, office services and service trades. The MIBA precinct is not intended to have a strong industrial land use focus, however certain low impact industrial activities will be supported where adverse amenity impacts (namely noise, odour and dust) can be reduced to an acceptable level. A limited range of ancillary convenience uses (e.g. shops and food and drink outlets) could be established to service the precinct. Development within the MIBA will be reflective of the unique natural setting in which it is located, providing a high quality built form and landscaping elements.

Delivering the MIBA precinct is a long standing goal of Council (i.e. it is not population serving); the precinct would seek to accommodate a diversity of integrated employment generating activities that will increase job self-containment within the City. As outlined by CDM Smith in the Economic Feasibility Assessment, the delivery of a MIBA should ideally be facilitated in the longer term (~15 years) so as to not compromise commercial office take up in the Capalaba and Cleveland principal activity centres in the short term. This timeframe also recognises that significant capacity exists within competitor MIBA precincts in the region to accommodate growth within the short to medium term. CDM Smith indicated in the EFA that that an allowance for 50 hectares of allotments (translating to the identification of approximately 100 hectares of raw land) for MIBA uses would allow for enough scale to assist in ensuring the development of the precinct

is financially feasible to a prospective developer. Accordingly, the MIBA Precinct outlined in the following options comprises 50 individual allotments with a total area slightly in excess of 95 hectares.

Rural Precinct

This precinct remains unchanged. It is intended to retain its rural zoning, as well as its land use designation under *ShapingSEQ* (i.e. the Regional Landscape and Rural Production Area).

Education, Training and Recreation Precinct

The Education, Training and Research Precinct is intended to accommodate tertiary education and training facilities, recreation facilities and ancillary accommodation and services. This land use intent is consistent with the existing commentary provided in the Strategic Framework of the Redland City Plan (Section 3.4.1.10). The Education, Training and Research Precinct outlined in the following options covers an area of approximately 155 hectares.

Transport Uses Precinct

The Transport precinct is intended to accommodate transport related uses including transport depots and parking stations, which benefit from direct access to the State Road network. The aforementioned uses are not required to have a nexus with rural production, however may only be established on allotments that contain a dwelling house. The rationale behind this requirement is that premises containing a dwelling house and a stand-alone business are likely to be undertaken in a way that respects the existing residential amenity of the locality, noting that in some instances these businesses are already operating at scale and in proximity to noise impacts from the State Road network. Parts of this precinct contain significant environmental values and will not be suitable for further development. This precinct is not intended to be serviced with infrastructure of an urban standard and it is not envisioned that the area will be provided with access to the reticulated wastewater network.

Storage and Larger Scale Home Based Enterprise Precinct

This precinct is intended to accommodate a mixture of uses that enable landowners to generate a higher economic return on their properties than would otherwise be possible and subsequently, additional employment within the STPFGA. The rationale for providing additional land use flexibility in this locality is two-fold:

- It provides land use certainty for land owners that a higher and better use of their land can be achieved; and
- It will facilitate economic development opportunities, albeit small in scale, to occur on these allotments.

More specifically, the uses envisioned range from vehicle storage facilities, (i.e. a parking station), small scale tourist parks or larger scale home based businesses that exceed the nominal thresholds contained in the Redland City Plan home-based business code.



Redland City Plan

Southern Thornlands Potential Future Growth Area (STPFGA)

Public Consultation Report
May 2021

Submission Review for STPFGA Proposed Future Land Uses

Introduction

This report has been prepared to summarise the matters raised in submissions on proposed future land uses for the Southern Thornlands Potential Future Growth Area (STPFGA). The submissions received will assist Council in gaining an understanding of whether the community supports or disagrees with Council's proposed future land uses within the STPFGA. This information will also assist Council in determining whether to maintain or alter its proposed policy direction and inform the preparation of a potential future major amendment to the Redland City Plan, if required.

Public Consultation Process

At its General Meeting on 16 September 2020, Council resolved to confirm its intention to prepare a major amendment to City Plan to reflect the preferred future land use intent of the STPFGA. Council also resolved to undertake city-wide consultation on the preferred future land use intent for the STPFGA for a minimum of 30 business days, commencing on 28 September 2020 and running until 20 November 2020 (i.e. 8 weeks or 39 business days). During the consultation period the following community engagement activities were undertaken:

Internet <ul style="list-style-type: none">• STPFGA web page created as a repository for information and to facilitate online submissions• 2,190 website visits• 1,170 document downloads• Email correspondence with members of the community	Phone Calls and Requests <ul style="list-style-type: none">• 5 inbound phone calls• 2 customer requests
Face to Face <ul style="list-style-type: none">• 3 meetings with landowners (at landowners request)	Local Paper <ul style="list-style-type: none">• A column in the Redland City Bulletin on 14 September 2020

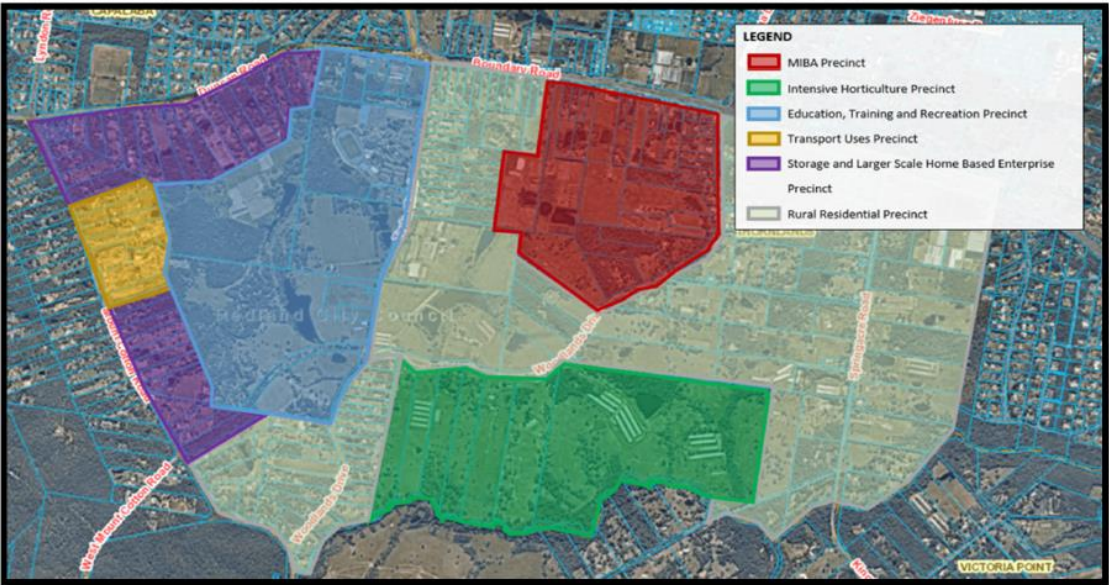
At the end of the public consultation period, Council received 202 submissions. Of those submissions, 190 were received via Council's online submission form and 12 were received via the corporate mailbox (either by email or in hard copy format) – these submissions are referred to in this report as 'individual submissions'. Council saved all of the submissions into a database to ensure they were digitally archived.

Submission Review

Online Submission Forms

As the STPFGA was proposed to contain six future land use precincts (see Figure 1 below), the online submission form was structured to ask submitters whether they supported the proposed land use precincts, the general location of the land use precincts and the reason for this position. Explanatory text was presented in the submission form to provide a brief overview of the land use intents being consulted upon. As well as capturing name and contact details, the form also presented respondents with the following open ended question: ‘Do you have any other comments on Council’s proposed land use intents for the STPFGA?’

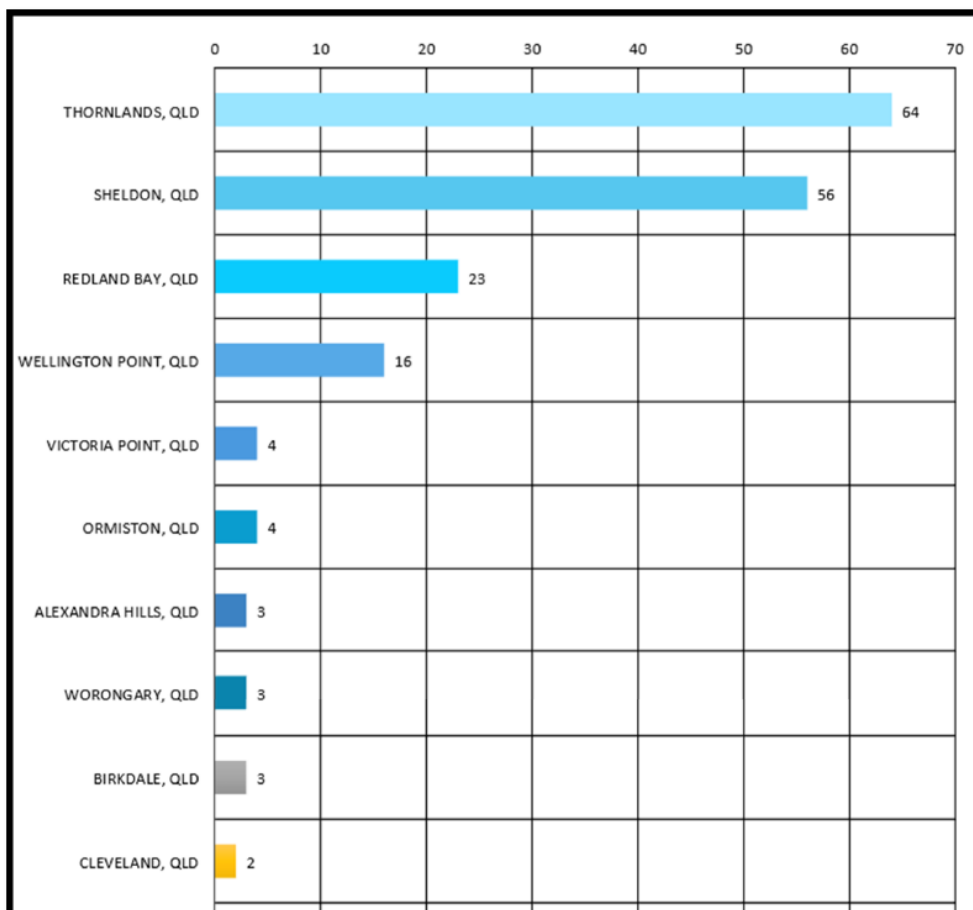
Figure 1: Council’s proposed land use map (public consultation version)



Suburb of origin – online submission forms

The following table provides an overview of suburbs where submitters resided. As the STPFGA spans across two suburbs, being Thornlands and Sheldon, this demonstrates that a large proportion of submitters resided in the study area. The table excludes suburbs that had only one submitter.

Table 1. The suburb in which the submitter resided



Multiple submissions – online submission forms

When analysing the online submissions, it was observed that a number of individuals made multiple submissions and a number of submissions were received from a single household. This has inevitably impacted upon the percentage of people that support or did not support each of the proposed land use precincts. Despite this, when considering the submissions as a whole, the majority of people that made submissions were in support for the land use precincts being proposed and their general location. It is noted that of the 190 online submissions:

- 8 people made multiple submissions
 - 2 submissions – 6 people
 - 3 submissions – 1 person
 - 4 submissions – 1 person
- 26 households made multiple submissions
 - 2 submissions – 10 households
 - 3 submissions – 9 households
 - 4 submissions – 1 household
 - 7 submission – 1 household
 - 9 submissions – 1 household
 - 12 submissions – 1 household
 - 14 submissions – 1 household
 - 15 submissions – 1 household
 - 18 submissions – 1 household

Submission Analysis

Views on the proposed land use precincts - Online submission forms

The following section details whether the submitters supported or did not support the inclusion and proposed location of the land use precincts.

Question: Do you support the inclusion and proposed location of a Mixed Industry Business Area (MIBA) Precinct in the STPFGA?	
Support: 169	89%
Don't Support: 21	11%
Question: Do you support the inclusion and proposed location of an Intensive Horticulture Precinct in the STPFGA?	
Support: 153	81%
Don't Support: 37	19%
Question: Do you support the inclusion and proposed location of an Education, Training and Recreation Precinct in the STPFGA?	
Support: 173	91%
Don't Support: 17	9%
Question: Do you support the inclusion and proposed location of a Transport Uses Precinct in the STPFGA?	
Support: 166	87%
Don't Support: 24	13%
Question: Do you support the inclusion and proposed location of a Storage and Larger Scale Home Based Enterprise Precinct in the STPFGA?	
Support: 165	87%
Don't Support: 25	13%
Question: Do you support the inclusion and proposed location of a Rural Residential Precinct in the STPFGA?	
Support: 171	88%
Don't Support: 19	12%

Feedback on land use precincts – Online submission forms

This section analyses the feedback provided by submitters via the online submission forms. It aggregates feedback from the 190 online submissions. It is important to note that not all people that made an online submission took up the opportunity to provide specific comments on Council's preferred future land use map.

Table 2: Grounds of submissions and how Council has considered and dealt with each submission – Online submission forms

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
Precinct: Mixed Industry Business Area (MIBA)		
Theme: Infrastructure, roads and traffic		
Once the area is serviced by sewer it will be opened for housing development.	<p>The preferred future land use intents that were released by Council for public consultation included one precinct (the Rural Residential Precinct) that is intended to accommodate further residential development in the STPFGA, albeit at fairly limited scale. Council's intent is to facilitate the creation of additional unsewered lots with a minimum lots size of 1 hectare or greater in this precinct. Excluding the properties in the centre of the STPFGA that have, through the court process, been approved for rural-residential style development, there are 53 other allotments in the Rural Residential precinct that are 2 hectares or greater in size. Theoretically, not considering other constraints that may impact on reconfiguration, it may be possible for an additional 182 unsewered allotments, sized 1 hectare or greater to be created from these 53 allotments.</p> <p>Any extension of the sewerage network to support a future MIBA would only be designed to address the reticulated sewerage needs of this precinct. Council's policy position is not to support or provide reticulated sewage options outside the proposed MIBA.</p> <p>In advising the Planning Minister of Council's preferred future land use intents for the STPFGA, in an information package supplied on 25 September 2020, Council advised that it 'does not</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>support the expansion of the Urban Footprint to accommodate urban residential development in the STPFGA.'</p> <p>The abovementioned information provides clarification that Council does not support urban style housing development occurring in any part of the STPFGA. As outlined in section 9.1 of the STPFGA Planning Report, it is Council's view that there is already a sufficient quantum of land within the Urban Footprint to accommodate future population growth to 2041.</p>	
<p>Infrastructure for the area (roads, sewer and water) will need to be upgraded.</p> <p>Further traffic will:</p> <ul style="list-style-type: none"> • compound driveway access issues for landowners. • increase traffic in an already congested area. • reduce safety/liveability. • not be welcomed by existing residents in the area. 	<p>Noted as a general observation.</p> <p>If Council decides to proceed with a major amendment to City Plan, more intense forms of development (e.g. a MIBA) may eventually be delivered in the STPFGA. However, before development could occur, detailed structure planning of the MIBA would need to be undertaken, which would involve amongst other things, a consideration of future infrastructure requirements and requisite upgrades to the relevant networks.</p>	No changes required.
Theme: Environment		
<ul style="list-style-type: none"> • Bushland in the area should be conserved for wildlife, including koalas. • A large number of wallabies are killed on Woodlands Drive already – further development will increase threats to wildlife. • Due to recent development in the area, wildlife habitat has been reduced. Wild animals need to have safe habitat. The MIBA would have detrimental impacts on wildlife and the environment. 	<p>Prior to identifying preferred future land use intents for the STPFGA, Council officers prepared a planning report to examine values and constraints across the study area.</p> <p>The analysis included a consideration of wildlife corridors (as per Council's Wildlife Connections Plan 2018 – 2028) and environmental values such as Matters of State Environmental Significance (MSES), which includes core koala habitat areas and Matters of Local Environmental significance (MLES).</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> Development in the MIBA will obstruct environmental corridors. <p>The area has high wildlife and bushland diversity. It should not be developed for this purpose.</p>	<p>The planning report identified these areas generally as category 1 constraints, which for the purpose of the planning assessment, meant the areas were not considered suitable for more intense forms of urban development.</p> <p>Although the entire STPFGA has been assigned a precinct, this does not mean that each precinct will be 'fully developed'. Rather, parts of the sites will be retained because they contain a constraint or value that needs to be addressed/protected. For example, the proposed MIBA precinct is approximately 100 hectares in size but if developed, is intended to provide approximately 50 hectares of developable land. This means that approximately 50% of the MIBA is likely to be retained to accommodate features including, but not limited habitat areas, environmental corridors and flood impacted areas.</p> <p>Should Council proceed to detailed structure planning of the area, further detailed ecological investigations would be undertaken.</p>	
<p>Chemicals from industrial activity will adversely impact on Eprapah Creek, a valuable community asset.</p>	<p>As noted in Attachment 4 to the Council Report that was considered by Council on 16 September 2020, the MIBA precinct is envisioned to accommodate a broad range of commercial and industrial employment opportunities including professional services, higher order industrial uses (e.g. creative industry and advanced manufacturing), education, training and research facilities, information technology and communication services, office services and service trades with a high number of employees per hectare.</p> <p>Despite this, it is acknowledged that certain industrial uses may seek to establish in the MIBA precinct and that the potential for adverse off-site impacts exists. These impacts would be strictly managed in a number of ways, including but not limited to:</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	provisions within the planning scheme and State Government legislation (e.g. the <i>Environmental Protection Act 1994</i>).	
Theme: Economics, timing for delivery and need		
<p>The MIBA will:</p> <ul style="list-style-type: none"> • create more opportunities for local business • increase employment opportunities in the area • support expansion of business • avoid the need for residents to leave the area for work • support shops for independent and handmade businesses • Support for the Redlands as a future hub of business and industry leadership. Creating the MIBA will attract talent and expertise locally and further afield. The Redlands as a whole will benefit. 	Noted as general support for the MIBA precinct.	No changes required.
Development in this area would adversely impact the tourism industry, which also provides local employment opportunities.	<p>The STPFGA planning report (the report) acknowledges that the STPFGA contains important values that are worthy of protecting, including Matters of State Environmental Significance, higher order wildlife corridors and viewsheds from key vantage points. The report identified these areas as category 1 constraints, which for the purpose of the planning assessment, meant the areas were not considered suitable for more intense forms of urban development.</p> <p>While Council envisions that higher intensity development will occur in certain parts of the STPFGA over time, it is Council's intent to strike a balance between facilitating development and</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>protecting important values in the area, which may include values that attract tourists to the area.</p> <p>If Council decides to proceed with a major amendment to City Plan, an additional public consultation period will take place following completion of the first State Interest Review period. At this time, the community will have an opportunity to review, in greater detail, the proposed amendments and how important features in the STPFGA are intended to be managed and protected.</p>	
<p>There isn't sufficient need for the MIBA land. It will be undeveloped for years.</p>	<p>As outlined by CDM Smith in the Economic Feasibility Assessment, the delivery of a MIBA represents a longer term opportunity (~15years). This timeframe recognises that significant capacity exists within competitor MIBA precincts in the region to accommodate growth within the short to medium term. In addition, it will ensure potential commercial office take up in the Capalaba and Cleveland principal activity centres is not compromised in the short term.</p> <p>It is also noted that to facilitate the potential delivery of a MIBA in the 15 year plus time frame it is necessary for planning and infrastructure investigations to be commenced at this time, particularly recognising the long lead in times required to bring development to market from planning to delivery.</p>	<p>No changes required.</p>
<ul style="list-style-type: none"> • There is a need for a low intensity office and commercial uses precinct in south Redlands that is not taking up valuable industrial and heavier impact land uses. • There is a particular need to provide space for start-up industries and businesses that have outgrown their home business location. 	<p>Noted as general support for the MIBA precinct. The MIBA could provide opportunities for businesses that are looking to increase the scale of their operations and serve to increase job self-containment within the City.</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
Theme: Amenity		
<ul style="list-style-type: none"> • This will be an overdevelopment of the area. • Development will adversely impact on the scenic amenity values of the area. • The MIBA will adversely impact on rural values in the area, through increased noise and traffic. • Development will adversely impact on important viewsheds in the area. • Industrial sheds would detract from the area and discourage tourism. • The MIBA will adversely impact rural residential land values – nobody wants to live in proximity to a MIBA. 	<ul style="list-style-type: none"> • Council acknowledges that some community members do not agree with the proposal to amend City Plan to accommodate alternative (non-rural) forms of development within the STPFGA, such as the MIBA. • Prior to releasing the preferred land use intents map for public consultation, Council officers prepared a planning report to examine constraints and values across the STPFGA. The analysis included a consideration of scenic amenity values, such as viewsheds from Sirromet Winery and the outlook from vantage points along Mount Cotton Roads and Woodlands Drive looking east towards Moreton Bay. More specifically, the report noted: ‘Given the southern portion of the STPFGA is visually prominent, forming both part of the Sirromet Winery viewshed and scenic outlooks from Woodlands Drive and Mount Cotton Road, development within this area should not be of significant bulk and scale. Conversely, it should be developed in a sensitive manner with an aim to retaining vegetation wherever possible’ (p. 21). • For clarification, the MIBA Precinct would be expected to function and accommodate similar uses to other MIBAs in the region, including Metroplex on Gateway and Brisbane Technology Park. Generally speaking, the built form in MIBA areas is of a higher standard than general industry areas, which usually accommodate large footprint buildings for the purposes of warehousing, transport, storage and general manufacturing. As noted in Attachment 4 to the 25 September 2020 Council Report, the MIBA precinct is not intended to have a strong industrial land use focus, but is 	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	envisioned to accommodate 'a broad range of commercial and industrial employment opportunities including professional services, higher order industrial uses (e.g. creative industry and advanced manufacturing), education, training and research facilities, information technology and communication services, office services and service trades' (page 1).	
Theme: Location		
<ul style="list-style-type: none"> • There are other areas in Brisbane better suited for industrial parks. Don't carve up the last parcels of lands in Thornlands for industrial usage. • Access to transport routes are too far away for the MIBA to be viable. • Council needs to include all land within the MIBA or none at all – the MIBA will adversely impacting properties that adjoin it. • The MIBA should be smaller in scale and located next to the Education, Training and Tourism Precinct. • Industrial buildings are not suitable in the area – manufacturing should locate in South Street/ Weippin Street. • The MIBA is too close to shops in Victoria Point, Cleveland and Thornlands • Council should instead focus on expanding the Industrial park down in Redland Bay. • The area is not large enough to create long term employment opportunities. 	<ul style="list-style-type: none"> • The Economic Feasibility Assessment (EFA) prepared by CDM Smith Pty Ltd acknowledged that competitor MIBA precincts within the broader SEQ context were generally more conveniently located with regard to access to the regional transport network, as well as providing higher levels of fibre and public transport connectivity. • However, given there is limited scope to establish new precincts within eastern Brisbane (as the Brisbane LGA approaches build-out), CDM Smith confirmed that an opportunity exists in the longer term (~15 years) to establish a MIBA in Redland City that will provide an alternative location for prospective businesses to establish. • In evaluating land use requirements for the establishment of a MIBA precinct, CDM Smith notes that 'an allowance of 50 hectares of allotments (translating to the identification of approximately 100 hectares of raw land) for MIBA uses allows for enough scale to assist in ensuring the development of the precinct is financially feasible to a prospective developer.' • Council acknowledges submitter concerns regarding potential impacts of the MIBA on adjoining/nearby landowners. These are valid concerns and would need to be considered as part of detailed structure planning for the area, if Council decides to proceed with a major amendment to City Plan. Planning 	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> The MIBA should include all land fronting Boundary Road, including those currently within the Rural Residential precinct. The extent of the MIBA precinct should be increased (no specific area identified). 	<p>Scheme Policy 5 – Structure Plan provides an outline of matters to be considered as part of this process, including:</p> <ul style="list-style-type: none"> ‘Identifying residences...land uses and approvals on the site and surrounding sites’ (5.2.2); and Setting out ‘how development interfaces to the surrounding neighbourhood...[and other uses]’. <ul style="list-style-type: none"> Although it is not possible to pre-empt how this may occur, a common design and layout response would be to establish buffers between land uses. Section 10 of the CDM Smith EFA contains an Indicative Feasibility Assessment. The analysis contained in this section of the report was used to inform the size and location of the MIBA precinct. As outlined above, the nominal size of the MIBA (100 ha) was chosen because it was demonstrated to be of a sufficient scale to be financially feasible for a prospective developer, using conservative assumptions. In adopting the preferred future land use map, the location of the MIBA was slightly modified from that considered in EFA to take in land that adjoined Boundary Road, to the west of Woodlands Drive. The CDM Smith report notes that ‘this frontage provides a high level of commercial exposure and public transport servicing which would enable industry to be visible and accessible’. Lot sizes and land assembly constraints were also considered in determining the spatial extent and preferred location of the MIBA. 	
<p>The MIBA will contribute to Urban Sprawl – the Urban Footprint was established to protect high value areas.</p>	<p>The MIBA represents a long term strategic opportunity for the City. A managed expansion of the Urban Footprint to accommodate an appropriately planned MIBA which appropriately addresses constraints and values will not unduly contribute to urban sprawl. If Council makes a decision to proceed with the MIBA, it would do so on the condition that the balance of the STPFGA (i.e. the precincts not intended for urban</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	purposes) is retained within the Regional Landscape and Rural Production Area (RLRPA).	
Other areas (e.g. Brisbane) are better suited for industrial parks.	The Economic Feasibility Assessment prepared by CDM Smith Pty Ltd acknowledged that competitor MIBA precincts within the broader SEQ context were generally more conveniently located with regard to access to the regional transport network, as well as providing higher levels of fibre and public transport connectivity. However, given there is limited scope to establish new precincts within eastern Brisbane (as the Brisbane LGA approaches build-out), CDM Smith confirmed that an opportunity exists in the longer term to establish a MIBA in Redland City that will provide an alternative location for prospective businesses to establish.	No changes required.
The MIBA should be in the Mount Cotton area.	<ul style="list-style-type: none"> On 9 October 2019, Council resolved to endorse the spatial extent of the Southern Thornlands Potential Future Growth Area (STPFGA). The study area is bound by Boundary Road in the north, Mount Cotton Road in the west, Eprapah Creek in the south and properties directly adjoining Springacre Road in the east. Council officers completed the requisite planning investigations, as required by <i>ShapingSEQ</i>, with regard to the Council endorsed study area. For this reason, Council did not examine the suitability of Mount Cotton to accommodate a MIBA. 	No changes required.
The topography of the area will not be conducive for industrial development. Council should focus its attention on the 12 ha of land available in Capalaba (between Brewer Street and Jones Road).	<ul style="list-style-type: none"> On 9 October 2019, Council resolved to endorse the spatial extent of the Southern Thornlands Potential Future Growth Area (STPFGA). The study area is bound by Boundary Road in the north, Mount Cotton Road in the west, Eprapah Creek in the south and properties directly adjoining Springacre Road in the east. Council officers completed the requisite planning investigations, as required by <i>ShapingSEQ</i>, with regard to the 	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>Council endorsed study area. For this reason, Council did not examine the suitability of land within Capalaba to accommodate a MIBA.</p> <ul style="list-style-type: none"> • CDM Smith Pty Ltd was engaged to prepare an Economic Feasibility to examine the economic viability of establishing employment generating uses in the STPFGA. The assessment found that it would be feasible for a single developer to develop land within the STPFGA to accommodate MIBA uses in a low interest rate environment, based on conservative assumptions, including a 20-year project life. This analysis was informed by the STPFGA planning report, which included a consideration of the topography across the study area. • While the CDM Smith industrial land supply review found that Redland City has sufficient zoned industrial land to meet the minimum requirement of 15 years supply, it also noted that a need exists for approximately 11.9 hectares of industrial allotments within Redland City to 2041, based on its 'alternative scenario' assessment. In due course, Council may seek to consider the suitability of the land between Brewer Street and Jones Road in Capalaba to address this potential future supply shortfall. 	
Other		
<p>Local community services are needed to cater for small lot housing development around Kinross Road, including medical, schools, fuel and supermarkets.</p> <p>Mixed uses would benefit the area, as residents currently travel 10 minutes to obtain groceries.</p>	<p>The preferred future land use intents for the STPFGA are not intended to accommodate uses such as medical centres, service stations and full-line supermarkets. However, it is noted that in 2015, Council approved a development permit for Nerinda Pty Ltd on the corner of Boundary Road and Panorama Drive, including a preliminary approval for a material change of use to the site. The application was for a mixed use development which included amongst other things a shopping centre, specialty shops and a service station. This will address the needs of Kinross road residents and broader community in this part of City.</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<p>Residential/townhouse style development would be better suited in the area to capitalise on:</p> <ul style="list-style-type: none"> • Panoramic views to the bay and islands. • Proximity to Sheldon College. • The central location. • The carrying capacity of Boundary Road. <p>The area would also be suitable for a residential mixed use hybrid.</p> <p>The area should be amended to Urban Footprint, zoned as emerging urban community and form part of a master planned residential development.</p>	<p>As outlined in section 9.3 'Commentary on the need for additional residential zoned land within Redland City to 2041' of the STPFGA planning report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program.</p> <p>To date, the annual land supply and development monitoring reports released in 2018 and 2019 have identified that Redland City has sufficient supply of suitably zoned land to meet the consolidation and expansion dwelling supply benchmarks of the Regional Plan. Preliminary data for 2020, supplied by the Queensland Government to Council, indicates that this position remains unchanged. Council is however proposing to allow limited subdivision to create unsewered lots a minimum of 1 hectare in size in the Rural Residential Precinct.</p>	<p>No changes required.</p>
<p>Council has not consulted with landowners, as directed by the State Government.</p>	<p>On 23 July 2020, the Minister for Infrastructure and Planning wrote to Council advising that a Ministerial Direction had been issued under section 26 of the <i>Planning Act 2016</i>. In the letter, Council was instructed to write to landowners within the STPFGA and hold a forum between 31 July 2020 and 11 August 2020.</p> <p>In subsequent correspondence provided by Council to the Planning Minister on 29 July 2020, Council advised that as the STPFGA was of strategic importance to the City, undertaking a city-wide consultation process would be preferable. On 16 September 2020, Council formalised this position by resolving to publicly consult on the preferred future land use intents for the STPFGA, commencing 28 September 2020. The consultation period, which ran until 20 November (39 business days), provided all community members with the opportunity to make a</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	submission on the preferred future land use intents for the STPFGA.	
Landowners should have more of a say, as they are the most affected by the proposals.	Council acknowledges that some landowners within the STPFGA would like additional weight to be given to their submissions. However, Council will consider all submissions equally and base its decision-making on the merit of planning matters raised in those submissions.	No changes required.
Precinct: Intensive Horticulture		
Theme: Traffic		
The network is not designed to handle large volumes/ increased traffic flow in the area.	As outlined in attachment 4 (as amended) to the 16 September 2020 Council Report, the Intensive Horticulture Precinct is intended to accommodate nurseries, lifestyle horticulture and intensive fruit and vegetable production. This land use intent is consistent with existing provisions within City Plan. Any development proposed in the precinct would need to comply with relevant assessment provisions within the City Plan, such as those contained within the Transport, Servicing, Access and Parking Code. This code seeks to ensure that the safety and efficiency of the movement network is maintained.	No changes required.
Theme: Environment		
We need to look at better ways to protect the natural environment. Intensive horticultural practices are not good for the country.	Intensive horticulture is a defined use under Schedule 24 of the <i>Planning Regulation 2017</i> and includes the intensive production of plants carried out indoors on imported media or outside using artificial lights or containers. In this regard, it is possible for intensive horticultural practices to be undertaken in a way that increases the efficient use of resources and yields while at the same time decreasing waste outputs that would otherwise cause damage to the environment. When compared against traditional farming practices, intensive horticulture can have many advantages including: reduced water usage, less growing space, faster plant growth, higher yields, less fertiliser (and thus less	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	runoff) and reduced reliance on pesticides and herbicides. These attributes can ensure food production is undertaken in a way that reduces impact on the natural environment.	
Expansion of horticulture in the area will remove havens for wildlife.	<p>The STPFGA planning report (the report) acknowledges that the STPFGA contains important values that are worthy of protecting, including Matters of State Environmental Significance and higher order wildlife corridors. The report identified these areas as category 1 constraints, which for the purpose of the planning assessment, meant the areas were not considered suitable for more intense forms of urban development.</p> <p>While Council envisions that higher intensity development will occur in certain parts of the STPFGA over time, it is Council's intent to strike a balance between facilitating development and protecting important values in the area. For clarification, although the entire STPFGA has been assigned a precinct, this does not mean that each precinct will be 'fully developed'. Rather, parts of the sites will be undevelopable because they contain a constraint or value that needs to be addressed/ protected.</p> <p>If Council decides to proceed with a major amendment to City Plan, an additional public consultation period will take place following completion of the first State Interest Review period. At this time, the community will have an opportunity to review, in greater detail, the proposed amendments and how important features in the STPFGA will be protected.</p>	No changes required.
Council has not undertaken an environmental impact study as part of the investigations.	<p>Prior to identifying preferred future land use intents for the STPFGA, Council officers undertook a planning assessment to examine values and constraints across the study area.</p> <p>The analysis included a consideration of wildlife corridors (as per Council's Wildlife Connections Plan 2018 – 2028) and</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>environmental values such as Matters of State Environmental Significance (MSES), which included core koala habitat areas.</p> <p>The planning report identified these areas as category 1 constraints, which for the purpose of the planning assessment, meant the areas were not considered suitable for more intense forms of urban development.</p>	
<p>Development in the precinct will fragment remaining areas of habitat.</p>	<p>It is acknowledged that important environmental values exist across each of the land use precincts in the STPFGA. Although the entire STPFGA has been assigned a precinct, this does not mean that each precinct will be 'fully developed'. Rather, parts of the sites will be undevelopable because they contain a constraint or value that needs to be addressed/ protected.</p> <p>As is currently the case, any development proposed in the STPFGA will be assessed against the relevant provisions within City Plan. This would include the Environmental Significance Overlay (ESO) code, which contains provisions that seek to avoid, minimise and mitigate the significant impacts of development.</p>	<p>No changes required.</p>
<p>Concerns about impacts on Eprapah Creek:</p> <ul style="list-style-type: none"> Intensive agricultural activities should not be supported so close to an environmentally sensitive creek that is already struggling from nutrient influx and suspended solids from existing low intensity rural uses. Rules and regulations are ineffective in preventing further damage to the creek. The horticulture precinct should protect the Eprapah Creek catchment. 	<p>These properties are currently located in the Rural Zone. In this regard, level of assessment for rural uses such as animal husbandry, wholesale nurseries and intensive horticulture is intended to remain unchanged.</p> <p>To protect important environmental values in the area, including Eprapah Creek, the majority of uses in the Rural Zone are code assessable; requiring assessment against the relevant assessment provisions including the Rural Zone code, overlay codes and Healthy Waters code. The purpose of the Healthy Waters code is to be achieved through the following outcomes (amongst others):</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> Fertiliser and surface water runoff will contaminate Eprapah creek and Moreton Bay industrial activity will discharge large amounts of nitrates into a high value asset – Eprapah Creek. This will reduce water quality in the creek system. 	<ul style="list-style-type: none"> the environmental values of the city's waterways are protected or enhanced; stormwater run-off does not adversely impact on the quality of receiving waters, including waterways, wetlands and Moreton Bay. 	
Theme: Amenity Impacts		
<p>Concerns about impacts on adjoining landowners:</p> <ul style="list-style-type: none"> Pesticides and spray drift will impact on the creek and surrounding homes. Adverse amenity impacts (dust, noise etc.) do not take into account the current landowners right to enjoy their land, and are not compatible with surrounding residential and educational land uses. 	<p>These properties are currently located in the Rural Zone. In this regard, level of assessment for rural uses such as animal husbandry, wholesale nurseries and intensive horticulture is intended to remain unchanged.</p> <p>Within the Rural Zone, the majority of uses are code assessable; requiring assessment against the relevant assessment provisions including the Rural Zone and relevant overlay codes.</p>	No changes required.
Theme: Economics and production		
<p>General concerns about viability and land suitability:</p> <ul style="list-style-type: none"> This area does not contain good quality agricultural land. This land is not suitable for horticulture. If this type of farming was viable, farmers would be doing it already 	<p>Intensive horticulture is a defined used under Schedule 24 of the <i>Planning Regulation 2017</i> and includes the intensive production of plants carried out indoors on imported media or outside using artificial lights or containers. In this regard, the type of soil present in the STPFGA is not necessarily a decisive factor as to whether intensive horticultural operations could be successfully conducted, as hydroponics for example enables plants to be grown without soil. In the Economic Feasibility Assessment, CDM Smith notes that the practice 'allows farmers to grow saleable</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> It would not be viable for intensive horticultural businesses to establish in this area. Extensive earthworks and land prices for the area would make this use unviable. Farming of this type is not viable. The topography is not suitable. 	<p>crops on small lots in marginal, water-deficient areas where traditional cropping or intensive cropping is not viable'.</p> <p>It is acknowledged that while certain intensive horticultural practices may not be viable currently, the industry is likely to evolve over time due to further research and technological developments.</p> <p>The perceived high costs of obtaining or modifying land are therefore not considered valid reasons to discount the potential for this use to become viable in the future; a use which the Rural Zone seeks to accommodate.</p>	
Water is too expensive to make this land use viable.	<p>While traditional agricultural practices can be water intensive, emerging technologies in the intensive horticultural field are enabling agricultural production to occur with significantly reduced water usage. Intensive horticulture can have a number of other advantages including: less growing space, faster plant growth, higher yields, less fertiliser (and thus less runoff) and reduced reliance on pesticides and herbicides.</p> <p>It is acknowledged that while certain intensive horticultural practices may not be viable currently, the industry is likely to experience significant growth over time. Future growth will be driven by a number of factors including research and technological developments (e.g. precision irrigation, robotics, internet of thing (IoT) connectivity and advanced monitoring), population growth, societal shifts towards consumption of higher percentages of fresh food and consumer demands (e.g. concerns around sustainability, ethical production, food miles etc.).</p>	No changes required.
The focus should be on nutrient rich foods – not bulk production with an emphasis on profits to the detriment of food quality.	Noted as a general comment on the Intensive Horticulture Precinct.	No changes required.
Theme: Location		

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
Horticulture should not be supported in a single location. Redland's character, which includes villages within a rural setting, should be re-established. The farm at Wellington Point is a great example.	On the mainland, the vast majority of properties outside the Urban Footprint are zoned Rural. In the Rural Zone, intensive horticulture is a code assessable use (excluding mushroom farms). In this regard, intensive horticulture is a supported use across a large part of the city including the STPFGA.	No changes required.
Shoreline would have been a more appropriate location to establish an intensive horticulture precinct.	Noted as a general comment on the Intensive Horticulture Precinct.	No changes required.
Theme: Miscellaneous		
Brisbane has enough flower farms. This is a waste of good quality land.	Council documents referenced flower farming as one type of intensive horticultural practice that landowners could choose to pursue on their land. Landowners retain discretion to make decisions on the specific land uses they intend to undertake on their land.	No changes required.
Establishing a Horticulture Precinct within a Rural Enterprise Precinct does not meet the intentions of a Rural Enterprise Precinct per ShapingSEQ Rural Precincts Guideline because the intended use must ensure that the activity does not result in soil degradation, impacts on water resource catchments, air pollution, or adverse amenity and noise impacts for nearby residents.	In section 3.2.1, the <i>ShapingSEQ</i> Rural precincts guideline states that the matters aforementioned should be considered by the State Government and Local Government in proposing a rural enterprise precinct.	No changes required.
The Intensive Horticulture Precinct should be included in the Rural Residential Precinct.	This comment is noted as a preference to expand the spatial extent of the rural residential precinct.	No changes required.
General support: <ul style="list-style-type: none"> Redlands is a fantastic place for growing food. Supports business and employment. The precinct will create local jobs and food security. 	Noted as general support for the Intensive Horticulture Precinct.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> • It will help diversify the economy. • Redlands has a strong agricultural heritage that should be maintained • This use is consistent with existing uses in the area. • Farms have already operated here successfully, so new businesses could be approved easily. • Land size would support establishment of buffers to adjacent land uses. • Support for secure food supply chain via local production. • These uses will have a low environmental impact. • Farmers will be encouraged to stay in the area and sell their products locally. • It is important to keep the heritage of the area from a horticultural point of view. Our family loves buying direct from farmers rather than supermarkets. • Preference to retain the rural character of the area. • Supporting horticulture may enable bushland to be retained and serve as corridors for wildlife such as koalas. This could bring tourism dollars for the Redlands. 		
General opposition:	Noted as general opposition to the Intensive Horticulture precinct.	Change the name of the Intensive Horticulture Precinct to Rural

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> • Would like to see the State Government takeover planning for the area. • Not all soil in the Redlands is suitable for farming. • There is limited water available in this locality. • Objection to changing the zoning of the land. • This precinct allows what is already able to be undertaken in the Rural Zone. • This land would be better suited for rural residential development. • This land should be future urban. • Retain the current zoning. • The City has a reputation for being 'Clean and Green' – these values are not being upheld. • This area floods adjacent to Eprapah Creek. • Environmental areas should be conserved for wildlife, including koalas. 	<p>Officers agree that the Intensive Horticulture Precinct essentially reflects the nature of already existing uses and that the existing zone intent is to remain unchanged. On this basis, the precinct should be renamed as the 'Rural Precinct' to ensure the name more accurately reflects its preferred future land use intent.</p>	<p>Precinct in the preferred future land use map.</p>
Precinct: Education, Training and Recreation		
Theme: Environmental		
<p>The uses are incompatible with large areas of MSES and MLES – educational buildings prevail over environmental significance and recreational use degrades protected areas over time.</p>	<p>Prior to identifying the preferred future land use intents for the STPFGA, Council prepared the STPFGA Planning Report and Appendices to identify important environmental values and constraints across the study area. The preferred future land use map that was released for public consultation seeks to balance development with the protection of important environmental</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>features, including Matters of State Environmental Significance and riparian vegetation.</p> <p>If Council is decides to proceed with a major amendment to the City Plan to give effect to its preferred future land use intents, the relevant provisions within the planning scheme will continue to apply to all development within this precinct, such as private educational establishments. Most notably, this would include provisions within the Environmental Significance Overlay code.</p>	
Theme: general support/opposition		
<p>General support:</p> <ul style="list-style-type: none"> • Access to high quality education is important • Redland City desperately need a university – we are the only City in SEQ without one • Supports the use but is concerned about the protection of Hilliards Creek and bushland areas. • The area could become like Griffith University (Toohey Forest) – an area for environmental studies and a tourist drawcard. • It is important to have education and training facilities so students don't have to leave the Redlands for this purpose. • Redlands needs more education facilities to support population growth. • These types of uses attract people to the Redland to spend money 	<p>Noted as general support for the Education, Training and Recreation Precinct.</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> • High quality education facilities can put Redlands on the world stage • This zoning should be embraced across all the land on the western side of Taylor road and Woodlands Drive • Will create more jobs for teachers • Conversion of the greenfield sites to recreation focused parks and community land is a perfect fit for this area given its cross-roads location • it will put Redland city on the map as a centre of excellence for education and production of future leaders • would enable students to move from Sheldon College to tertiary education 		
<p>General opposition:</p> <ul style="list-style-type: none"> • Would like to see the State Government take-over planning for the area • This area of land should be utilised for a large scale sports and recreation park inclusive of purpose built equestrian centre and pony club facilities. • This land will remain undeveloped for years to come, due to the shift away from physical campuses to online learning. 	Noted as general opposition to the Education, Training and Recreation Precinct.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> The tertiary sector is currently struggling and making huge cuts and existing universities are fighting to make ends meet The bushland in the area should be preserved 		
Theme: Traffic		
<ul style="list-style-type: none"> Until the roads and intersections are properly upgraded there should be no more expansion in the area. The area will not be able to cope with increased traffic loads. 	<p>As outlined in Attachment 4 (as amended) to the 16 September 2020 Council Report, the Education, Training and Research Precinct is intended to accommodate tertiary education and training facilities, recreation facilities and ancillary accommodation and services. This land use intent is consistent with the existing commentary provided in the Strategic Framework of City Plan (Section 3.4.1.10). In this regard, Council is simply clarifying the spatial extent of the area being referenced in the Strategic Framework of City Plan.</p> <p>Any development proposal to expand uses in the precinct (e.g. education facilities), would need to comply with relevant assessment provisions within the City Plan, such as those contained within the Transport, Servicing, Access and Parking Code. This code seeks to ensure that the safety and efficiency of the movement network is maintained.</p>	No changes required.
Increased traffic due to existing education facilities is resulting in increased wildlife deaths	Noted as a general concern.	No changes required.
Theme: Supporting land uses		
<p>Support for higher density residential development to occur in the STPFGA:</p> <ul style="list-style-type: none"> This area should include housing for families and student accommodation as well. 	As outlined in the STPFGA Planning Report, it is Council's view that there is already a sufficient quantum of appropriately zoned land within the Urban Footprint to accommodate future population growth to 2041.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> If Council is going to allow a university here, it would make sense to enable residential development around it. 		
The accommodation style developments that follow will see a decrease in the liveability of the region.	<p>Noted as a general concern.</p> <p>In advising the Planning Minister of Council's preferred future land use intents for the STPFGA, in an information package supplied on 25 September 2020, Council advised that it 'does not support the expansion of the Urban Footprint to accommodate urban residential development in the STPFGA.' This demonstrates that Council's position aligns with that of the submitter.</p>	No changes required.
The 155 ha land area allocated for this purpose is too large. A portion of this land area should be allocated to form part of a new (MIBA) Precinct adjoining both the Transport Uses Precinct (Yellow Zone) and Storage and Larger Scale Home Based Enterprise Precinct (Purple Zone). This would allow all commercial-industrial activities to be incorporated into one specific area.	<p>The proposal to expand the MIBA Precinct is noted.</p> <p>In developing the preferred future land use intent map, Council relied upon information provided in the CDM Smith Report, which noted that 'an allowance of 50 hectares of allotments (translating to the identification of approximately 100 hectares of raw land) for MIBA uses allows for enough scale to assist in ensuring the development of the precinct is financially feasible to a prospective developer.'</p>	No changes required.
The description of land use intents is insufficient – there is not enough information to make an informed decision.	<p>Council provided a high level overview of the preferred future land use intents in Attachment 4 of the 16 September 2020 Council Report.</p> <p>The reason this approach was used is that Council first wanted to gain an understanding of the community's general support/opposition for the proposed future land use intents before committing officer resources to preparing the proposed future amendment.</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan, following the State Interest Review period. It is at this point time that the community would have further opportunity to review and provide feedback on more specific details about the proposed amendments.	
Large tracts of land have been randomly identified without any attempt to integrate land use outcomes, without rigorous technical investigation and without any economic validity assessment having been undertaken. It is also the identification of private land for public use outcomes without any discussion on how this will affect the current land owners.	<p>The preferred future land use intents were informed by the STPFGA Planning Report, as well as the CDM Smith Economic Feasibility Assessment (EFA) and Industrial Land Supply Review (ILS). The EFA found that it would be feasible for a developer to develop land within the STPFGA to accommodate MIBA uses using conservative assumptions. Project costs, including land acquisition costs, were considered as part of this assessment, however it is acknowledged that a developer would be unlikely to pursue such a project unless a sufficient quantum of suitably priced land could be secured deliver an appropriate return on investment.</p> <p>It should also be acknowledged that Council's preferred future land use intents in no way place any obligation on any landowner within the STPFGA to sell their land or pursue an alternative use on their land. This would be a decision of the respective landowners. Furthermore, existing lawful land uses in the STPFGA continue to remain lawful in perpetuity.</p> <p>The concern regarding private land being designated for public uses is contested – rather Council is identifying, in some instances a preferred alternative land use for specific areas across the STPFGA. If Council decides to proceed with a major amendment to City Plan and it eventually takes effect, it will be up to individual landowners to determine if they intend to:</p> <ul style="list-style-type: none"> • Stay on their land and retain the existing land use on the site; or 	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> Stay on their land and pursue an alternative land use on their site; or Sell their land. 	
Precinct: Transport Uses		
Theme: Traffic		
<p>Concerns about infrastructure capacity, safety and congestion:</p> <ul style="list-style-type: none"> Roads would need to be upgraded/widened to support these uses. This will have severe impacts on traffic along a network that Council has no ability to maintain or upgrade. This type of development will exacerbate congestion. Road safety may be a concern, if buses and trucks are pulling out onto the road at certain times of the day 	The Transport Uses Precinct is comprised of 7 allotments with a frontage to the state controlled Mount Cotton Road. If Council decides to proceed with a major amendment to City Plan, as part of the State Interest Review process, the relevant internal departments within the Queensland Government (including the Department of Transport and Main Roads) will be asked to review the amendment proposals and provide comment. This review would include a consideration of any upgrades required to the State road network.	No changes required.
If this facility is required, it should be located on a major road. Residents of this area should be further consulted.	Noted as a general comment. The Transport Uses Precinct is comprised of 7 allotments with a frontage to the state controlled Mount Cotton Road.	No changes required.
Direct traffic away from the residential and school areas	Noted as a general comment.	No changes required.
Theme: Environment		
Development will fragment habitat and reduce populations of wildlife	Council acknowledges the need to protect environmental values in the STPFGA. The preferred future land use map that was released for public consultation seeks to balance development with the protection of important environmental features, including Matters of State Environmental Significance (contains koala habitat) and riparian vegetation.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>It should be understood that while nominal precinct boundaries have been identified, precincts are not intended developed in their entirety. In this regard, each precinct will also need to need to accommodate and account for elements such as infrastructure, important environmental areas, environmental corridors, flood prone areas etc.</p> <p>Regardless of whether or not Council decides to proceed with a major amendment to City Plan, provisions within City Plan, including those within the Environmental Significance Overlay (ESO) Code, will continue to apply to assessable development. The ESO code contains provisions that seek to avoid, minimise and mitigate the significant impacts of development.</p>	
<p>General support:</p> <ul style="list-style-type: none"> • Supports business and employment • Depots, parking and logistic areas for transport are lacking in Redlands • It's got to go somewhere • We need places for heavy vehicles to park that is away from other industrial and residential sites. This area looks ideal, with easy access to major arterial roads. • As a lot of transport vehicles are being parked on side streets or in commercial estates • This area is already on an arterial road – it won't make a huge difference 	<p>Noted as general support for the Transport Uses Precinct.</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> • Avoids trucks being parked in residential areas • There is not enough parking hardstand for commercial vehicles in the Redlands especially somewhere that is close to Main Arterial roads. Most vehicle operators only need parking facilities without having to rent buildings and be in the middle of Capalaba or Cleveland Business District. 		
<p>General opposition:</p> <ul style="list-style-type: none"> • The zoning would legitimise what has been illegal use of the area for many years • This land should remain rural residential. • There are much better locations for this near the Brisbane Port • There will never be such a large demand for this type of use in the Redlands • This area adjoins important wildlife areas that would be adversely impacted 	Noted as general opposition to the Transport Uses Precinct.	No changes required.
Theme: Miscellaneous		
This use needs to be located in the Urban Footprint	Council has proposed to the State Government that if this land use is supported, it should be included in the Urban Footprint. Further information on Council's preferred amendments to City Plan and <i>ShapingSEQ</i> are outlined in attachments 4 and 5 of the Council Report dated 16 September 2020.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
If some of the properties are used for this purpose, the others will degrade and succumb to illegal land uses or border line industrial uses.	<p>If Council decides to proceed with a major amendment to City Plan to give effect to its preferred future land use intents, landowners will be required to obtain the necessary approvals and permits to undertake certain land uses on their property.</p> <p>If landowners are suspected of undertaking illegal activities on their property, the community is encouraged to report these matters to Council so that they can be properly investigated.</p>	No changes required.
The Transport Uses Precinct should be co-located with the MIBA precinct	Noted as a general comment regarding the preferred location for land uses within the STPFGA.	No changes required.
Adverse amenity impacts will be caused by heavy vehicle movements and braking.	A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan. This can only occur after the proposed amendment has been prepared by Council and approved by the Planning Minister following a State Interest Review process. At this time, the community will have the opportunity to review and provide comment on more specific details about how adverse amenity impacts are to be considered and addressed through the development assessment process.	No changes required.
This will enable landowners within the Transport Uses Precinct to lodge development applications for transport related urban uses, without triggering referral to the State Government. What will be allowable development under 'Transport Uses Precinct'?	<p>Attachment 4 of the Council Report dated 16 September 2020 outlines at a high level the types of transport uses that are intended to be accommodated in this precinct. This includes transport depots and parking stations, which would benefit from direct access to the State Road network.</p> <p>A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan. It is at this point time that the community would have an opportunity to review more specific details about proposed amendments, including the levels of assessment and assessment criteria for land uses in this precinct.</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
There is no available reticulated wastewater infrastructure which may be a concern if a bus company or transport company was based there and doing repairs and maintenance on-site.	<p>If Council decides to proceed with a major amendment to City Plan to give effect to its preferred future land use intents, assessable development (which may include land uses mentioned) proposing to establish within the STPFGA would still be required to comply with the relevant provisions in City Plan.</p> <p>Depending on the type and scale of development proposed, a facility for the treatment of wastewater may need to be provided on-site.</p>	No changes required.
Precinct: Storage and Larger Scale Home Based Enterprise		
Theme: Traffic		
<ul style="list-style-type: none"> This will have severe impacts on traffic along a network that Council has no ability to maintain or upgrade. This precinct will trigger upgrades to Duncan Road. Roads will need to be widened to facilitate increased traffic flow Vehicles entering and exiting this area will cause safety issues 	The Storage and Larger Scale Home Based Enterprise Precinct has dual frontages to state controlled Mount Cotton and Duncan Roads. If Council decides to proceed with a major amendment to City Plan, as part of the State Interest Review process, the relevant internal departments within the Queensland Government (including the Department of Transport and Main Roads) will be asked to review the amendment proposals and provide comment. This review will ensure impacts on the state road network are considered, including safety issues and potential upgrade requirements.	No changes required.
Theme: Environment		
Sheds and vehicles storage facilities are incompatible in areas that contain MLES and MSES	Prior to identifying the preferred future land use intents for the STPFGA, Council prepared the STPFGA Planning Report and Appendices to identify important environmental values and constraints across the study area. The preferred future land use map that was released for public consultation seeks to balance development with the protection of important environmental features, including Matters of Local Environmental Significance (MLES), Matters of State Environmental Significance (MSES) and riparian vegetation.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	If Council is decides to proceed with a major amendment to City Plan to give effect to its preferred future land use intents, the relevant provisions within the planning scheme will continue to apply to all development within this precinct. Most notably, this would include provisions within the Environmental Significance Overlay code.	
Vehicle impacts and habitat loss with have significant impacts on the environment. Clearing will result in the fragmentation of habitat and displacement of wildlife.	While Council is intending to support a broader range of land uses within this precinct, existing assessment provisions within City Plan will continue to apply. Currently, operational work involving native vegetation clearing in the Rural Zone is accepted subject to requirements if the lot contains a dwelling house and the cumulative amount of clearing since the commencement of the planning scheme exceeds 2500m ² . Where native vegetation clearing will exceed the nominal thresholds within City Plan, a planning approval would be required. The application would be assessed by Council against provisions within the Environmental Significance Overlay code, which amongst other things, seeks to avoid substantial fragmentation of habitat areas.	No changes required.
Wildlife will be adversely impacted by noise, lighting and additional activity	Noted as a general concern about the impacts of development on fauna. For assessable development, provisions within the Environmental Significance Overlay will apply, including the following performance outcome (PO11): <ul style="list-style-type: none"> Development minimises potential for disturbance of wildlife as a result of noise, light, vibration or other source. 	No changes required.
Theme: Miscellaneous		
General support: <ul style="list-style-type: none"> So long as the wider community benefits from the business carried out in this area 	Noted as general support for the Storage and Larger Scale Home Based Enterprise Precinct.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none">• If heavy traffic is directed away from residential and education areas• Parking/transport will be important to support the recreation area• Attracting tourism to the area will help bring in revenue and strengthen the community• As long as ecological values are protected• I don't think development of this type will make a huge difference to the area• A facility of this nature is better located on a major road.• Support for small office home office (SOHO) options• We need more work from home businesses as more people will be doing this in the future• Creates employment and business opportunities• More home based business is needed, especially after the pandemic.		
<p>General opposition:</p> <ul style="list-style-type: none">• Tree clearing and earthworks would be required to facilitate future uses• Storage is not the best use of the land, this is better located elsewhere	Noted as general opposition to the Storage and Larger Scale Home Based Enterprise Precinct.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> • Larger businesses in this area would generate more traffic and encourage more clearing • This is retrospectively supporting illegal businesses in the area • Don't support tourist parks in the Redlands • Don't think tourist parks will be viable • This lacks market acceptance or demand. 85 ha is excessive. • It will reduce liveability of the region • This is not an efficient use of the land 		
The old poultry sheds could be recycled and used for this purpose (storage)	Noted as a general observation.	No changes required.
This area should be reduced in size and form part of the MIBA precinct	The preferred future land use map shows that the Storage and Larger Scale Home Based Enterprise precinct is physically separated from the MIBA precinct. To join the precincts together would require a significant reduction in the size and location of both the Education, Training and Recreation and Rural Residential Precinct. The information provided in the submission is not considered to provide sufficient justification for this proposal.	No changes required.
Increased traffic noise will have adverse amenity impacts (noise, dust, visual) on residents and the rural lifestyle of the area	<p>Provisions within City Plan will continue to apply to new development. These seek to ensure that adverse amenity impacts are reduced to an acceptable or tolerable level.</p> <p>A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan. This can only occur after the proposed amendment has been prepared by Council and approved by the Planning Minister</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	following a State Interest Review process. At this time, the community will have the opportunity to review and provide comment on more specific details about how adverse amenity impacts are proposed to be considered and addressed through the development assessment process.	
Further consultation with adjoining residents is required.	The public consultation exercise that ran from 28 September 2020 – 20 November 2020 occurred outside of the formal amendment process. A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan, following State Interest Review.	No changes required.
This precinct would be best located on properties that contain ex-poultry sheds for use.	Noted as a general comment on the preferred location for the Storage and Larger Scale Home Based Enterprise Precinct.	No changes required.
Provide land use certainty for the remaining approximately eight land owners located on Mt Cotton Rd within the Southern Thornlands Potential Future Growth Area by including them within the Storage and Larger Scale Home Based Enterprise precinct.	This request was made by a single landowner and it is unclear if the position is shared by other landowners within the area. Given the high level of support for the land use precincts Council released for public consultation, no changes are proposed to the spatial extents of the precincts at this time. It is noted that a further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan.	No changes required.
Precinct: Rural Residential		
Theme: Miscellaneous		
Put all of the blocks outside the MIBA into the Urban Footprint.	The submission does not provide a rationale as to why all of the remaining blocks within the STPFGA should be incorporated into the Urban Footprint.	No changes required.
This land is needed for urban residential purposes.	As outlined in section 9.3 'Commentary on the need for additional residential zoned land within Redland City to 2041' of the STPFGA planning report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	To date, the annual land supply and development monitoring reports released in 2018 and 2019 have identified that Redland City has sufficient supply of suitably zoned land to meet the consolidation and expansion dwelling supply benchmarks of the Regional Plan. Preliminary data supplied by the Queensland Government for 2020 indicates that this position remains unchanged.	
These houses can't actually be rural because of Council restrictions on animals on each property	Council's Local Law 2 – Animal Management outlines the general requirements for keeping animals on properties across the City. This includes some limitations on the numbers of certain animals required without a permit.	No changes required.
The constraints imposed including size, depth ratios and single driveway lead one to believe that these constraints have been designed to conflict with the majority of the configurations of land designated as Rural Residential Precinct and are deliberate road blocks to complicate potential subdivisions.	<p>Commentary from Attachment 4 to the 16 September 2020 Council Report states that in the Rural Residential Precinct, the intent is to facilitate rural residential development by enabling reconfiguration of lots down to a minimum size of 1ha, where certain performance benchmarks are achieved (e.g. a frontage to depth ratio not exceeding 1:4 and no additional driveway access points are proposed).</p> <p>Excluding properties in the centre of the STPFGA that have, through the court process, been approved for rural-residential style development, there are 53 other allotments in the Rural Residential precinct that are 2 hectares or greater in size. Theoretically, not considering other constraints that may impact on reconfiguration, it may be possible for an additional 182 unsewered allotments, sized 1 hectare or greater to be created from these 53 allotments.</p> <p>Rather than seeking to 'deliberately complicate' the potential future subdivision of these allotments, Council has sought to clarify the key outcomes being sought. These include:</p> <ul style="list-style-type: none"> • A limited number of new driveway access points; 	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> • The creation of lots with practical, generally regular shapes; and • Lot sizes that are 1 hectare or greater in size, which are considered to provide a gradual transition from higher density residential development to the east. <p>A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan. This can only occur after the proposed amendment has been prepared by Council and approved by the Planning Minister following a State Interest Review process. At this point in time, the community would be provided with a further opportunity to comment on the specific provisions being proposed.</p>	
<p>Support for suburban density residential development:</p> <ul style="list-style-type: none"> • This area should allow smaller lots (down to 900-1000m² in size) • This area should be higher density urban residential • Part of this area should for a residential master planned development. 	<p>Council does not support the creation of lots that are of a suburban density within the STPGA. As outlined in section 9.3 'Commentary on the need for additional residential zoned land within Redland City to 2041' of the STPGA planning report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program.</p> <p>To date, the annual land supply and development monitoring reports released in 2018 and 2019 have identified that Redland City has sufficient supply of suitably zoned land to meet the consolidation and expansion dwelling supply benchmarks of the Regional Plan. Preliminary data supplied by the Queensland Government for 2020 indicates that this position remains unchanged.</p>	No changes required.
Support for smaller scale rural residential subdivision:	Establishing a minimum lot size of 1 hectare in the Rural Residential Precinct would enable a fairly limited number of additional lots to be created. Excluding properties in the centre of the STPGA that have, through the court process, been approved	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> • Subdivision down to 6000m2 would enable development to fit in with the surrounding land use pattern • I support this but would like to see 1 acre blocks • Subdivision should be allowed down to 1.5 acres to align with the Parc development 	<p>for rural-residential style development, there are 53 other allotments in the Rural Residential precinct that are 2 hectares or greater in size. Theoretically, not considering other constraints that may impact on reconfiguration, it may be possible for an additional 182 unsewered allotments, sized 1 hectare or greater to be created from these 53 allotments.</p> <p>The 1 hectare size limit provides for a gradual transition of lot sizes from the STPFGA to the Low Density Residential LDR2 Precinct (minimum lot area 6,000m2) to the east of the study area. Given 88% of respondents supported the proposed inclusion and general location of this precinct (with a minimum lot size of 1 hectare), there does not appear to be a strong basis for reducing nominal subdivision sizes for rural residential allotments to as little as 1 acre.</p>	
<p>I adjoin the MIBA and do not support this use. It will adversely impact on my amenity (views, noises, smells etc.). Council should include the entire area in the MIBA to avoid the impacts on adjoining property owners in the area.</p>	<p>In evaluating land use requirements for the establishment of a MIBA precinct, CDM Smith noted in its Economic Feasibility Assessment (EFA) that 'an allowance of 50 hectares of allotments (translating to the identification of approximately 100 hectares of raw land) for MIBA uses allows for enough scale to assist in ensuring the development of the precinct is financially feasible to a prospective developer.'</p> <p>Although the CDM Smith EFA indicates that a minimum area of 100 hectares of raw land would be required to provide a land area with sufficient scale to feasibly developed, expansion of the MIBA area may improve the relative attractiveness of this area for development.</p> <p>Regarding amenity, Council acknowledges submitter concerns regarding potential impacts of the MIBA on adjoining/nearby landowners. These are valid concerns and would need to be considered as part of detailed structure planning for the area, if</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>Council decides to proceed with a major amendment to City Plan. Planning Scheme Policy 5 – Structure Plan provides an outline of matters to be considered as part of this process, including:</p> <ul style="list-style-type: none"> • ‘Identifying residences...land uses and approvals on the site and surrounding sites’ (5.2.2); and • Setting out ‘how development interfaces to the surrounding neighbourhood...[and other uses]’. <p>Although it is not possible to pre-empt how this may occur, a common design and layout response would be to establish buffers between land uses.</p>	
<p>General support:</p> <ul style="list-style-type: none"> • People need larger blocks for lifestyle, family and business • A mixture of housing sizes is needed in the city. • Creates more opportunities for people to own rural real estate • Demand exists and this will be taken up by the market. • It is consistent with the Parc development and would give surrounding landowners equal rights. • This will satisfy desire for larger home sites with an attractive semi-rural environment and strong conservation values. • This keeps with the rural feel of the area. 	<p>Noted as general support for the Rural Residential precinct.</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<ul style="list-style-type: none"> This would allow people to subdivide without moving from their family home. 		
<p>General opposition:</p> <ul style="list-style-type: none"> This area should remain unchanged No more housing until roads, schools and hospitals are upgraded No more housing estates in the Redlands It would be an overdevelopment of the area 	Noted as general opposition to the Rural Residential precinct.	No changes required.
Theme: General comments		
More consultation with landowners is required. Their opinions and thoughts should account for a lot more, given they will be directly impacted.	A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan. This can only occur after the proposed amendment has been prepared by Council and approved by the Planning Minister following a State Interest Review process.	No changes required.
Focus on sustainable and technologically advanced infrastructure (e.g. surf lake). A 'healthy entertainment precinct' would create jobs, attract tourists, and support the community's mental health.	Noted as a general comment about preferred future land uses in the STPFGA.	No changes required.
<p>This area has been excluded from the Urban Footprint because of its environmental (inc. koalas), scenic and topographic features/constraints.</p> <p>There needs to be a greater emphasis on environmental protection, rather than focusing on job creation. More koala trees need to be planted.</p>	<p>Prior to identifying preferred future land use intents for the STPFGA, Council officers prepared a planning report to examine values and constraints across the study area.</p> <p>The analysis included a consideration of wildlife corridors (as per Council's Wildlife Connections Plan 2018 – 2028) and environmental values such as Matters of State Environmental Significance (MSES), which includes core koala habitat areas.</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
The plan needs more land set aside to protect environmental values	<p>The planning report identified these areas as category 1 constraints, which for the purpose of the planning assessment, meant the areas were not considered suitable for more intense forms of urban development.</p> <p>Although the entire STPFGA has been assigned a precinct, this does not mean that each precinct will be 'fully developed'. Rather, parts of the sites will be undevelopable because they contain a constraint or value that needs to be addressed/ protected. For example, the MIBA precinct is 100 hectares in size but if developed, is intended to provide 50 hectares of allotments. This means that up to 50% of the MIBA is likely to accommodate features including, but not limited to habitat areas, environmental corridors and flood impacted areas.</p> <p>If Council decides to proceed with a major amendment to City Plan, the impact of the preferred future land uses on state interests, as reflected in the State Planning Policy, would be considered as part of the State Interest Review process.</p>	
The study area was never shown as being this large – the small asterisk which represented this area was deceiving	The STPFGA is not cadastrally defined in the South East Queensland Regional Plan (ShapingSEQ). In order to provide scope for the requisite planning investigations, on 9 October 2019, Council resolved to endorse the spatial extent of the Southern Thornlands Potential Future Growth Area (STPFGA). The study area is bound by Boundary Road in the north, Mount Cotton Road in the west, Eprapah Creek in the south and properties directly adjoining Springacre Road in the east.	No changes required.
The Regional Plan says of these areas: 'The intent is to protect their future potential, not to promote or support their investigation for urban purposes during the life of ShapingSEQ'.	While commentary on page 49 of ShapingSEQ makes a statement to the effect of that outlined by the submitter, it should also be acknowledged that on page 114 (Chapter 3, Metro Sub-Region), specific commentary states:	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>‘Redland City Council is required to investigate this area in the short-term, including its potential as a future employment area. The investigations must determine its appropriate use, with the intent of the area defined, and appropriately reflected in the planning scheme, by the end of 2019’.</p> <p>As acknowledged in previous sections of this report, Council did not meet the timelines identified in <i>ShapingSEQ</i> due to a decision to finalise the Rural Enterprise Industry Sector Plan. This decision ultimately resulted in a Ministerial Direction being issued by the Planning Minister on 23 July 2020.</p> <p>The Ministerial Direction clarified that Council was required to fulfil its obligations under <i>ShapingSEQ</i> in the short term. Officers are of the opinion that its actions to date have satisfied the general requirements of the Ministerial Direction and further consultation with the State Government will occur if Council decides to proceed with a major amendment to City Plan.</p>	
Infrastructure investment needs to occur first (e.g. sufficient water supply).	<p>The rationale behind identifying a preferred future land use intent for the STPFGA is firstly to confirm that the general intent, location and size of the precincts is appropriate, having regard to values and constraints across the study area as well as development feasibility.</p> <p>If Council decides to proceed with a major amendment to City Plan to give effect to its preferred future land use intents, including for example the MIBA precinct, detailed structure planning would need to be undertaken, which would involve amongst other things, a consideration of future infrastructure requirements and requisite upgrades to the relevant networks.</p>	No changes required.
RCC has not complied with <i>ShapingSEQ</i> Outcome 14 sub-regional direction to investigate STPFGA for potential urban use,	As outlined in section 9.3 ‘Commentary on the need for additional residential zoned land within Redland City to 2041’ of the STPFGA planning report, Council believes that there is sufficient land	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
<p>as per the definition, including but not limited to urban outcomes (including residential) in the short term.</p> <p>Council is refusing to comply with the Ministerial Direction to carry out a proper assessment of this area (including a consideration of residential outcomes) and this is unreasonable.</p> <p>Redland City Council has failed to comply with the State Government Ministerial Directive to satisfy its obligations under <u>ShapingSEQ</u></p>	<p>within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program.</p> <p>To date, the annual land supply and development monitoring reports released in 2018 and 2019 have identified that Redland City has sufficient supply of suitably zoned land to meet the consolidation and expansion dwelling supply benchmarks of the Regional Plan. Preliminary data supplied by the Queensland Government for 2020 indicates that this position remains unchanged.</p> <p>To clarify, it is acknowledged that the sub-regional directive being referenced does not preclude Council from considering the suitability of the STPGA to accommodate suburban density residential development. However, for the reasons mentioned above, Council is of the position that this land is not needed for residential purposes to 2041.</p> <p>Regarding timing, Council made a decision to finalise the Rural Enterprise Industry Sector Plan before undertaking the requisite investigations outlined in <i>ShapingSEQ</i>. The background investigations have now been completed in accordance with the requirements of <i>ShapingSEQ</i> and the Ministerial Direction notice received by Council on 23 July 2020.</p>	
<p>The scenic amenity assessment is inadequate – it assesses the outlook from one location only (Sirromet Winery)</p>	<p>Section 5.16 'Visual Analysis' of the STPGA Planning Report acknowledges that that Redlands' landscapes and landforms provide a high level of scenic amenity, contribute to local character and identity and are of cultural significance. The analysis undertaken as part of this section makes reference to vantage points from Sirromet Winery as well as 'Mount Cotton Road and</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>Woodlands Drive [when] looking across Eprapah Creek and east to Moreton Bay’.</p> <p>Other visually prominent areas, including high points within the centre of the study area and the vegetated allotment on the south eastern corner of the Boundary Road / Woodlands Drive intersection are also referenced in this section. The analysis notes that any future development within the STPFGA should be undertaken in a sensitive manner to maintain the transition between the between the Regional Landscape and Rural Production Area (south and west) and the Urban Footprint (north and east).</p>	
<p>The STPFGA planning report states that ‘Newly approved subdivisions within the PFGA, at 84-122 Taylor Road and 157-197 Woodlands Drive that comprise an additional 67 allotments, will be serviced by on-site sewer treatment. These development applications did not give any consideration to the possibility to connect to Council’s reticulation infrastructure.” This statement is false.</p>	<p>Officers acknowledge that this statement is incorrect. As noted by the submitter, this information has been made available in Planning and Environmental Court appeal documents (Item 45, case 2675 of 2009).</p>	<p>The STPFGA planning report will be updated to reflect the information provided in the submission.</p>
<p>Significant environmental benefits could be delivered by creating and rehabilitating environmental corridors on private land with legal protections. This would provide improve visual amenity for new uses establishing in the area.</p>	<p>Potential future redevelopment within the STPFGA also presents an opportunity to facilitate protection and enhancement of environmental values. If Council decides to proceed with a major amendment to City Plan, provisions within the planning scheme will seek to balance the impacts of new development against the environmental outcomes being sought. For example, there is a sub-section within the Environmental Significance Overlay that specifically relates to ‘Corridors and Enhancement Plantings’ – see Performance and Acceptable Outcomes 13-17.</p>	<p>No changes required.</p>
<p>Rural residential development is greatly needed for the future of the city. Council</p>	<p>As outlined in previous sections of this report, Council believes that there is sufficient land within the Urban Footprint to</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
have completely ignored the need for urban residential land uses.	accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program.	
Residents impacted by the proposed changes should be involved in further consultation.	If Council decides to proceed with a major amendment to City Plan, an additional public consultation period will take place following completion of the first State Interest Review period.	No changes required.
Rural residential development will protect the environmental and amenity values of the area, while supporting local businesses. However, commercial development will adversely impact on lifestyle values of the area.	Noted as general support for the Rural Residential Precinct and general opposition to the Mixed Industry Business Area (MIBA) Precinct.	No changes required.
<p>This area has a lot of potential. The land could be used for housing (including low and medium density residential), educational facilities, retirement villages, businesses and parks.</p> <p>The area should be a master planned residential development.</p>	<p>As outlined in previous sections of this report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program. For this reason, Council did not consider the suitability of the STPFGA to accommodate 'suburban scale' residential development.</p> <p>As outlined in Attachment 4 (as amended) of the 16 September 2020 Council Report:</p> <ul style="list-style-type: none"> • Educational uses would be supported in the Education, Training and Recreation Precinct. • Business expansion would be supported across a number of precincts including the Mixed Industry Business Area (MIBA), Transport Uses and Storage & Larger Scale Home Based Enterprise Precincts. <p>The provision of park and community infrastructure in the area will ultimately be determined by future land uses that are realised in the STPFGA. If Council decides to proceed with a major</p>	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>amendment to City Plan, future detailed structure planning of the MIBA precinct for example, would need to occur to account for factors such as:</p> <ul style="list-style-type: none"> • '(g) how and where infrastructure is to be provided such as water, sewerage, stormwater and community infrastructure; (h) the proposed open space network' (Planning Scheme Policy 5 – Structure Plans). 	
<p>There are no service stations or small shopping precincts in Thornlands. These would be beneficial landowners within the STPFGA and newly developing areas.</p>	<p>In 2015, Council approved a development permit for Nerinda Pty Ltd on the corner of Boundary Road and Panorama Drive, including a preliminary approval for a material change of use to the site. The application was for a mixed use development which included amongst other things a shopping centre and service station.</p> <p>Although this application has been the subject of numerous legal proceedings, on August 28 2020, the Supreme Court of Appeal dismissed the matter. It is understood the landowners are now looking to move forward with the development proposal. Although Council is not responsible for the delivery of development on private property, the abovementioned approval would seemingly indicate that in the short-medium term, the facilities being sought will be delivered in the area. This would provide benefits in the form of additional shopping opportunities to landowners within the STPFGA.</p>	<p>No changes required.</p>
<p>Council had at least two years to formalize an STPFGA plan, in which time there was no consultation with property owners and residents to gauge their wishes as to what happens in their neighbourhood.</p>	<p>Council provided a high level overview of the preferred future land use intents in Attachment 4 of the 16 September 2020 Council Report and commenced public consultation on 28 September 2020.</p> <p>The reason Council released the preferred land use intent map and supporting information was that it first wanted to gain an understanding of the community's general support/opposition for</p>	<p>No changes required.</p>

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>the proposed future land use intents before committing significant officer resources to preparing the proposed future amendment.</p> <p>A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan, following the State Interest Review period. It is at this point time that the community would have further opportunity to review and provide feedback on more specific details about the proposed amendments.</p>	
A lot of the proposed uses for this land are already allowed under the existing City Plan and Council has the ability to determine any application on the individual merits of the proposal. Consequently, there is no need to rezone the land.	Notes as a general comment.	No changes required.
<p>The MIBA precinct should be expanded:</p> <ul style="list-style-type: none"> - through to the corner of Boundary Road and Taylor Road - to take in the education, transport and larger scale home based business precincts 	<p>Council's preferred location and spatial extent for the MIBA precinct, as reflected in the preferred future land use map, was informed by work undertaken by CDM Smith as part of its Economic Feasibility Assessment (EFA). The EFA states that 'an allowance of 50 hectares of allotments (translating to the identification of 100 hectares of raw land) for MIBA uses allows for enough scale to assist in ensuring the development of the precinct is financially feasible to a prospective developer'.</p> <p>The information provided in the submission did not provide a strong planning rationale to justify increasing the spatial extent of the MIBA precinct.</p>	No changes required.
Lower order uses such as storage and transport are not appropriate in the STPFGA.	Noted as general opposition to the Transport Uses and Storage & Larger Scale Home Based Enterprise Precincts.	No changes required.
The plan is inequitable in its current form. The Intensive Horticulture Precinct should	Noted as general opposition to the Intensive Horticulture Precinct and support for expanding the spatial extend of the Rural Residential Precinct.	No changes required.

Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
be removed and incorporated into the rural residential precinct.		

Feedback on land use precincts – Individual submissions

This section analyses the feedback provided by individuals/entities that provided a tailor-made submission to Council. It aggregates feedback from the 12 individual submissions. Each individual/entity that made a submission has been allocated a submitter ID # to enable them to better understand how Council considered the matters raised in their submissions.

Table 3: Grounds of submissions and how Council has considered and dealt with each submission – Individual submissions

Submitter #(s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
Precinct: Mixed Industry Business Area (MIBA)			
4, 8, 9, 10, 11	<p>Objection to a MIBA:</p> <ul style="list-style-type: none"> The report refers to development of a MIBA over the long term whereas the minister required urban land to be identified in the short term. The MIBA precinct should be removed as Council has previously reported that there is sufficient industry land for the next 15 years. There is a diminished demand for industrial land and existing space should be exhausted first, including within the German Church Road industrial area where uptake has been slow. The MIBA precinct isn't specific enough. 	<ul style="list-style-type: none"> The Minister did not require urban land to be identified in the short term. The Ministerial direction, dated 23 July 2020, directed Council to complete the investigation(s) required by the South East Queensland Regional Plan (<i>ShapingSEQ</i>). The commentary contained in Chapter 3, Part C: Sub-regional directions (p.114) of <i>ShapingSEQ</i> makes it clear that Council is required to investigate this area, determine its appropriate use and make any changes, if required, to its planning scheme in the short term. There is no obligation on Council to identify this land as 'Urban' by including all or parts of the STPFGA in the Urban Footprint. As outlined by CDM Smith in the Economic Feasibility Assessment, the delivery of a MIBA should ideally be facilitated in the longer term (~15years) so as to not compromise commercial office take up in the Capalaba and Cleveland principal activity centres in the short term. This timeframe also recognises that significant capacity exists within competitor MIBA precincts in the region to accommodate growth within the short to medium term. However, given there is limited scope to establish new precincts within 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> Concerns that Hilliards Creek cannot be protected from MIBA uses. The slopes towards Boundary Road are steep and a great deal of cut and fill would be required affecting the sources of Hilliards Creek. Access to the precinct would be difficult because of slope and DTMR not permitting access onto main roads. 	<p>eastern Brisbane (as the Brisbane LGA approaches build-out), CDM Smith confirmed that an opportunity exists in the longer term to establish a MIBA in Redland City that will provide an alternative location for prospective businesses to establish.</p> <ul style="list-style-type: none"> Council provided a high level overview of the precinct intents and preferred future land uses in Attachment 4 of the 16 September 2020 Council Report, which is available on the STPFGA web page. It should be understood that while nominal precinct boundaries have been identified, precincts are not intended developed in their entirety. For example, the CDM Smith report acknowledges that the ~100ha MIBA Precinct will comprise approximately 50ha of MIBA lots, with the balance area used to accommodate important environmental areas, environmental corridors, flood prone areas etc. Section 10 of the CDM Smith EFA contains an Indicative Feasibility Assessment. The analysis contained in this section of the report was used to inform the size and location of the MIBA precinct. The nominal size of the MIBA (100 ha) was chosen because it was demonstrated to be of a sufficient scale to be financially feasible for a prospective developer, using conservative assumptions. The EFA was informed by the planning report which took into account factors such as the topography of the study area. If Council decides to proceed with a major amendment to City Plan, as part of the State Interest Review process, the relevant internal departments within the Queensland Government (including the Department of Transport and Main Roads) will be 	

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
		asked to review the amendment proposals and provide comment. This review would include a consideration of any access requirement and upgrades to the State road network.	
Precinct: Intensive Horticulture			
1, 2, 3, 4, 8, 10, 11	<p>Objection to the Intensive Horticulture Precinct:</p> <ul style="list-style-type: none"> Horticultural designation is inefficient as the land is not classified as good quality agricultural land. The area allocated for this precinct does not consider the amount of land required to support this type of land use. Combining 7 parcels of land identified for intensive horticulture is unlikely to generate a cost benefit. Horticultural land, if developed in the designated precinct, without a published environmental impact assessment, will result in a high risk of pollution to Eprapah Creek disregarding the importance of environmental and habitat protection. Whilst innovative ideas there are downsides to intensive horticulture, including pesticide and fertiliser use 	<ul style="list-style-type: none"> Intensive horticulture is a defined used under Schedule 24 of the Planning Regulation 2017 and includes the intensive production of plants carried out indoors on imported media or outside using artificial lights or containers. In this regard, the type of soil present in the STPGA is not necessarily a decisive factor as to whether intensive horticultural operations could be successfully conducted, as hydroponics for example enables plants to be grown without soil. In the Economic Feasibility Assessment, CDM Smith notes that the practice 'allows farmers to grow saleable crops on small lots in marginal, water-deficient areas where traditional cropping or intensive cropping is not viable'. It is acknowledged that while certain intensive horticultural practices may not be viable currently, the industry is likely to evolve over time due to further research and technological developments. The perceived high costs of obtaining or modifying land are therefore not considered valid reasons to discount the potential for this use to become viable in the future; a use which the Rural Zone seeks to accommodate. Officers agree that the Intensive Horticulture Precinct essentially reflects the nature of already existing uses and that the existing zone intent is to remain unchanged. On this basis, the precinct 	Change the name of the Intensive Horticulture Precinct to Rural Precinct in the preferred future land use map.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>particularly in flower farming (a use indicated in the Redlands Coast Rural Enterprises Industry Sector Plan (RCREISP)), with huge implications on creek and freshwater life – wide buffers and ongoing monitoring will be necessary.</p> <ul style="list-style-type: none"> • Water use is a weakness in intensive horticulture with a reliance on town water, even in vertical farming although the amount of water may be reduced (depending on scale). • Low impact, rural industry agri-tourism would be more appropriate in the area. • The location of the intensive horticultural precinct, located among existing and proposed residential land and poultry farming is inappropriate and ill-aligned by virtue of noise, odour and air quality concerns (dust, overspray etc). • Horticulture will not be delivered in the proposed area and will be an extension of the view corridor. 	<p>should be renamed as the 'Rural Precinct' to ensure the name more accurately reflects its preferred future land use intent.</p> <ul style="list-style-type: none"> • Council is proposing to retain properties in this locality within the Rural Zone. In this regard, level of assessment for rural uses such as animal husbandry, wholesale nurseries and intensive horticulture is intended to remain unchanged. To protect important environmental values in the area, including Erapah Creek, many of uses in the Rural Zone are code assessable; requiring assessment against the relevant assessment provisions including the Rural Zone code, overlay codes and Healthy Waters code. The purpose of the Healthy Waters code is to be achieved through the following outcomes (amongst others): <ul style="list-style-type: none"> ○ the environmental values of the city's waterways are protected or enhanced; ○ stormwater run-off does not adversely impact on the quality of receiving waters, including waterways, wetlands and Moreton Bay. • As outlined in section 9.3 'Commentary on the need for additional residential zoned land within Redland City to 2041' of the STPFGA planning report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program. 	

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> The horticultural precinct should be removed from the plan and reallocated to residential land. 		
Precinct: Education, Training and Recreation			
1, 2, 5, 6, 7, 10, 11	<p>Objection to the Education, Training and Recreation Precinct:</p> <ul style="list-style-type: none"> There is no planning basis for an 'off limits' 100m buffer for further development around Sheldon College. There are many forms of development that would be suitable. The buffer around Sheldon College does not take into account the nature of its operations in proximity to its boundary, the existing covenants that act as a buffer, and that future development adjoining the college is required to consider reverse amenity principals. The area contains large patches of MLES and MSES, education precincts generally include continued expansion and incremental removal of valuable habitat. Recreation uses can lead to significant degradation of vegetation overtime. 	<ul style="list-style-type: none"> The rationale provided by submitters in questioning the appropriateness of the 100m buffer around the Sheldon College boundary is valid. A more nuanced approach could have accounted for factors such as existing vegetation protected by covenants along the southern and western boundaries of Sheldon College. Despite this acknowledged shortcoming in the STPFGA Planning Report, one has to consider whether this information would have had a material impact on the preferred future land use intent map adopted by Council on 16 September 2020 or if this information provides justification for changing the spatial extent of the Education, Training and Recreation Precinct. Based on a consideration of likely impacts, the abovementioned matter is not considered a valid reason to change the land use intent or spatial extent of the Education, Training and Recreation Precinct. Prior to identifying the preferred future land use intents for the STPFGA, Council prepared the STPFGA Planning Report and Appendices to identify important environmental values and constraints across the study area. The preferred future land use map that was released for public consultation seeks to balance development with the protection of important environmental 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> The area may suite an institution that has an environmental focus providing opportunities for education similar to Griffith University campus at Toohey Forest. 	<p>features, including Matters of State Environmental Significance and riparian vegetation.</p> <ul style="list-style-type: none"> If Council is decides to proceed with a major amendment to City Plan to give effect to its preferred future land use intents, the relevant provisions within the planning scheme will continue to apply to all development within this precinct, such as private educational establishments. Most notably, this would include provisions within the Environmental Significance Overlay code. 	
Precinct: Transport Uses			
7, 10, 11	<p>Objection to the Transport Uses Precinct:</p> <ul style="list-style-type: none"> Allowing the zoning (transport uses and storage and larger scale home business enterprise precincts) along the whole frontage of Duncan Road and Mt Cotton Road would create a corridor that would be an eyesore and detrimental to tourism prospects. If permitted to proliferate would lead to reverse amenity concerns prejudicing higher and better land uses in the future. Purposeful land degradation on properties in this area should not be a reason to rezone it – sends out the wrong message. The planning report doesn't ground truth the validity of existing/former 	<ul style="list-style-type: none"> The concerns relating to the potential amenity impacts of future development are acknowledged, however it is noted that provisions can be incorporated within City Plan to ensure amenity impacts are considered as part of the development assessment process. A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan, following the State Interest Review period. It is at this point time that the community would have further opportunity to review and provide feedback on more specific details about the proposed amendments, including provisions relating to the protection of amenity. The planning report is based on a desktop assessment. Due to time and resource constraints, physical inspections of individual properties (other than by road), was not undertaken. If landowners are suspected of undertaking illegal activities on their 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>uses, including the quarry, and question the best use of the surrounding land.</p> <ul style="list-style-type: none"> Such land uses should be restricted to a small area in isolated patches, surrounding the quarry. 	<p>property, the community is encouraged to report these specific matters to Council so that they can be properly investigated.</p> <ul style="list-style-type: none"> Council notes the preference of some submitters to ensure the spatial extent of the Transport Uses Precinct is limited to those sites that are already significantly disturbed and in proximity to the former quarry site. 	
Precinct: Storage and Larger Scale Home Based Business			
7, 11	<p>Opposition to the Storage and Larger Scale Home Based Business Precinct:</p> <ul style="list-style-type: none"> The area captured by this precinct already contains adhoc, uncontrolled and poorly integrated enterprises often resulting in untidy uses of land and if permitted to proliferate would lead to reverse amenity concerns prejudicing higher and better land uses in the future. The planning report doesn't ground truth the validity of existing / former land uses. The uses would include incompatible buildings/sheds that would result in substantial losses of habitat. 	<ul style="list-style-type: none"> If landowners are suspected of undertaking illegal development/activities on their property, the community is encouraged to report these specific matters to Council so that they can be properly investigated. The concerns relating to the potential amenity impacts of future development and future vegetation clearing are acknowledged, however it is noted that provisions can be incorporated within City Plan to ensure these impacts are considered as part of the development assessment process. A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan, following the State Interest Review period. It is at this point time that the community would have further opportunity to review and provide feedback on more specific details about the proposed amendments, including provisions relating to the protection of amenity and native vegetation clearing thresholds. The planning report is based on a desktop assessment. Due to time and resource constraints, physical inspections of individual properties (other than by road), was not undertaken. 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
Precinct: Rural Residential			
10, 11	Support the intention of this precinct as opposed to higher density housing which is most damaging to health of creeks - enough land has already been allocated for residential purposes up to 2041.	Noted as general support for the Rural Residential Precinct.	No changes required.
9	The minister directed the Council to remove the rural residential land from the Draft City Plan.	Noted as a general comment. Despite this, Council is able to put its preferred future land use intents to the State Government for consideration as part of a potential future major amendment to City Plan. Council believes that this land use is suitable in the areas nominated and will provide certainty to landowners that have been subject to changing policy decisions for almost 2 decades.	No changes required.
Theme: General comments			
4, 5, 6, 7, 8, 10	General precinct: <ul style="list-style-type: none"> The location of the six precincts appear to be randomly identified without any attempt to integrate the land use outcomes. The application of the precincts appear over prescriptive with a narrow set of outcomes. There needs to be clear and detailed definitions of each of the precinct types to ensure they are clearly understood. 	<ul style="list-style-type: none"> Council provided a high level overview of the precinct intents and preferred future land uses in Attachment 4 of the 16 September 2020 Council Report, which is available on the STPFGA web page. The preferred future land use map was released for the first phase of public consultation to gauge the community's general views on the suitability of the land use intents proposed and the spatial extent of each precinct. The reason this approach was used is that Council first wanted to gain an understanding of the community's general support/opposition for the proposed future land use intents before committing officer resources to preparing the proposed future amendment. 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> • There is no indication whether the proposed precincts are viable, economically or otherwise, or deliverable. • It is unacceptable that Council finds the area unsuitable for urban purposes and instead groups the area into precincts. • The balanced area, outside the precincts, will be left underutilised and prejudiced from achieving its highest and best use. • Low impact tourism and ethical agri-businesses would be best suited to incorporate with wildlife/natural assets. 	<ul style="list-style-type: none"> • A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan, following the State Interest Review period. It is at this point time that the community would have further opportunity to review and provide feedback on more specific details about the proposed amendments. • As outlined in section 9.3 'Commentary on the need for additional residential zoned land within Redland City to 2041' of the STPFGA planning report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program. • To date, the annual land supply and development monitoring reports released in 2018 and 2019 have identified that Redland City has sufficient supply of suitably zoned land to meet the consolidation and expansion dwelling supply benchmarks of the Regional Plan. Preliminary data for 2020, supplied by the Queensland Government to Council, indicates that this position remains unchanged. • Section 10 of the CDM Smith EFA contains an Indicative Feasibility Assessment. The analysis contained in this section of the report was used to inform the size and location of the MIBA Precinct. The nominal size of the MIBA (100 ha) was chosen because it was demonstrated to be of a sufficient scale to be financially feasible for a prospective developer, using conservative assumptions. 	

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
1, 2, 3, 8, 10, 12	<ul style="list-style-type: none"> The environmental and scenic amenity values that exist within the study area need to be identified, protected and expanded and embed through statutory planning and other legal means that will stand up in court, carry forward and endure through time. Safeguard the rural amenity, particularly along Woodlands Drive. The proposed MIBA should be reconsidered due to impact upon the scenic amenity particularly along Boundary Road. Visual amenity assessment is inadequate only assessing the outlook from Sirromet Winery. The proposed precinct plan is targeted approach to protect the view corridor of Sirromet Winery. MIBA is not the best use of a scenic area that is highly visible, buildings would block views. The area is quite hilly and it will be shameful to fill the tourist drive up with concrete sheds and colour bond buildings. 	<ul style="list-style-type: none"> The Southern Thornlands Potential Future Growth Area (STPFGA) planning report recognises that the entire area provides an important interface between the regional landscape and rural production area and the urban footprint. More specifically, section 5.16 'Visual Analysis' of the STPFGA Planning Report acknowledges that that Redlands' landscapes and landforms provide a high level of scenic amenity, contribute to local character and identity and are of cultural significance. The analysis undertaken as part of this section makes reference to vantage points from Sirromet Winery as well as 'Mount Cotton Road and Woodlands Drive [when] looking across Eprapah Creek and east to Moreton Bay'. Other visually prominent areas, including high points within the centre of the study area and the vegetated allotment on the south eastern corner of the Boundary Road / Woodlands Drive intersection are also referenced in this section. The analysis notes that any future development within the STPFGA should be undertaken in a sensitive manner to maintain the transition between the between the Regional Landscape and Rural Production Area (south and west) and the Urban Footprint (north and east). For clarification, the MIBA Precinct would be expected to function and accommodate similar uses to other MIBAs in the region, including Metroplex on Gateway and Brisbane Technology Park. Generally speaking, the built form in MIBA areas is of a higher standard than general industry areas, which usually accommodate 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> Increased development will impact Sirromet Winery and their vision as a rural retreat. 	<p>large footprint buildings for the purposes of warehousing, transport, storage and general manufacturing. As noted in Attachment 4 to the 25 September 2020 Council Report, the MIBA Precinct is not intended to have a strong industrial land use focus, but is envisioned to accommodate 'a broad range of commercial and industrial employment opportunities including professional services, higher order industrial uses (e.g. creative industry and advanced manufacturing), education, training and research facilities, information technology and communication services, office services and service trades' (page 1).</p>	
8, 10 , 11, 12	<ul style="list-style-type: none"> The City Plan allows as of right removal of bushland within the Rural Residential Precinct which could result in the near annihilation of existing vegetation. Therefore the rural designation should remain to best preserve the habitat and scenic amenity values. The as of right clearing of protected vegetation, 2,500m² of MLES and 500m² of MSES / Koala habitat, over the whole of the FGA would compromise habitat value. All key habitat areas should be acquired by Council, protected and rehabilitated. 	<ul style="list-style-type: none"> The presumption that the Rural Residential Precinct would result in the 'annihilation' of vegetation is disputed. Council released the preferred land use intent map and supporting information to gain an understanding of the community's general support/opposition for the proposed future land use intents before committing officer resources to preparing the proposed future amendment. A further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan. This can only occur after the proposed amendment has been prepared by Council and approved by the Planning Minister following a State Interest Review process. At this point in time, the community would be provided with a further opportunity to comment on the specific provisions being proposed, including those relating to native vegetation clearing. Council does not intend to purchase all land across the STPFGA with habitat values. Rather, the protection of important habitat 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> • Oblige all land owners to protect, conserve and sustain koala habitat and wildlife corridors. • Mechanisms need to be in place to protect wildlife corridors shown in the wildlife connections plans. • Collector roads within the study area would lead to the destruction of environmental values including an unacceptable amount of MSES and damage to Hilliards Creek. • It is not acceptable to deal with environmental matters at a later stage. • The proposed land uses will cause an accelerated loss of koala habitat and koalas are already on the brink of extinction in the Redlands. • The FGA contains important habitat and movement corridors - the proposed land uses will create barriers to fauna movement. • The persistent reluctance of Council to formally adopted the wildlife corridors plan is disturbing and should be adopted to protect habitat and strengthen linkages. 	<p>areas and linkages would be achieved through provisions in the relevant zone and overlay codes.</p> <ul style="list-style-type: none"> • If Council decides to proceed with a major amendment to City Plan, as part of the State Interest Review process, the relevant internal departments within the Queensland Government (including the Department of Environment and Science) will be asked to review the amendment proposals with regard to the State Planning Policy. This review would include a consideration of any impacts on Matters of State Environmental Significance (MSES). • Prior to identifying preferred future land use intents for the STPFGA, Council officers prepared a planning report to examine values and constraints across the study area. The analysis included a consideration of wildlife corridors (as per Council's Wildlife Connections Plan 2018 – 2028) and environmental values such as Matters of State Environmental Significance (MSES), which includes core koala habitat areas. The planning report identified these areas as category 1 constraints, which for the purpose of the planning assessment, meant the areas were not considered suitable for more intense forms of urban development. 	

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> Despite government and Council's spin to protect koalas and retain our character large areas are still being cleared. 		
8, 11	<ul style="list-style-type: none"> The rural designation should remain, as opposed to Rural Residential Precinct, considering the current reduction in population growth and the likelihood that a rural residential designation will lead to future pressure for further subdivision and increased habitat loss. Map, protect and rehabilitate all waterways - Future planning provides an opportunity to rehabilitate degrades areas along the edges of Erapah Creek and Council should undertake land acquisition to enable this to occur. The rural residential uses will result in an increased runoff and sediments negatively impacting upon Erapah Creek. 	<ul style="list-style-type: none"> In the 16 September 2020 Council Report, officers did not recommend proceeding with the Rural Residential Precinct and noted that this land use is 'inconsistent with the outcomes sought by <i>ShapingSEQ</i>' (attachment 4, page 4). Despite this, Council's resolution from 16 September 2020 was to retain the Rural Residential Precinct and advertise this during the consultation period in its preferred future land use map. Prior to identifying preferred future land use intents for the STPFGA, Council officers undertook a planning assessment to examine values and constraints across the study area. The analysis included a consideration of waterway corridors and environmental values such as Matters of State Environmental Significance (MSES), which included core koala habitat areas. The planning report identified these areas as category 1 constraints, which for the purpose of the planning assessment, meant the areas were not considered suitable for more intense forms of urban development. Provisions within City Plan, including the Reconfiguring a Lot Code seek to ensure the design and layout of new subdivisions avoids or reduces adverse environmental impacts. If Council decides to proceed with a major amendment to City Plan, an additional public consultation period will take place following completion of 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
		the first State Interest Review period. At this time, the community will have an opportunity to review, in greater detail, the proposed amendments and how the impacts of potential future development are to be managed.	
1, 2, 3, 5, 6, 7	<p>Support for urban residential development:</p> <ul style="list-style-type: none"> • The assumption that there is no need for land for residential purposes is incorrect. To not include residential land in the review is contrary to the Ministerial direction to carry out a proper assessment of this area. • The investigation is not a thorough assessment of the area for urban purposes and does not consider the full range of urban uses. • Council minutes from 2013 onwards reveal an entrenched planning intent to exclude the area from urban use. Including not releasing various attachments / reports that informed Council's decisions to the public. • Not considering residential land demonstrates Council's opposition to residential development in this area despite it being common knowledge 	<ul style="list-style-type: none"> • The Ministerial direction, dated 23 July 2020, directed Council to complete the investigation(s) required by the South East Queensland Regional Plan (<i>ShapingSEQ</i>). The commentary contained in Chapter 3, Part C: Sub-regional directions (p.114) of <i>ShapingSEQ</i> makes it clear that Council is required to investigate this area, determine its appropriate use and make any changes, if required, to its planning scheme in the short term. There is no obligation on Council to identify this land as 'Urban' by including all or parts of the STPFGA in the Urban Footprint. • As outlined in section 9.3 'Commentary on the need for additional residential zoned land within Redland City to 2041' of the STPFGA planning report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program. To date, the annual land supply and development monitoring reports released in 2018 and 2019 have identified that Redland City has sufficient supply of suitably zoned land to meet the consolidation and expansion dwelling supply benchmarks of the Regional Plan. Preliminary data supplied by the Queensland Government for 2020 indicates that this position remains unchanged. 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>that there is a shortage of available land.</p> <ul style="list-style-type: none"> • The area should be zoned emerging community providing a platform from which structure planning can be undertaken and all hypothetical constraints can be diligently assessed and future highest and best use outcomes can be identified. • The area to the east and west of Taylor Road has no real infrastructure constraints and should be supported for urban land uses, to be included within the urban footprint and zoned emerging community. • Other areas in the city, that are far more remote and constrained have been approved for urban development but have not been delivered. • The highest and best use of the STPFGA is a master planned urban community encompassing residential and relevant employment uses and would be highly prized given its close proximity to Brisbane CBD and other centres. 	<ul style="list-style-type: none"> • To clarify, it is acknowledged that the sub-regional directive being referenced does not preclude Council from considering the suitability of the STPFGA to accommodate suburban density residential development. However, for the reasons mentioned above, Council is of the position that this land is not needed for residential purposes to 2041. • In the 2020 UDIA report titled 'The Perfect Storm: SEQ Land Supply', reference is made to there being 2.5 years of approved lot supply in Redland City. In <i>ShapingSEQ's</i> 'Measures that matter', a minimum of 4 years approved supply is sought. Officers make note of the following with regard to this claim: <ul style="list-style-type: none"> ○ Achieving lot approvals is contingent on the actions of two key parties – local government and the private sector. Local government is responsible for ensuring there is a sufficient supply of suitably zoned land and for assessing and deciding development applications. The private sector (generally speaking), is responsible for lodging development applications and developing land. Importantly, local government cannot force landowners to lodge development applications, meaning that outside of assessing and deciding applications, Council's ability to influence the delivery of land 'to market' is limited. ○ Local Government has a target under the regional plan to make sure a minimum of 15 years of appropriately zoned and able-to-serviced land is available to accommodate the population and economic growth forecasts. As outlined in 	

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> • The area is in close proximity to essential infrastructure including retail, hospitals, schools and trunk infrastructure which can support residential uses. • Residential land is needed close to schools and employment generating uses. • Employment generation uses can include residential development which Council dismisses as it will not support small lot housing. • Urban development close to the college should be encouraged to contribute to the sustainability of Sheldon College into the future. • Recent approvals highlight the suitability of the wider Taylor Road area for urbanisation with smaller lot sizes. • The project plan ignores UDIA data that reveals there is only 2.5 years of detached dwelling supply in the Redlands. • The 2019 Land Supply and Development Monitoring report 	<p>previous sections of this report, through the annual land supply development monitoring reporting undertaken by the State Government, Redland City Council has been able to demonstrate that it has a sufficient quantum of suitably zoned land to accommodate growth for at least the next 15 years. This would appear to demonstrate that it is landowners failing to act on development opportunities, rather than Council having an insufficient supply of suitably zoned land, that is causing a perceived shortfall in lot supply. In this regard, the approved lot supply target is considered to be a poor metric for evaluating land supply constraints in the City.</p> <ul style="list-style-type: none"> ○ The UDIA report also fails to account for large development areas that are likely to come online in Redland City in the near future, such as the Victoria Point Structure Plan area (up to 1,500 dwellings) and Shoreline (up to 4,000 dwellings). Once development approvals for these areas are obtained, it is expected that Redland City Council will comfortably satisfy the <i>ShapingSEQ</i> lot supply targets. 	

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	reiterates that there is a reliance on attached dwellings to support accommodation growth which are not a typical dwelling choice for families / Sheldon College families.		
8, 9, 12	<p>Opposition to urban residential development:</p> <ul style="list-style-type: none"> • Council's position that small lot housing will not occur in the study area is noted and supported, despite some landowners believing up zoning is a presumed right. • There was a huge, and successful, community campaign to remove the Thornlands future growth area from the urban footprint in 2009, this should be upheld. • The government at the time stated that this land will act as a buffer to protect high value koala habitat in the area and in the future can become new koala habitat. • Supports Council's position that the urban footprint should not be expanded to include the FGA. 	Noted as general support for Council's decision not to facilitate suburban style residential development within the STPFGA.	No changes required.

Submitter #(s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> The Toondah Harbour and Shoreline development contribute to an oversupply of development. 		
4, 6, 10	<ul style="list-style-type: none"> The investigation is being used to change regional plan designations to the east of Taylor Road excluding the area from urban use altogether which is a fundamental error since gazetting this area within the RNU in the 2006 RPS when identified in the regional plan as urban footprint. Supports the reinstatement of the urban footprint to the east of Taylor Road and the extension of the urban footprint to the west of Taylor Road. The intention of this report is to facilitate change to the regional plan and the objective of removing the area east of Taylor Road from the urban use altogether. The project plan looks exclusively at the lands potential as a future employment area which does not satisfy outcome 14 of the SEQRP which states 'including its potential as a future growth area'. 	<ul style="list-style-type: none"> The specific commentary from <i>ShapingSEQ</i> (page 114, Chapter 3, Metro Sub-Region), states: 'Redland City Council is required to investigate this area in the short-term, including its potential as a future employment area. The investigations must determine its appropriate use, with the intent of the area defined, and appropriately reflected in the planning scheme, by the end of 2019'. Although Redland City Council was able to consider the STPGA's suitability for other uses such as urban residential purposes, for the reasons outlined in previous sections of this report, Council believes it has a sufficient quantum of suitably zoned land to accommodate future population growth to 2041. While <i>ShapingSEQ</i> states that Potential Future Growth Areas 'are not required to accommodate the dwelling supply benchmarks or employment planning baselines of <i>ShapingSEQ</i>', further commentary in Chapter 3, Part C: Sub-regional directions (p.114) makes it clear that Council is required to investigate this area, determine its appropriate use and make changes to its planning scheme in the short term. This position was reiterated in the Ministerial Direction provided to Council on 23 July 2020. Officers are of the opinion that its actions to date have satisfied the general requirements of the Ministerial Direction and further 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> Reference is drawn to the SEQRP which indicates that there is no great rush to accommodate urban growth in STPFGA's and their intent is to protect their future. Why is there so much pressure being put on the Redlands when evidence suggests that there is adequate existing land supply. 	consultation with the State Government will occur if Council decides to proceed with a major amendment to City Plan.	
8	<p>Redlands 2030 Community Plan:</p> <ul style="list-style-type: none"> The proposal doesn't align with the vision statement included in the Redlands 2030 Community Plan <i>'the Redlands will be known for the pristine waters and island of Moreton bay, and for its protected bushland areas, greenspaces and parklands. Flora and fauna will be abundant and koalas will live peacefully in urban and rural settings'</i>. It is difficult to have faith that the iteration of the STPFGA will become the first cut of many, losing the values of Southern Thornlands in a slow evolving development tsunami. 	<ul style="list-style-type: none"> Prior to identifying preferred future land use intents for the STPFGA, Council officers prepared a planning report to examine values and constraints across the study area. The analysis included a consideration of wildlife corridors (as per Council's Wildlife Connections Plan 2018 – 2028) and environmental values such as Matters of State Environmental Significance (MSES), which includes core koala habitat areas. The planning report identified these areas as category 1 constraints, which for the purpose of the planning assessment, meant the areas were not considered suitable for more intense forms of urban development. Although the entire STPFGA has been assigned a precinct, this does not mean that each precinct will be 'fully developed'. Rather, parts of the sites will be undevelopable because they contain a constraint or value that needs to be addressed/ protected. For example, the MIBA Precinct is 100 hectares in size but if developed, is intended to provide 50 hectares of allotments. This means that up to 50% of the MIBA is likely to accommodate 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
		features including, but not limited to infrastructure, habitat areas, environmental corridors and flood impacted areas. In addition, any future development proposed in these areas would need to comply with the relevant provisions in the planning scheme, including the Environmental Significance Overlay. Council is not intending to facilitate development.	
1, 2, 5, 6, 7	<ul style="list-style-type: none"> The regional infrastructure corridor bisecting the study area could open up this area for responsible (higher order) development. The area is capable of being connected to the Cleveland sewerage treatment plant for urban uses / master planned community providing housing, economic growth and building and construction opportunities. The newly approved subdivisions at 84-122 Taylor Road and 157-197 Woodlands Drive did consider the feasibility of connecting to Council's reticulation infrastructure, contrary to the contents of the STPFGA planning report. Refer to P&E Court appeal 2675 of 2009 (document 45). 	<ul style="list-style-type: none"> As outlined in section 9.3 'Commentary on the need for additional residential zoned land within Redland City to 2041' of the STPFGA planning report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program. To date, the annual land supply and development monitoring reports released in 2018 and 2019 have identified that Redland City has sufficient supply of suitably zoned land to meet the consolidation and expansion dwelling supply benchmarks of the Regional Plan. Preliminary data for 2020, supplied by the Queensland Government to Council, indicates that this position remains unchanged. Officers acknowledge that the statement regarding the feasibility of connecting to reticulated infrastructure networks is incorrect. As noted by the submitter, this information has been made available in Planning and Environmental Court appeal documents (Item 45, case 2675 of 2009). 	The STPFGA planning report will be updated to reflect the information provided in the submission.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
8	The officers correctly acknowledge the impact of COVID-19 on population growth as an economic driver due to the absence of inward migration. Over time, planning assumptions will have to be revised.	Noted as a general comment. Officers expect that COVID-19 impacts will be accounted for in future iterations of population forecasting produced by the Queensland Government Statisticians Office (QGSO). This data is used to inform the preparation of planning documents such as the South East Queensland Regional Plan and City Plan.	No changes required.
1, 2, 4, 9	COVID-19 should not be a basis for planning decisions as a vaccine will be available soon.	Noted as a general comment.	No changes required.
10	Appreciate the opportunity to comment on the planning of the SPPFGA.	Noted as a general comment.	No changes required.
1, 2, 3, 4, 5, 9, 10	<ul style="list-style-type: none"> Council has failed to complete the consultation required by the Ministerial directive as land owners were not written to with a project plan / inviting comments and were not invited to a landowner forum. The SPPFGA website is confusing and does not contain independent consultant reports (past and present). There is no reason to have closed Council meetings. It's a huge ask for the community to comment about such a proposal as few people have the time and expertise to be able to read all the documents. 	<ul style="list-style-type: none"> On 23 July 2020, the Minister for Infrastructure and Planning wrote to Council advising that a Ministerial Direction had been issued under section 26 of the <i>Planning Act 2016</i>. In the letter, Council was instructed to write to landowners within the SPPFGA and hold a forum between 31 July 2020 and 11 August 2020. In subsequent correspondence provided by Council to the Planning Minister on 29 July 2020, Council advised that as the SPPFGA was of strategic importance to the City, undertaking a city-wide consultation process would be preferable. On 16 September 2020, Council formalised this position by resolving to publicly consult on the preferred future land use intents for the SPPFGA, commencing 28 September 2020. The consultation period, which ran until 20 November (39 business days), provided all community members with the opportunity to make a submission on the preferred future land use intents for the SPPFGA. 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
		<ul style="list-style-type: none"> • Council will make the CDM Smith Economic Feasibility Assessment and Industrial Land Supply Review publicly available as a background attachment to the Council Report and on the STPFGA Yoursay web page. • Officers acknowledge the comments made in relation to the volume of information made available on the website, but note that a further statutory phase of public consultation will occur if Council decides to proceed with a major amendment to City Plan, following the State Interest Review period. This will provide the community with further opportunities to review and provide feedback on the proposed amendments. 	
1, 2, 3, 4, 5, 7, 8, 9	<ul style="list-style-type: none"> • The report ignores the recent approval of 156 Woodlands Drive as a crematorium. • Land owners have no intention to abandon existing commercial enterprises. • To consider how fragmented land can be combined is not for Council to determine. • Private freehold land is being identified for public outcomes (including schools). • Quarantining of private land for public purposes prevents strategic and economic opportunities. 	<ul style="list-style-type: none"> • Officers made note of existing industries and employment generators within the STPFGA in section 8 of the planning report. Although there is an active approval for a cemetery on 156 Woodlands Drive, officers understand that this approval has not been acted upon. Regardless of this fact, the approval is not likely to have had a decisive impact on proposed land use map Council released for public consultation. • It should also be acknowledged that Council's preferred future land use intents in no way place any obligation on any landowner within the STPFGA to sell their land or pursue an alternative use on their land. This would remain a decision for landowners to make. Furthermore, existing lawful land uses in the STPFGA continue to remain lawful in perpetuity. • The fragmentation of land was considered by CDM Smith when it prepared the Economic Feasibility Assessment. This was an 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> Do not agree that the recent development approvals (Wigans/George) makes these area less suitable for urbanisation. <ul style="list-style-type: none"> The minimum lot sizes were driven by Council even though expert witnesses state that the CSTP could service smaller lot sizes. The minimum lot sizes of 6000m2 is merely a condition the underlying material change of use is Res A (low to medium density). Council has not consulted with them, as an appellant, to ascertain their intentions towards the development approvals. Council has undertaken the study as if it were public land with no regard to the private freehold land status of the study area. 	<p>important consideration when determining whether it would be economically viable to deliver a MIBA within the STPFGA.</p> <ul style="list-style-type: none"> The analysis undertaken as part of the planning report was used as a key input for CDM Smith's Economic Feasibility Assessment, particularly with regard to identifying the preferred location of the Mixed Industry Business Area (MIBA) Precinct. In the planning report, officers noted that the ROL approvals over 157-195 and 197 Woodlands Drive (ROL6097), as well as 84-122 Taylor Road (ROL6209) would exacerbate land fragmentation issues in this locality. Recent aerial imagery indicates earthworks associated with ROL6097 are currently underway, validating the approach taken by officers to exclude these areas from consideration. Officers do however, acknowledge that the applicants may choose not to act on the development approvals. The other remaining comments are noted as opinions or general observations. 	

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<ul style="list-style-type: none"> There are opportunities for the three largest landowners to work with other land owners to achieve mutual interests. The proposed precincts, apart from rural residential, attempts to reflect the nature of already existing uses. 		
1, 2, 4, 7	<ul style="list-style-type: none"> Council has refused to carry out a proper planning assessment of this area despite being reminded by the Minister on numerous occasions. The investigation does not integrate state interests for urban use in the short term into the planning scheme as intended by the ministerial directive. The Council has never had an intention to investigate the suitability of the STPFGA for future urban outcomes despite receipt of ministerial direction. The state government should 'step in' and take over the planning for this area. 	<ul style="list-style-type: none"> As outlined in previous sections of this report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program. For this reason, Council did not consider the suitability of the STPFGA to accommodate urban scale residential development. As outlined in section 9.3 'Commentary on the need for additional residential zoned land within Redland City to 2041' of the STPFGA planning report, Council believes that there is sufficient land within the Urban Footprint to accommodate population growth in the City to 2041. This position has been reaffirmed by the Queensland Government through its annual Growth Monitoring Program. For this reason, Council did not consider the suitability of the STPFGA to accommodate 'suburban scale' residential development. 	No changes required.
4, 5, 7, 9, 10	<ul style="list-style-type: none"> The investigation is essentially a desktop investigation which cuts and pastes from previous reports to 	<ul style="list-style-type: none"> The planning report was based on a desktop assessment of planning constraint and analysis, due to time and resource limitations. Officers note that obtaining access to ground truth 	No changes required.

Submitter #s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>achieve a predetermined outcome and has not been ground truthed.</p> <ul style="list-style-type: none"> Do not support constraints map/ the constraints have not been ground truthed. The investigation does not rely on technical analysis or include independent consultant reports. There is no clear line of sight for any realistic short term development. The proposal does not provide certainty of delivery or economic feasibility. Do not support the methodology or policy bases used by Council to determine the best use of the study area. 	<p>information would have been a significant and time consuming task, due to the number of land holdings and the fact that the majority of allotments are privately owned.</p> <ul style="list-style-type: none"> Council's preferred future land use intents have been informed by both the planning report and independent investigations conducted by economic consultancy firm CDM Smith, including the Economic Feasibility Assessment and Industrial Land Supply Review. 	
7, 10	<ul style="list-style-type: none"> Support the spatial extent of the STPFGA as it aligns with previous investigations. In the SEQRP, the STPFGA does not cover this massive area. The road networks, particularly Boundary Road, Taylor Road, Redland Bay Road and Duncan Road, are congested with traffic, causing 	<ul style="list-style-type: none"> The STPFGA is not cadastrally defined in the South East Queensland Regional Plan (ShapingSEQ). In order to provide scope for the requisite planning investigations, on 9 October 2019, Council resolved to endorse the spatial extent of the Southern Thornlands Potential Future Growth Area (STPFGA). Traffic impacts are noted as a general concern. The constraints map produced as part of the planning report shows large parts of the study area are generally unsuitable for more intense forms of development. However, there are also 	No changes required.

Submitter #(s)	Submission and grounds	Analysis/ Officer comments	Changes in response to submission(s) / recommendations
	<p>pollution – no more activities which cause more congestion / pollution.</p> <ul style="list-style-type: none">• The constraints map shows the area is unsuited to closed development.	<p>large tracts of land within the study area that could be suitable for further development, following more detailed planning investigations (e.g. structure planning).</p>	
4	<ul style="list-style-type: none">• The Redlands Coast Rural Enterprise Investigation Report inaccurately concludes ‘investigation study completed and appropriately reflected in the City Plan, SEQ Regional Plan requirement delivered’	<p>To clarify, these items are ‘performance measures’ that will be used to determine if the relevant objective in the Rural Enterprise Industry Sector Plan 2019-2024 has been completed.</p>	<p>No changes required.</p>

Redland City Council

**Economic Feasibility Assessment for Southern
Thornlands Potential Future Growth Area**

10 December 2020



Section 1 Introduction

Executive Summary

Background & Purpose of Study

CDM Smith was engaged by Redland City Council to assist in investigating the feasibility of the ShapingSEQ (2017) identified Southern Thornlands Potential Future Growth Area (STPFGA). Council is aware that the capacity and realistic availability of planned industrial employment supply in Redland City does not currently meet the minimum 15 years of supply outlined in ShapingSEQ (2017) and is therefore looking to the STPFGA as a potential solution.

The assessment has three core objectives, including:

- Review and update previous employment investigations to ensure the baseline information is up to date and the subsequent recommendations are accurate;
- Assess the suitability of the STPFGA to accommodate employment generating or other uses in Redland City; and
- Analyse economic viability of establishing employment generating uses in the STPFGA.

Regional Economic Overview

The regional economic analysis of Redland City benchmarked to SEQ and Queensland found that Redland City residents are typically older than the other benchmarked regions with a relatively high proportion of family households. Most workers in the region are either lower-white collar workers or upper blue-collar workers with the most significant industries of employment being health care and social assistance, construction and retail trade. However, Redland City demonstrates a low proportion of employment retention with over half of all working residents travelling outside of Redland City for work. The ShapingSEQ (2017) employment retention projections anticipate a marginal increase in employment retention in the area by 2041, however this is expected to be an ongoing challenge for Redland City.

Exports from the region have historically been most significant in the manufacturing sector, primarily driven by food product manufacturing.

An assessment of regionally competitive and significant sectors within Redland City confirmed that significant opportunity exists to expand industrial and mixed business and industry activity within Redland City, with 13 two-digit ANZSIC industrial sectors identified as regionally competitive and significant.

The Redlands Coast Rural Enterprises Industry Sector Plan 2019-2024 (2019) identifies rural enterprises as one of eight key industry sectors within the Redlands Coast. The plan defines rural enterprise to include activity within the following ANZSIC sub-sectors:

- Agriculture, forestry and fishing;
- Mining, specifically other non-metallic mineral mining and quarrying;
- Food product manufacturing; and
- Beverage and tobacco product manufacturing.

The assessment identified Redland City has existing strengths in the food product manufacturing sector, with employment in this sector concentrated mostly in a few key businesses (Redland Coast Rural Enterprises Industry Sector Plan 2019-2024, 2019). The intensive horticulture sector represents a key opportunity for Redland City to further strengthen its position within the food product manufacturing sector, using local product as an input to production.

Redland City Council benefits from existing branding as a clean and green location, which is complementary to the development of a successful intensive horticulture sector locally. Stakeholder consultations also identified a keen interest in smart farming and introducing intensive horticulture to the region through partnering local producers with the existing Redlands Research Facility.

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At the time of report compilation, intensive horticultural production data was not available at a local or state level. Data from the Agricultural Census identified that production within Redland City accounted for only a small proportion of total production in Queensland. However, this data did highlight that opportunities exist for intensive horticulture facilities in SEQ to produce commodities such as leafy greens, strawberries and kiwi fruit. Leafy greens such as lettuce, cabbage and rocket would be suited to local production as swift distribution is required for these products due to the typically short shelf life. Strawberries, whilst currently not a key commodity produced within Redland City, are a significant commodity produced in the SEQ context, indicating well developed supply and distribution chains are likely already in existence.

Competitor Industrial and Mixed Industry and Business (MIBA) Precincts

Within Redland City Council, the remaining supply of vacant industrial land is insufficient to meet the minimum 15 years of supply sort by ShapingSEQ (2017), with most remaining supply in a single location (Redlands Business Park).

In terms of MIBA supply, our assessment considered competitor MIBA precincts within the broader SEQ context, recognising that there is limited scope to establish new precincts within eastern Brisbane, with Brisbane LGA approaching build out. Precincts investigated further represent likely alternative locations for prospective businesses which might consider Redland City as a viable alternative. At the time of report compilation, the majority of MIBA supply in competitor precincts was concentrated within Metroplex at Westgate.

This assessment identified that competitor MIBA precincts offered fibre connectivity and public transport connectivity. This indicates that businesses which would consider MIBA land in the STPFGA, would be likely to demand a similar level of service provision.

An assessment of sales trends within industrial and competitor MIBA precincts relevant to the STPFGA identified that there were relatively few vacant land sales within Redland City. This information suggests there are relatively few opportunities to purchase vacant MIBA or industrial zoned land within Redland City, as opposed to low levels of demand for industrial land allotments within Redland City. Vacant land sales within the Cleveland Industrial Area and the Redlands Business Park achieved sales prices in the order of \$350-\$400 per square metre.

Land Use Requirements

An assessment of the supply demand balance for industrial uses within Redland City identified a need for an additional 74.6 hectares of zoned industrial allotments within Redland City by 2041. Based on our experience with industrial land assessments, this means approximately 150 hectares of raw land will need to be identified to accommodate 75 hectares of allotments (i.e. approximately double the required allotment land). The identification of 150 hectares of raw land should ensure enough land is available to accommodate the necessary allotments after allowing for site constraints (e.g. slope, waterways and other environmental constraints), access roads, infrastructure and buffering from adjacent uses.

In the longer term, an opportunity exists for the STPFGA site to accommodate both industrial uses and a MIBA precinct, such as Metroplex on Gateway or Brisbane Technology Park. It is suggested that the development of a MIBA precinct with the STPFGA occurs over the longer term (~15 years), to allow redevelopment activity within the Capalaba and Cleveland Principal Regional Activity Centres (PRACs) to occur unhindered. It is also recognised that significant capacity exists within Metroplex at Westgate to accommodate growth in demand for MIBA land in SEQ in the short to medium term.

Our experience has been that an allowance of 50 hectares of allotments (translating to the identification of 100 hectares of raw land) for MIBA uses allows for enough scale to assist in ensuring the development of the precinct is financially feasible to a prospective developer.

It is envisaged that in the medium to long term, the industrial and MIBA precincts would accommodate a range of low to medium impact industry uses, comprising a mix of population serving uses and uses associated with the intensive

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horticulture sector, such as niche manufacturing and education and research facilities to support research activity at the Redlands Research Facility¹.

The land requirements for intensive horticulture uses are less clear given the relative newness of the sector to the SEQ economy. Section 5 of the report identified the average size of intensive horticulture operations globally ranged between 0.1 hectares (United States) and 3.7 hectares (Netherlands). The stakeholder consultation, undertaken as part of this assessment, indicated that there has been interest in the area by an intensive horticulturalist who required an allotment of 3 to 5 hectares to accommodate a mixed-use development, which also included education and tourism uses.

In Redland City Council's assessment of the sub-precincts within the STPFGA, Precinct 3 was identified as an area with high scenic amenity when viewed from southern vantage points such as Sirromet Winery. To protect the amenity values associated with this land, it is suggested that uses within this precinct be limited to intensive horticulture and uses which directly complement intensive horticultural production on site, such as tourism and education.

To ensure both intensive horticultural activities, industrial and MIBA uses can occur within the STPFGA, it is suggested that industrial uses be only of a low to medium impact nature, and not have significant offsite impacts (e.g. odour, noise and dust).

In the short to medium term, intensive horticulture activity in Precinct 3 is likely to be constrained to some extent by the presence of operational poultry farms. However, the longer-term viability of this activity is unclear, with these uses typically relocating to other parts of SEQ with lower levels of encroachment (e.g. Scenic Rim Regional Council).

Indicative Feasibility Assessment

To assess the feasibility of developing the STPFGA for industrial and MIBA uses, a cost benefit analysis (CBA) was undertaken, based on the assumption that a single developer would undertake land assembly within the STPFGA for both industrial and MIBA uses.

The assessment was undertaken for land identified within the STPFGA in Precinct 1 and Precinct 2, which was identified as the preferred location for employment generating uses, given its frontage to Boundary Road, relatively flat land and comparative ease of access to services, with trunk infrastructure, relative to other parts of the STPFGA. The land parcel identified was 224.5 hectares in size, which was determined to be sufficient to accommodate 75 hectares of industrial allotments and 50 hectares of MIBA allotments, given the land was relatively unconstrained².

As noted in the preliminary Southern Thornlands Potential Future Growth Area Assessment (2018) planning report, lots within the 'north eastern corner of Precinct 3 (identified as a 'potential high scenic amenity area' in Figure 23) may also be able to accommodate more intense forms of urban development, provided that the adverse impacts on scenic amenity can be reduced to an acceptable or tolerable level'. This area would form a logical extension of the investigation area if enough unconstrained land was not available to deliver the quantum of industrial and MIBA land envisioned. However, this area has not been included in this assessment.

The CBA considered a range of project costs and benefits, including:

- Project costs:
 - Land acquisition costs;
 - Trunk infrastructure costs;
 - Internal and external site works;

¹ It is understood that multiple universities have a range of research projects, mostly concentrated within the Redlands Research Facility. The STPFGA represents a potential opportunity to accommodate a research centre for one of the universities to support research and testing activity at the Redlands Research Facility.

² The need to identify 250 hectares of raw land for industrial and MIBA uses (based on demand for 125 hectares of allotments) represents an upper end estimate.

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- Selling costs; and
- Financing costs.
- Project benefits:
 - Sale of industrial allotments; and
 - Sale of MIBA allotments.

The assessment identifies that in a low-interest environment, the project is considered developmentally feasible, with an internal rate of return of 5.6%.

To provide a robust assessment of the project, four alternative scenarios have been considered, as outlined below:

- Scenario 1: 10.0% increase in all project costs;
- Scenario 2: 10.0% decrease in all project benefits;
- Scenario 3: Combined 10.0% increase in costs and a 10.0% decrease in benefits; and
- Scenario 4: Interest rate on developer finance increased to 10%.

Under all alternative scenarios tested, the project provided a positive internal rate of return, falling to between 2.9% and 4.6%.

Summary & Recommendations

The assessment has identified the following suitable employment generating or other uses for the STPFGA:

- Industrial land allotments to accommodate a range of low to medium impact industry activity – 75 hectares of allotments;
- MIBA allotments in the medium term, so as not to compromise commercial office take up in the Capalaba and Cleveland principal activity centres in the short term – 50 hectares of allotments; and
- Intensive horticulture uses within Precinct 3, recognising Redland City Council is developing an emerging strength within this sector through the range of research and development activity already underway at the Redlands Research Facility.

It is envisaged that the industrial and MIBA allotments are likely to be taken up by a mix of traditional industrial uses of a low to medium impact nature. With the emergence of the intensive horticulture sector in Redland City, it is also envisaged that the designation of this land could attract affiliated industrial sectors to support intensive horticulture activity, particularly within the manufacturing sector (e.g. specialist component manufacturing and food product manufacturing). It is also understood that several universities have a range of projects based in Redland City, mostly concentrated around the Redlands Research Facility. The MIBA precinct could also ultimately accommodate a small-scale training and education facility, although this is likely to represent a medium to long term opportunity.

This high-level feasibility assessment has identified that it would be feasible for a single developer to develop land within the STPFGA to accommodate industrial and MIBA uses in a low interest rate environment, based on conservative assumptions, including a 20-year project life. However, in a higher interest rate environment, the returns on the development may be perceived as insufficient relative to other opportunities. To encourage land assembly to occur within the STPFGA in the short to medium term, the planning intent for the STPFGA needs to clearly articulate that the precinct is for industrial and MIBA uses, with intensive horticulture a desired use within the southern part of the STPFGA, to provide certainty to a prospective developer.

Precinct 3 of the STPFGA would be best suited to intensive horticultural uses due to the limited land fragmentation, existing uses and availability of open space. Intensive horticultural production within the STPFGA is anticipated to be centred around the production of hydroponic fruits and vegetables, such as strawberries and leafy greens in order to capitalise on the existing regional strength in the production of these goods.

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It is imperative to ensure the land use intents do not constrain development within the STPFGA, particularly within new and emerging sectors supporting the intensive horticulture sector or bespoke manufacturers. It is recommended that the planning scheme provisions are reviewed to facilitate a broad range of industrial activity within the STPFGA, rather than immediately classifying the use as a high impact industry based on the activity type, particularly if offsite impacts are minimal, can be mitigated or the scale of the business activity significantly reduces offsite impacts. This approach would potentially result in more industrial uses which are likely to be a code assessable, rather than impact assessable developments, therefore reducing the barriers for investment in the area.

Approaches have been made to Redlands Investment Corporation in relation to a 'smart farm' with ancillary uses, including research and development, education facilities, tourism activities and a retail shop. Based on our assessment, this use is likely best positioned within Precinct 3 of the STPFGA. Council will need to consider the appropriateness of mixed-use developments within the intensive horticulture space and whether this would be feasible given the scenic amenity constraint within the precinct.

The above suggestions for land use within the STPFGA will assist Redland City in combatting low employment retention rates and will generate further interest in the area. If used appropriately, the STPFGA will expand the City's industrial profile, providing new opportunities for a broader range of industrial activities and employment in Redland City. The STPFGA will also expand the agricultural profile of Redland City, providing a diverse range of opportunities to service nearby metropolitan areas. Due to these benefits the STPFGA has the potential to form an integral part of Redland City's ongoing growth.

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Section 1 Introduction

Section 1 Introduction

1.1 Background

ShapingSEQ (2017) identifies land within the Southern Thornlands area in Redland City (outside the Urban Footprint) as a Potential Future Growth Area. In 2019, the Land Supply and Development Monitoring (LSDM) Report found that the capacity and realistic availability of planned industrial employment supply in Redland City is less than the minimum 15 years of supply sought by ShapingSEQ (2017).

Under ShapingSEQ (2017), Redland City Council is required to investigate the Southern Thornlands Potential Future Growth Area (STPFGA) to determine its potential as a future employment area, which may help address the shortfall in planned industrial employment supply. This study also considers other potential employment generating or other uses for the STPFGA which are considered complementary and/or suited to the precinct given its unique attributes.

1.2 Report Purpose

CDM Smith was engaged by Redland City Council to undertake an Economic Feasibility Assessment for the STPFGA. This assessment has three core objectives, including:

- Review and update previous employment investigations to ensure the baseline information is up to date and the subsequent recommendations are accurate;
- Assess the suitability of the STPFGA to accommodate employment generating or other uses in Redland City; and
- Analyse economic viability of establishing employment generating uses in the STPFGA.

1.3 Report Structure

This report is structured as follows:

- **Section 1 – Introduction:** provides a brief introduction of the intent of this report;
- **Section 2 – Regional Economic Analysis:** provides an analysis of the socio-economic and economic characteristics of Redland City including population growth, key export sectors, the current and projected size and structure of the working population and an overview of agricultural production;
- **Section 3 – Regionally Competitive and Significant Sectors:** provides an assessment of the regionally competitive and significant sectors in Redland City as of the 2011 and 2016 Censuses;
- **Section 4 – Intensive Horticulture:** details significant trends in intensive horticulture and how these trends are relevant to Redland City and the STPFGA;
- **Section 5 – Industrial Land Supply:** identifies the amount of developable industrial land available in Redland City;
- **Section 6 – Competitor Mixed Industry and Business Area (MIBA) Precincts:** case studies of established MIBA precincts within proximity to Redland City which could be considered competitive locations;
- **Section 7 – Property Market Analysis:** analysis of the sales performance of enterprise and business park lands within Redland City and a select number of proximate or similar sites;
- **Section 8 – Industrial and Commercial Office Demand:** analysis of industrial and commercial office employment for Redland City and likely land demand;
- **Section 9 – Land Requirements to Accommodate Employment Uses in the STPFGA:** overview of the land required to accommodate the recommended employment generating land uses within the STPFGA;

Section 1 Introduction

- **Section 10 – Indicative Feasibility Assessment:** overview of the high-level feasibility for the development of the STPFGA for employment uses, as identified in previous Sections of the report, taking into consideration trunk infrastructure costing information from Council, land assembly costs, sales and land take up within the MIBA and industrial precincts;
- **Section 11 – Summary and Recommendations:** overview of the key findings of the report;
- **Section 12 – References:** overview of the references utilised in the compilation of the report; and
- **Section 13 – Addendum: Revised Industrial Land Demand:** provides an overview of revised industrial land demand estimates for Redland City, focussing on construction services employment growth.

1.4 Glossary and Abbreviations

Term	Definition
ANZSIC	Australian New Zealand Standard Industry Classification
BTP	Brisbane Technology Park
CBA	Cost Benefit Analysis
DSDMIP	Department of State Development, Manufacturing, Infrastructure and Planning
LGA	Local Government Area
LQ	Location Quotient
LSDM	Land Supply and Development Monitoring
MIBA	Mixed Industry and Business Area
Nfd	Not Further Defined
PRAC	Principal Regional Activity Centre
RBP	Redlands Business Park
RS	Regional Shift measure from the Shift-Share Analysis
SEQ	South East Queensland
SQ	Industry Significance Quotient
STPFGA	Southern Thornlands Potential Future Growth Area
SQM	Square Metre
QGSO	Queensland Government Statisticians Office

Section 2 Regional Economic Analysis

Section 2 Regional Economic Analysis

The purpose of this regional economic analysis is to provide an up to date understanding of the economic context within Redland City. This section has provided an economic overview of the following characteristics:

- Socio-economic profile of Redland City, benchmarked to South East Queensland (SEQ) and Queensland, to understand the socio-economic characteristics of the region, including how these have changed since the 2006 Census;
- Projected population of Redland City, benchmarked to SEQ and Queensland;
- Working population characteristics of Redland City, including an understanding of where employed residents of Redland City work and where workers in Redland City reside;
- Overview of the projected employment by industry in Redland City, based on Queensland Treasury estimates;
- Identification of major export sectors in Redland City; and
- Overview of agricultural production in Redland City.

2.1 Socio Economic Profile

The demographic and socio-economic characteristics of the Redland City population as at the 2006, 2011 and 2016 Censuses, benchmarked to SEQ and Queensland are summarised below, with a detailed table provided in Table 2-1:

- At the time of the last three Censuses, the average age of residents within Redland City was higher than that of SEQ and Queensland. The average age in Redland City increased from 38.0 years in 2006 to 40.9 years in 2016;
- In the 2006 to 2016 period, Redland City had higher incidences of couple families (both with and without children) when compared to SEQ and Queensland. However, the incidence of lone person households was lower in Redland City relative to SEQ and Queensland;
- Between 2006 and 2016, the incidence of households fully owning a home decreased across all areas analysed. Over the last three Censuses, the incidence of rental households increased in Redland City by 0.7%, SEQ by 2.6% and Queensland by 2.2%;
- The average weekly rent payment increased between 2006 and 2016 across all areas, however average weekly rent in Redland City remained higher than the average in SEQ and Queensland. As of the 2006 Census, Redland City's average weekly rent was \$239, which increased to \$376 by 2016, representing an average annual increase of 4.6% over 10 years, which was higher than recorded for SEQ (average growth of 4.3% per annum) and Queensland (average of 4.3% per annum) over the same time period;
- Average monthly housing loan repayments increased significantly between 2006 and 2011 across all areas analysed but decreased marginally in the 2011 to 2016 period. As of the 2016 Census, the average repayments were higher in Redland City compared to the benchmark areas analysed;
- Average weekly household incomes have also increased across all areas analysed in the 2006 to 2016 period, with the average weekly household income in Redland City being higher than the average recorded for SEQ and Queensland as of the 2016 Census;
- Over the last three Censuses, Redland City exhibited lower unemployment compared to SEQ and Queensland. As of the 2016 Census, the unemployment rate in Redland City was 6.1% compared to 7.3% in SEQ and 7.6% in Queensland. Additionally, between 2006 and 2016, the incidence of full-time employment across all areas analysed declined, whilst the incidence of part time employment increased in all areas. Interestingly, in 2016 the labour force participation rate in Redland City was marginally higher than the benchmark areas;

Section 2 Regional Economic Analysis

- Between the 2006 and 2016 Censuses, the incidence of persons aged 15 years and over with a post school qualification has increased significantly across all areas analysed. In 2016, the incidence of persons aged 15 years and older with a bachelor's degree or higher qualification was lower in Redland City relative to SEQ and Queensland. However, the incidence of persons with a certificate level qualification in Redland City was higher than SEQ and Queensland in 2016;
- In 2016, Redland City was characterised by a higher incidence of Lower White-Collar³ and Upper Blue-Collar⁴ workers relative to SEQ and Queensland; and
- As of the 2016 Census, residents in the Redland City and SEQ were most likely to be employed by the health care and social assistance industry, construction and retail trade.

³ Lower white-collar occupations include community and personal service workers, clerical and admin workers and sales workers.

⁴ Upper blue-collar occupations include technician and trades workers.

Section 2 Regional Economic Analysis

Table 2-1 Socio Economic Data Redland City, SEQ and Queensland, 2006-2016

	Redland City			SEQ			Queensland		
	2006	2011	2016	2006	2011	2016	2006	2011	2016
Population	127,631	138,664	147,014	2,704,860	3,020,770	3,336,823	3,904,535	4,332,742	4,703,196
Ave. Annual Population Growth (%)	-	1.7%	1.2%	-	2.2%	2.0%	-	2.1%	1.7%
Age Distribution									
0-14 years	20.9%	20.1%	18.8%	20.1%	19.8%	19.2%	20.7%	20.2%	19.4%
15-24 years	13.6%	13.2%	12.2%	14.3%	14.0%	13.4%	13.8%	13.6%	13.0%
25-34 years	10.7%	10.6%	10.7%	13.8%	14.0%	14.2%	13.4%	13.6%	13.8%
35-44 years	14.6%	13.8%	12.6%	14.8%	14.6%	13.7%	14.7%	14.3%	13.4%
45-54 years	15.3%	14.9%	14.4%	13.6%	13.4%	13.3%	13.8%	13.6%	13.4%
55-64 years	12.0%	12.9%	13.5%	11.1%	11.3%	11.3%	11.2%	11.6%	11.8%
65+ years	13.0%	14.5%	17.8%	12.4%	13.0%	14.9%	12.4%	13.1%	15.3%
Average age (years)	38.0	39.0	40.9	37.3	37.6	38.5	37.2	37.6	38.8
Household Type (% of dwellings)									
Couple families with children	36.2%	35.4%	33.2%	29.9%	30.5%	30.2%	29.4%	29.5%	28.7%
Couple families without children	27.9%	28.3%	28.6%	25.7%	26.3%	25.7%	26.0%	26.6%	25.9%
Single parent family	10.7%	11.0%	11.1%	10.8%	11.0%	10.9%	10.5%	10.7%	10.7%
Lone person households	18.6%	19.2%	20.0%	21.0%	21.3%	21.2%	21.0%	21.4%	21.7%
Average household size	2.8	2.7	2.7	2.6	2.6	2.7	2.6	2.6	2.6
Household Finances									
% of households fully owning home	32.7%	31.1%	30.9%	29.2%	27.2%	26.3%	30.4%	28.4%	27.4%
% of households purchasing home	38.4%	39.6%	38.5%	33.0%	34.4%	33.0%	31.4%	32.6%	31.4%
% of households renting	23.1%	24.1%	23.9%	29.9%	31.9%	32.4%	30.0%	32.0%	32.2%

Section 2 Regional Economic Analysis

	Redland City			SEQ			Queensland		
	2006	2011	2016	2006	2011	2016	2006	2011	2016
Average weekly household income	\$1,281	\$1,587	\$1,799	\$1,245	\$1,545	\$1,771	\$1,202	\$1,501	\$1,699
Average monthly housing loan repayment	\$1,559	\$2,143	\$2,068	\$1,570	\$2,146	\$2,061	\$1,470	\$2,034	\$1,958
Average weekly rent payment	\$239	\$335	\$376	\$243	\$330	\$371	\$222	\$302	\$337
Average housing costs (as a % of income)	15.1%	17.4%	15.2%	15.4%	17.8%	15.7%	14.4%	16.6%	14.7%
Labour Market									
Full-time employment (% labour force)	61.0%	60.0%	58.8%	61.2%	59.3%	57.6%	61.6%	60.0%	57.7%
Part-time employment (% labour force)	29.0%	29.2%	30.6%	28.4%	29.0%	30.6%	27.7%	28.2%	29.9%
Total employment (% labour force)	95.9%	94.6%	93.9%	95.3%	93.8%	92.7%	95.3%	93.9%	92.4%
Unemployment rate (% labour force)	4.1%	5.4%	6.1%	4.7%	6.2%	7.3%	4.7%	6.1%	7.6%
Participation rate (% of population > 15 years)	63.8%	64.8%	62.6%	62.4%	63.7%	62.3%	61.8%	62.8%	61.0%
Qualifications									
% of persons with a non-school qualification	38.9%	44.9%	50.5%	39.6%	45.6%	50.8%	37.6%	43.3%	48.3%
% of persons with Bachelor or higher	10.6%	13.3%	15.5%	15.0%	18.3%	21.1%	13.1%	11.7%	18.3%
% of persons with Diploma	7.8%	9.0%	10.3%	7.2%	8.2%	9.4%	6.6%	7.5%	8.7%
% of persons with Certificate	20.5%	22.6%	24.7%	17.4%	19.1%	20.4%	17.9%	19.9%	21.3%
Occupation									
Upper White Collar									
Managers	12.0%	12.3%	12.4%	11.7%	11.7%	11.9%	12.4%	12.0%	12.1%
Professionals	14.6%	16.3%	17.2%	18.9%	20.9%	21.6%	17.1%	18.9%	19.8%
<i>Subtotal</i>	26.6%	28.5%	29.6%	30.6%	32.6%	33.5%	29.5%	31.0%	31.9%
Lower White Collar									
Community & Personal Service Workers	8.6%	9.6%	10.9%	9.1%	10.0%	11.2%	9.1%	10.0%	11.3%

Section 2 Regional Economic Analysis

	Redland City			SEQ			Queensland		
	2006	2011	2016	2006	2011	2016	2006	2011	2016
Clerical and Admin Workers	17.2%	17.3%	16.0%	15.8%	15.6%	14.3%	14.8%	14.7%	13.6%
Sales Workers	11.3%	10.6%	10.0%	10.9%	10.2%	10.0%	10.4%	9.8%	9.7%
<i>Subtotal</i>	37.1%	37.5%	36.9%	35.8%	35.8%	35.5%	34.2%	34.4%	34.7%
Upper Blue Collar									
Technicians & Trades Workers	16.8%	16.4%	15.9%	14.9%	14.2%	13.7%	15.4%	14.9%	14.3%
<i>Subtotal</i>	16.8%	16.4%	15.9%	14.9%	14.2%	13.7%	15.3%	15.3%	15.3%
Lower Blue Collar									
Machinery Operators & Drivers	6.8%	6.2%	6.3%	6.2%	6.1%	5.9%	7.2%	7.3%	6.9%
Labourers	11.1%	9.8%	9.8%	10.8%	9.6%	9.7%	11.9%	10.6%	10.5%
<i>Subtotal</i>	17.8%	16.0%	16.1%	17.0%	15.7%	15.7%	19.1%	19.1%	19.1%
Employment by Industry (% of employees)									
Agriculture, forestry & fishing	0.8%	0.6%	0.8%	1.2%	0.9%	1.1%	3.4%	2.7%	2.8%
Mining	0.7%	1.1%	1.2%	0.6%	1.2%	1.1%	1.7%	2.6%	2.3%
Manufacturing	12.3%	10.6%	7.6%	10.4%	8.7%	6.2%	9.9%	8.4%	6.0%
Electricity, gas, water & waste services	0.9%	1.2%	1.1%	0.9%	1.1%	1.0%	1.0%	1.2%	1.1%
Construction	10.6%	11.0%	11.9%	9.2%	9.1%	9.4%	9.0%	9.0%	9.0%
Wholesale trade	5.6%	5.0%	3.5%	4.3%	3.9%	2.8%	3.9%	3.6%	2.6%
Retail trade	12.5%	11.4%	10.3%	11.9%	10.7%	10.0%	11.6%	10.7%	9.9%
Accommodation & food services	5.3%	5.3%	5.5%	6.8%	6.9%	7.3%	7.0%	7.0%	7.3%
Transport, postal & warehousing	5.8%	5.9%	5.9%	5.0%	5.2%	5.0%	5.1%	5.3%	5.1%
Information media & telecommunications	1.5%	1.4%	1.3%	1.7%	1.4%	1.4%	1.4%	1.2%	1.2%
Financial & insurance services	3.0%	2.9%	2.7%	3.4%	3.2%	3.0%	2.9%	2.7%	2.5%
Rental, hiring & real estate services	2.1%	1.7%	1.9%	2.3%	1.9%	2.2%	2.1%	1.8%	2.0%

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	Redland City			SEQ			Queensland		
	2006	2011	2016	2006	2011	2016	2006	2011	2016
Professional, scientific & technical services	5.4%	6.3%	5.8%	6.6%	7.6%	7.2%	5.6%	6.5%	6.3%
Administrative & support services	3.4%	3.3%	3.6%	3.3%	3.4%	3.7%	3.1%	3.2%	3.5%
Public administration & safety	5.8%	5.9%	5.8%	6.3%	6.6%	6.3%	6.7%	6.7%	6.6%
Education & training	6.5%	7.1%	8.3%	7.7%	8.0%	9.1%	7.6%	7.9%	9.0%
Health care & social assistance	10.0%	11.7%	12.6%	10.6%	12.3%	13.2%	10.2%	11.9%	13.0%
Arts & recreation services	1.1%	1.1%	1.3%	1.5%	1.6%	1.8%	1.3%	1.4%	1.6%
Other services	4.2%	4.3%	4.3%	3.8%	3.8%	3.9%	3.7%	3.9%	3.9%

Source: ABS Census of Population and Housing (2006, 2011 and 2016)

Section 2 Regional Economic Analysis

2.2 Population Projections

Redland City is expected to experience moderate population growth, with the population increasing from 151,987 persons in 2016 to 192,431 persons by 2041 (or by 0.9% per annum). The Redland City population growth rate is anticipated to be lower than SEQ and Queensland which average 1.8% and 1.6% per annum respectively.

Table 2-2 details the population projections in Redland City, SEQ and Queensland between 2016 and 2041.

Table 2-2 Population projections for Redland City, SEQ and Queensland, 2016 to 2041

	2016	2021	2026	2031	2036	2041	AAGR, 2016-2041
Redland City	151,987	161,027	170,996	179,241	185,631	192,431	0.9%
SEQ	3,439,767	3,800,705	4,186,321	4,586,066	4,984,175	5,379,901	1.8%
Queensland	4,848,877	5,261,567	5,722,780	6,206,566	6,686,604	7,161,661	1.6%

Source: Queensland Government Statisticians Office (QGSO) Projected Population (medium series), Statistical Area 4 level and Local Government Area (2019)

2.3 Working Population Characteristics

The following section provides a brief analysis of Redland City residents place of work (i.e. where do Redland City residents travel for employment) and Redland City workers place of residence (i.e. where do workers in Redland City usually reside).

2.3.1 Redland City Residents - Place of Work

Redland City has a highly mobile workforce with more than half of all working residents travelling beyond Redland City for employment. In 2016, 43.4% of Redland City residents also worked within the City compared to 43.5% in 2011. The proportion of Redland City residents who travelled to Brisbane Local Government Area (LGA) for employment increased from 37.3% of working residents in 2011 to 40.9% of working residents in 2016. In 2016, Redland City residents also travelled to Logan (5.7%), Gold Coast (2.2%), Ipswich (0.8%) and Moreton Bay (0.6%) LGA's for employment. This information demonstrates that Redland City exports workers to the broader SEQ region, particularly to Brisbane LGA.

Table 2-3 below summarises where residents of Redland City travelled for employment as of the 2011 and 2016 Census.

Table 2-3 Employment Location Redland City Residents, 2011 and 2016

LGA	2016		2011	
	No. of Resident Workers	% of Resident Workers	No. of Resident Worker	% of Resident Workers
Redland (C)	30,080	43.4%	27,124	43.5%
Brisbane (C)	28,355	40.9%	23,272	37.3%
Logan (C)	3,978	5.7%	2,466	4.0%
Gold Coast (C)	1,494	2.2%	534	0.9%
Ipswich (C)	540	0.8%	353	0.6%
Moreton Bay (R)	413	0.6%	34	0.1%
Other	4,512	6.5%	8,584	13.8%
Total	69,372	100.0%	62,367	100.0%

Note: Other includes no fixed address (QLD)

Source: ABS Census of Population and Housing (2011 and 2016)

Section 2 Regional Economic Analysis

2.3.2 Redland City Workers - Place of Residence

As of the 2016 Census, workers who live and work within Redland City accounted for 74.4% (compared to 85.5% in 2011) of workers within the LGA. The proportion of workers who reside outside of the LGA but work within Redland City increased significantly between the 2011 and 2016 Censuses. In 2016, workers from Brisbane LGA accounted for 15.2% (compared with 9.6% in 2011) of the Redland City workforce, whilst a further 5.9% (compared with 4.0% in 2011) of workers usually resided in Logan LGA. Workers also travelled from the Gold Coast, Moreton Bay and Ipswich LGAs for employment within Redland City.

Table 2-4 below summarises the place of residence of the Redland City workforce as of the 2011 and 2016 Censuses.

Table 2-4 Place of Residence of Redland City workers, 2011 and 2016

LGA	2016		2011	
	No. of Workers	% of Workers	No. of Workers	% of Workers
Redland (C)	30,080	74.4%	27,124	85.5%
Brisbane (C)	6,143	15.2%	3,034	9.6%
Logan (C)	2,396	5.9%	1,269	4.0%
Gold Coast (C)	826	2.0%	142	0.4%
Moreton Bay (R)	429	1.1%	46	0.1%
Ipswich (C)	268	0.7%	97	0.3%
Total	40,437	100.0%	31,712	100.0%

Source: ABS Census of Population and Housing (2011 and 2016)

2.3.3 Working Population by Industry

In determining the economic structure of Redland City, this analysis has utilised working population data sourced from the ABS 2016 Census of Population and Housing at the LGA level. An analysis of industry of employment data was undertaken at the two-digit ANZSIC level. As of the 2016 Census, the industry sectors which accounted for over 10.0% of working population employment within Redland City included:

- Education and training: with employment primarily in the preschool and school education industry subsector;
- Retail trade: most employment within the other store-based retailing industry subsector; and
- Health care and social assistance: with employment primarily in the medical and other health care services industry subsector.

All three industry sectors identified above recorded a higher incidence of employment relative to SEQ and Queensland.

Appendix A provides the 2-digit ANZSIC level industry sector working population employment within Redland City, SEQ and Queensland.

2.3.4 Employment Retention

Employment retention compares the size of the working population against the resident employed population, expressed as a ratio. Employment retention greater than 100% represents a net inflow of workers, whereas employment retention less than 100% represents a net outflow of workers.

As of the 2016 Census, Redland City reported an employment retention rate of 57.8%. In Redland City, employment retention was highest within the accommodation and food services, agriculture, forestry and fishing and retail trade sectors. However, the employment retention rate in Redland City was lower than recorded for SEQ (94.5%) and Queensland (99.7%).

Table 2-5 summarises the employment retention by industry in Redland City, SEQ and Queensland.

Table 2-5 Employment Retention by Industry, Redland City, SEQ, Queensland, 2016 Census

Section 2 Regional Economic Analysis

Industry Sector	Redland City	SEQ	Queensland
Agriculture, Forestry and Fishing	85.6%	93.6%	99.8%
Mining	32.0%	66.6%	96.6%
Manufacturing	50.5%	97.4%	99.9%
Electricity, Gas, Water and Waste Services	44.8%	94.9%	99.7%
Construction	47.4%	76.9%	99.2%
Wholesale Trade	35.1%	96.6%	99.4%
Retail Trade	76.3%	98.3%	99.9%
Accommodation and Food Services	87.6%	99.0%	100.2%
Transport, Postal and Warehousing	27.5%	94.3%	99.6%
Information Media and Telecommunications	45.0%	96.1%	100.2%
Financial and Insurance Services	36.2%	98.9%	99.9%
Rental, Hiring and Real Estate Services	67.4%	98.5%	100.1%
Professional, Scientific and Technical Services	50.8%	96.8%	99.3%
Administrative and Support Services	59.7%	85.6%	100.0%
Public Administration and Safety	42.0%	96.8%	99.3%
Education and Training	69.1%	98.3%	100.3%
Health Care and Social Assistance	70.4%	97.9%	100.2%
Arts and Recreation Services	56.7%	96.4%	100.4%
Other Services	63.4%	94.5%	99.9%
Total	57.8%	94.5%	99.7%

Source: ABS Census of Population and Housing – Working Population Profile (2011 and 2016)

2.4 Projected Employment

Queensland Government Statisticians Office (QGSO) published employment projections, detailing the anticipated number of persons employed at the one-digit ANZSIC industry level.

Total employment within Redland City is anticipated to increase from 47,284 workers in 2015-16 to 69,193 workers in 2040-41, representing an increase of 1.5% per annum. Over the projection period, the number of employed persons is expected to increase significantly in the construction (increase of 4,178 workers), health care and social assistance (increase of 4,022 workers) and education training (increase of 2,522 workers) sectors. However, the retail sector is anticipated to experience a decline of 568 workers over the projection horizon.

Table 2-6 details the employment projections for Redland City by industry between 2015-16 to 2040-41.

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Table 2-6 Employment Projections by Industry, Redland City, 2015-16 to 2040-41

Industry	2015-16	2021-22	2025-26	2030-31	2035-36	2040-41	AAGR (%)
Agriculture, Forestry and Fishing	364	357	366	379	391	402	0.4%
Mining	224	211	258	330	419	516	3.4%
Manufacturing	3,985	4,143	4,317	4,555	4,831	5,151	1.0%
Electricity, Gas, Water and Waste Services	294	373	579	909	1,192	1,389	6.4%
Construction	5,782	7,861	8,863	9,416	9,733	9,960	2.2%
Wholesale Trade	1,425	1,480	1,527	1,580	1,634	1,693	0.7%
Retail Trade	7,074	7,012	6,958	6,860	6,688	6,506	-0.3%
Accommodation and Food Services	4,156	4,544	4,916	5,316	5,732	6,152	1.6%
Transport, Postal and Warehousing	1,434	1,549	1,630	1,706	1,769	1,835	1.0%
Information Media and Telecommunications	589	603	635	674	706	739	0.9%
Financial and Insurance Services	975	944	902	898	953	1,039	0.3%
Rental, Hiring and Real Estate Services	760	912	1,083	1,270	1,456	1,672	3.2%
Professional, Scientific and Technical Services	2,510	2,918	3,388	3,900	4,422	5,053	2.8%
Administrative and Support Services	1,664	1,817	2,096	2,394	2,682	3,012	2.4%
Public Administration and Safety	1,887	2,018	2,202	2,400	2,602	2,812	1.6%
Education and Training	4,480	4,898	5,448	6,006	6,526	7,032	1.8%
Health Care and Social Assistance	7,019	7,766	8,683	9,570	10,338	11,041	1.8%
Arts and Recreation Services	524	546	576	611	647	686	1.1%
Other Services	2,139	2,224	2,309	2,390	2,447	2,504	0.6%
Total persons employed	47,284	52,177	56,736	61,164	65,168	69,193	1.5%

Source: Queensland Government Statisticians Office Regional Employment Projections (2016)

2.4.1 Projected Employment Retention

Employment retention rates for Redland City and other LGAs in SEQ were derived from the QGSO Employment Projections by place of residence and by place of work. Overall employment retention within Redland City is anticipated to increase from 47.0% in 2015-16 to 53.0% in 2040-41. Conversely some LGA's in SEQ are anticipated to experience a decline in employment retention over the projection period. The most significant declines are evident in the Ipswich, Somerset and Scenic Rim LGA's between 2015-16 and 2040-41.

Table 2-7 details the projected employment retention in Redland City, the SEQ LGA's and in SEQ as a whole between 2015-16 and 2040-41.

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Table 2-7 Projected Employment Retention, Redland City, SEQ LGAs and SEQ, 2015-16 to 2040-41

LGA	2015-16	2020-21	2025-26	2030-31	2035-36	2040-41
Redland	47.0%	49.0%	50.0%	51.0%	52.0%	53.0%
Brisbane	89.0%	90.0%	90.0%	90.0%	90.0%	91.0%
Logan	44.0%	45.0%	45.0%	44.0%	43.0%	43.0%
Ipswich	53.0%	50.0%	47.0%	43.0%	41.0%	38.0%
Moreton Bay	50.0%	50.0%	50.0%	50.0%	50.0%	51.0%
Gold Coast	83.0%	82.0%	82.0%	82.0%	82.0%	81.0%
Somerset	55.0%	52.0%	51.0%	50.0%	49.0%	48.0%
Lockyer Valley	60.0%	56.0%	55.0%	55.0%	55.0%	55.0%
Noosa	68.0%	70.0%	71.0%	72.0%	73.0%	74.0%
Sunshine Coast	83.0%	83.0%	83.0%	83.0%	82.0%	82.0%
Toowoomba City (SEQ)	88.0%	87.0%	87.0%	88.0%	88.0%	88.0%
Scenic Rim	61.0%	59.0%	59.0%	57.0%	57.0%	56.0%
Total SEQ	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%

Source: Queensland Treasury Regional Employment Projections (2016)

2.5 Export Sectors

In terms of exports from Redland City, manufacturing accounts for the largest quantum of exports both in terms of domestic (i.e. exports from Redland City to other parts of Australia) and international exports (i.e. exports from Redland City to other countries). Between 2015-16 and 2018-19, manufacturing exports from Redland City peaked at ~\$526.1 million in 2018-19 (comprising ~\$226.3 million domestic and ~\$299.8 million in international exports). This represents the highest volume of manufacturing exports Redland City has experienced since 2015-16 with total exports of ~\$511.2 million (comprising of ~\$192.9 domestic and ~\$318.3 million in international exports). In 2018-19, the following manufacturing subsectors were the main contributors:

- Food product manufacturing \$360.1 million (\$136.3 million domestic and \$223.8 million international exports);
- Primary metal and metal product manufacturing \$58.3 million (\$39.4 million domestic and \$19.0 million international exports);
- Beverage and tobacco product manufacturing \$24.5 million (\$19.9 million domestic and \$4.6 million international exports);
- Machinery and equipment manufacturing \$20.6 million (\$4.2 million domestic and \$16.3 million international exports); and
- Fabricated metal product manufacturing \$15.3 million (\$10.4 million domestic and \$4.9 million international exports).

Other industry sectors which generated significant exports from Redland City in 2018-19 included:

- Retail Trade \$114.8 million (key subsectors include Food Retailing at \$31.7 million and Other Store-Based Retailing at \$30.0 million);
- Transport, Postal and Warehousing \$113.4 million (key subsectors include Water Transport at \$54.3 million and Road Transport at \$40.0 million);
- Other Services \$110.9 million (key subsectors include Repair and Maintenance \$102.6 million); and
- Health Care and Social Assistance \$101.3 million (key subsectors include Residential Care Services \$51.8 million).

Table 2-8 summaries the total exports generated by industry sector from Redland City between 2015-16 and 2018-19 at the one-digit ANZSIC level. A detailed breakdown of total exports generated by industry subsector at the two-digit ANZSIC level is provided in Appendix C.

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Table 2-8 Total Exports by Industry Sector, Redland City, 2015-16 to 2018-19

	2018-19			2017-18			2016-17			2015-16		
	Domestic	International	Total	Domestic	International	Total	Domestic	International	Total	Domestic	International	Total
Agriculture, Forestry and Fishing	1.9%	2.6%	2.1%	2.6%	3.6%	2.9%	2.6%	4.1%	3.1%	2.7%	3.8%	3.1%
Mining	5.6%	0.7%	3.9%	7.0%	0.6%	4.9%	6.3%	0.7%	4.4%	3.9%	0.6%	2.8%
Manufacturing	21.9%	55.9%	33.5%	19.3%	56.2%	31.8%	17.4%	57.1%	31.3%	18.9%	58.4%	32.6%
Electricity, Gas, Water and Waste Services	3.4%	0.1%	2.3%	3.0%	0.1%	2.0%	2.8%	0.1%	1.9%	3.4%	0.1%	2.2%
Construction	0.0%	1.2%	0.4%	0.0%	1.3%	0.4%	0.0%	1.2%	0.4%	0.0%	1.2%	0.4%
Wholesale Trade	3.4%	5.6%	4.2%	3.6%	6.1%	4.4%	3.3%	6.0%	4.2%	2.6%	6.5%	4.0%
Retail Trade	9.0%	4.1%	7.3%	9.4%	4.0%	7.5%	10.5%	3.9%	8.2%	11.3%	4.1%	8.8%
Accommodation and Food Services	1.3%	6.6%	3.1%	1.1%	6.0%	2.8%	1.2%	6.3%	3.0%	1.2%	6.3%	3.0%
Transport, Postal and Warehousing	7.0%	7.6%	7.2%	9.4%	8.0%	8.9%	10.0%	7.4%	9.1%	8.8%	6.9%	8.1%
Information Media and Telecommunications	1.4%	1.9%	1.6%	2.1%	2.1%	2.1%	1.3%	2.0%	1.5%	0.6%	1.8%	1.0%
Financial and Insurance Services	2.8%	2.8%	2.8%	1.9%	2.3%	2.1%	4.1%	1.8%	3.3%	2.7%	1.5%	2.3%
Rental, Hiring and Real Estate Services	0.7%	3.6%	1.7%	0.6%	3.2%	1.5%	0.3%	3.1%	1.3%	0.7%	2.6%	1.4%
Professional, Scientific and Technical Services	7.6%	1.9%	5.7%	4.5%	1.7%	3.5%	3.9%	1.6%	3.1%	10.4%	1.7%	7.4%
Administrative and Support Services	9.4%	0.3%	6.3%	8.4%	0.2%	5.6%	7.2%	0.2%	4.7%	6.0%	0.2%	4.0%
Public Administration and Safety	1.4%	0.0%	0.9%	1.2%	0.0%	0.8%	1.3%	0.0%	0.9%	1.3%	0.0%	0.9%
Education and Training	2.9%	2.9%	2.9%	3.6%	2.7%	3.3%	4.5%	2.7%	3.9%	4.6%	2.6%	3.9%
Health Care and Social Assistance	9.5%	0.5%	6.4%	12.1%	0.5%	8.2%	12.8%	0.5%	8.5%	10.4%	0.5%	7.0%
Arts and Recreation Services	0.4%	0.9%	0.6%	0.5%	0.8%	0.6%	0.8%	0.8%	0.8%	0.6%	0.8%	0.7%
Other Services	10.5%	0.5%	7.1%	9.7%	0.4%	6.6%	9.6%	0.4%	6.4%	9.8%	0.4%	6.5%
Total industries	\$1,034.6	\$536.3	\$1,570.8	\$1,042.2	\$537.0	\$1,579.2	\$1,029.0	\$554.4	\$1,583.4	\$1,021.7	\$545.3	\$1,567.0

Source: ABS Characteristics of Australia Exporters, Cat. 5368.0 (various years)

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2.6 Agricultural Production

This section of the report analyses the latest agricultural data released by the ABS (2015-16) to identify the volume and value of key agricultural commodities produced within Redland City and SEQ. Key agricultural commodities are defined as those commodities which account for a significant proportion of production value in Queensland.

At the time of report compilation, agricultural production data within the intensive horticulture sector was not available at a local or state level. Hence, this data is intended to provide a high-level overview of current activity in the agriculture sector in Redland City, as opposed to reflecting the opportunities which exist within the intensive horticulture sector.

2.6.1 Volume of Agricultural Production

In 2015-16, the three most significant broadacre crops produced in Redland City, in terms of proportion of total Queensland production, were:

- Barley: 907 tonnes, accounting for 0.2% of Queensland barley production;
- Wheat: 992 tonnes, accounting for 0.1% of Queensland wheat production; and
- Chickpeas: 294 tonnes, accounting for 0.1% of Queensland chickpeas production.

In 2015-16, the three most significant broadacre crops produced in SEQ were oilseeds, maize and chickpeas which represented 15.2%, 10.0% and 4.1% of the total Queensland production respectively. However, Redland City did not produce any of these crops as of 2015-16.

Despite being of significance to SEQ regional production, there is limited opportunity for broadacre crops to be intensively cropped or grown in a vertical farming facility due to the lack of availability of farming land within Redland City. The farming of broadacre crops is unlikely to be a significant expansion to the existing agricultural portfolio of the LGA.

Table 2-9 reports the total volume of broadacre crops produced within Redland City and SEQ in 2015-16 relative to total Queensland broadacre crop production.

Table 2-9 Volume of Broadacre Crops Produced within Redland City and SEQ Relative to Queensland (t), 2015-16

Broadacre crops	Redland City		SEQ	
	Volume (t)	% of Qld	Volume (t)	% of Qld
Wheat	992	0.1%	7,964	0.6%
Barley	907	0.2%	7,865	2.1%
Chickpeas	294	0.1%	2,054	0.6%
Oilseeds	-	-	2,175	15.2%
Maize	-	-	16,340	10.0%
Other pulses	-	-	317	4.1%

Source: ABS Agricultural Commodities Cat. 7121.0 (2018b)

In 2015-16, the three most significant hay and silage items produced in SEQ (in terms of proportion of total Queensland production) included:

- Lucerne for hay: 73,623 tonnes, accounting for 42.5% of Queensland production;
- Crops for silage: 93,908 tonnes, accounting for 16.8% of Queensland production; and
- Other crops for hay: 12,343 tonnes, accounting for 15.5% of Queensland production.

SEQ represents 19.0% of the total production of hay and silage crops in Queensland, whilst Redland City does not produce these crops. The production of hay and silage usually requires a large parcel of land. However, there have

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been examples of vertical farms, such as Stacked Farm on the Gold Coast, Queensland (see Section 4.2.4), producing hay and silage for cattle fodder in order to support farmers through seasonal droughts. This could represent an opportunity for the City to expand its agricultural portfolio, using intensive horticultural practices and technologies and capitalise off the existing regional strength in the production of these crops.

Table 2-10 reports the total volume of hay and silage items produced within SEQ in 2015-16 relative to total Queensland hay and silage production.

Table 2-10 Volume of Hay and Silage Items Produced within Redland City and SEQ Relative to Queensland (t), 2015-16

Hay and silage	SEQ	
	Volume (t)	% of Qld
Lucerne for hay	73,623	42.5%
Crops for silage	93,908	16.8%
Other crops for hay	12,343	15.5%
Other pasture for hay	17,473	12.0%
Cereal for hay	13,291	8.8%

Source: ABS Agricultural Commodities Cat. 7121.0 (2018b)

In 2015-16, the three most significant fruit and nuts items produced in Redland City were avocados, strawberries and macadamias. However, the production of these goods in Redland City is limited, and accounts for less than 0.1% of the Queensland total. In 2015-16, the three most significant fruit and nut items produced in SEQ, relative to the total volume of Queensland production included:

- Strawberries: 19.0 million tonnes, accounting for 80.3% of Queensland production;
- Kiwifruit: 275,187 tonnes, accounting for 78.4% of Queensland production; and
- Pineapples: 34,033 tonnes, accounting for 47.5% of Queensland production.

Overall, SEQ produces approximately 11.7% of all fruit and nut items in Queensland, providing Redland City with an opportunity to further expand on current production volume and variety of fruit and nuts through the implementation of intensive horticulture practices. Strawberries for example, are a highly seasonal fruit which can thrive all year round and maximise the volume and quality of the fruits produced by using a hydroponic system to grow the crop. However, this trend is not the case for all fruit and nut items. Typically, highly seasonal crops which require humidity and plenty of water are best suited to a hydroponic system.

As of 2015-16 Redland City produced 558 tonnes of strawberries, which marginally contributed to the total regional production. SEQ represents over three quarters of the State's strawberry production and therefore has well developed supply and distribution chains for the purpose of transporting strawberries. Whilst not all fruit and nut production may be suited to Redland City, the implementation of a large-scale hydroponic and/or vertical farm to grow fruits which thrive in these environments (strawberries and kiwifruit for example) could provide the City with an opportunity to add to the existing agricultural portfolio.

Table 2-11 reports the total volume of fruit and nut items produced within Redland City and SEQ in 2015-16 relative to total Queensland fruit and nut production.

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Table 2-11 Volume of Fruit and Nut Items Produced within Redland City and SEQ Relative to Queensland (t), 2015-16

	Volume (t)	% of Qld	Volume (t)	% of Qld
Avocados	1,673	0.0%	1,863,248	5.7%
Strawberries	558	0.0%	19,012,856	80.3%
Macadamias	335	0.0%	3,175,147	14.6%
Kiwifruit	-	0.0%	275,187	78.4%
Pineapples	-	0.0%	34,033	47.5%

Source: ABS Agricultural Commodities Cat. 7121.0 (2018b)

In 2015-16, the two most significant vegetable items produced in Redland City were lettuces and beans, accounting for less than 0.1% of total Queensland production in each good. In 2015-16, SEQ produced over half of all Queensland vegetables, with the three most significant vegetables produced in SEQ (in terms of proportion of total Queensland production) being:

- Cabbages: 17,989 tonnes, accounting for 93.6% of Queensland cabbage production;
- Broccoli: 13.5 million tonnes, accounting for 82.6% of Queensland broccoli production; and
- Lettuces: 31.0 million tonnes, accounting for 77.2% of Queensland lettuce production.

Similarly to the production of fruit and nuts in intensive farming, not all vegetables thrive under greenhouse hydroponic growing conditions. However, leafy greens such as lettuce, cabbage or rocket, are commonly grown under greenhouse conditions to limit the amount of pesticides needed to avoid infestations. Additionally, these vegetables require swift distributions as the products typically have a short shelf life. Therefore, having these products grow in intensive facilities close to metropolitan centres is ideal. The location of Redland City in addition to the existing agricultural portfolio demonstrates a potential opportunity for the region.

Table 2-12 reports the total volume of vegetables produced within Redland City and SEQ in 2015-16 relative to total Queensland vegetable production.

Table 2-12 Volume of Vegetables Produced within Redland City and SEQ Relative to Queensland (t), 2015-16

Vegetables	Redland City		SEQ	
	Volume (t)	% of Qld	Volume (t)	% of Qld
Lettuces	252,558	0.6%	31,025,703	77.2%
Beans	75,000	0.4%	11,066,255	53.3%
Cabbages	-	-	17,989	93.6%
Broccoli	-	-	13,500,871	82.6%

Source: ABS Agricultural Commodities Cat. 7121.0 (2018b)

In 2015-16, the three most significant livestock commodities produced, relative to total Queensland production, in SEQ included:

- Meat chickens: 16,156,795 head, accounting for 87.7% of Queensland production;
- Dairy cattle: 52,497 head, accounting for 33.9% of Queensland production; and
- Poultry for laying: 375,684 head, accounting for 8.6% of Queensland production.

In 2015-16, meat chickens were the most significant livestock commodity produced in Redland City, accounting for 10.2% of Queensland production.

Table 2-13 reports the total volume of livestock commodities produced within Redland City and SEQ in 2015-16 relative to total Queensland production.

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Table 2-13 Volume of Livestock Commodities Produced within Redland City and SEQ Relative to Queensland (head), 2015-16

Livestock	Redland City		SEQ	
	Number (head)	% of Qld	Number (head)	% of Qld
Meat chickens	1,877,880	10.2%	16,156,795	87.7%
Meat cattle	1,198	0.0%	231,782	2.2%
Dairy cattle	0	0.0%	52,497	33.9%
Pigs	0	0.0%	18,901	3.4%
Poultry for laying	0	0.0%	375,684	8.6%
Sheep and lambs	0	0.0%	3,156	0.2%

Source: ABS Agricultural Commodities Cat. 7121.0 (2018b)

2.6.2 Value of Agricultural Commodities Produced

In 2015-16, Redland City produced agricultural commodities which had a total value of approximately \$64.0 million and accounted for 0.5% of the total value of agricultural commodities produced in Queensland. Agricultural commodities produced within SEQ in 2015-16 had a total value of \$1,561.5 million (\$1.6 billion) and accounted for 11.8% of the total value of all agricultural commodities produced in Queensland.

In 2015-16, the three key broadacre crops produced, relative to the total value of Queensland production, in Redland City included:

- Barley: \$0.2 million, accounting for 0.2% of total value of Queensland barley production
- Wheat: \$0.3 million, accounting for 0.1% of total value of Queensland wheat production; and
- Chickpeas: \$0.2 million, accounting for 0.1% of total value of Queensland chickpea production.

In 2015-16, SEQ accounted for 15.2%, 10.1% and 4.1% of total value of Queensland oilseed, maize and other pulse production. In total, Redland City accounted for 3.9% of the total value of broadacre crops produced within SEQ and 0.04% of the total value of broadacre crops produced in Queensland.

Table 2-14 reports on the total value of broadacre crops produced within Redland City and SEQ in 2015-16 relative to Queensland.

Table 2-14 Value of Broadacre Crop Production within Redland City and SEQ Relative to Queensland (\$m), 2015-16

Broadacre crops	Redland City		SEQ	
	Value (\$m)	% of Qld	Value (\$m)	% of Qld
Wheat	\$0.3	0.1%	\$2.3	0.6%
Barley	\$0.2	0.2%	\$2.2	2.1%
Chickpeas	\$0.2	0.1%	\$1.6	0.6%
Oilseeds	-	-	\$1.8	15.2%
Maize	-	-	\$5.2	10.0%
Other pulses	-	-	\$0.1	4.1%

Source: ABS Value of Agricultural Commodities Produced Cat. 7503.0 (2018c)

In 2015-16, the three most significant hay and silage items produced in SEQ, relative to the total value of Queensland production, included:

- Lucerne for hay: \$42.5 million, accounting for 42.5% of Queensland production;
- Other crops for hay: \$3.0 million, accounting for 15.5% of Queensland production; and

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- Cereal for hay: \$3.2 million, accounting for 8.8% of Queensland production;

In total, SEQ accounted for 23.7% of the total value of hay and silage items produced within Queensland. As mentioned in Section 2.6.1, Redland City did not produce any hay and silage items of note.

Table 2-15 reports on the total value of hay and silage items produced within Redland City and SEQ in 2015-16 relative to Queensland.

Table 2-15 Value of Hay and Silage Production within Redland City and SEQ Relative to Queensland (\$m), 2015-16

Hay and silage	SEQ	
	Value (\$m)	% of Qld
Lucerne for hay	\$23.3	42.5%
Other crops for hay	\$3.0	15.5%
Other pasture for hay	\$3.5	12.0%
Cereal for hay	\$3.2	8.8%

Source: ABS Value of Agricultural Commodities Produced Cat. 7503.0 (2018c)

In 2015-16 the two most valuable fruit and nut commodities produced within Redland City were other orchard fruits and avocados, accounting for just over 0.2% of total value of Queensland fruit and nut production.

In 2015-16, the three most valuable fruit and nut items produced within SEQ, relative to the total value of Queensland production, in SEQ included:

- Strawberries: \$117.9 million, accounting for 80.3% of the value of Queensland strawberry production;
- Kiwifruit: \$0.8 million, accounting for 78.4% of the value Queensland kiwifruit production; and
- Pineapples: \$23.9 million, accounting for 47.5% of the total value Queensland Pineapples production.

In 2015-16, the total value of fruit and nut production with Redland City accounted for 0.04% of total value of fruit and nut production in SEQ.

Table 2-16 reports on the total value of fruit and nut production within Redland City and SEQ in 2015-16 relative to Queensland.

Table 2-16 Value of Fruit and Nut Production within Redland City and SEQ Relative to Queensland (\$m), 2015-16

Fruit and nuts	Redland City		SEQ	
	Value (\$m)	% of Qld	Value (\$m)	% of Qld
Strawberries	\$0.00	0.0%	\$117.9	80.3%
Kiwifruit	\$0.00	0.0%	\$0.8	78.4%
Pineapples	\$0.00	0.0%	\$23.9	47.5%
Other orchard fruits	\$0.05	0.2%	\$3.3	15.1%

Source: ABS Value of Agricultural Commodities Produced Cat. 7503.0 (2018c)

In 2015-16 the two most valuable vegetable commodities produced within Redland City were lettuce and beans, which account for 0.6% and 0.4% of total value of Queensland production, respectively.

In 2015-16 the three most valuable vegetable commodities produced within SEQ relative to the total value of Queensland vegetable production included:

- Cabbages: \$16.1 million, accounting for 93.6% of the total value of Queensland cabbage production;
- Broccoli: \$31.8 million, accounting for 82.6% of the total value of Queensland broccoli production; and
- Lettuces: \$38.2 million, accounting for 77.2% of total value of Queensland lettuce production.

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The total value of vegetables produced in Redland City in 2015-16 amounted to \$0.9 million, representing 0.3% of the total value of vegetable production in SEQ. In 2015-16.

Table 2-17 reports on the total value of vegetable production within Redland City and SEQ in 2015-16 relative to Queensland.

Table 2-17 Value of Vegetable Production within Redland City and SEQ Relative to Queensland (\$m), 2015-16

Vegetables	Redland City		SEQ	
	Value (\$m)	% of Qld	Value (\$m)	% of Qld
Lettuces	\$0.3	0.6%	\$38.2	77.2%
Beans	\$0.4	0.4%	\$51.8	53.3%
Cabbages	-	-	\$16.1	93.6%
Broccoli	-	-	\$31.8	82.6%

Source: ABS Value of Agricultural Commodities Produced Cat. 7503.0 (2018c)

In 2015-16 the key livestock commodity produced in both Redland City and SEQ in terms of its total value relative to Queensland, was poultry. Poultry had a total value of \$47.0 million in Redland City and \$419.2 million in SEQ which represented 8.0% and 71.1% of the total value of poultry in Queensland respectively.

Table 2-18 reports on the total value of livestock for slaughter items produced within Redland City and SEQ in 2015-16 relative to Queensland.

Table 2-18 Value of Livestock for Slaughter within Redland City and SEQ Relative to Queensland (\$m), 2015-16

Livestock for slaughter	Redland City		SEQ	
	Value (\$m)	% of Qld	Value (\$m)	% of Qld
Poultry	\$47.0	8.0%	\$419.2	71.1%
Pigs	\$0.0	0.0%	\$10.8	3.4%
Cattle and calves	\$0.7	0.0%	\$156.8	2.7%
Goats	\$0.0	0.0%	\$0.3	0.6%
Sheep and lambs	\$0.0	0.0%	\$0.1	0.2%

Source: ABS Value of Agricultural Commodities Produced Cat. 7503.0 (2018c)

Section 3 Regionally Competitive and Significant Sectors

Section 3 Regionally Competitive and Significant Sectors

This section identifies those industry sectors which are regionally significant and/or in which Redland City holds a regional competitive advantage (or specialisation).

3.1 Screening Methodology

To determine the dominant and emerging industry sectors within Redland City, the following regional analysis techniques have been utilised as a screening methodology:

- Industry significance analysis;
- Economic base or location quotient analysis;
- Shift share analysis; and
- Regional export value and growth.

These four regional analysis techniques are simple and easy to understand, thereby being ideal as bases of preliminary screening of industry sectors at a regional level. As each of these techniques has different strengths and weakness, all three techniques have been utilised, with each industry sector subject to all three techniques. Industry sectors that achieve an affirmative result across multiple techniques are considered to be either regionally significant or sectors for which Redland City maintains a competitive advantage.

The industry significance analysis, economic base or location quotient analysis, shift share analysis and regional export value and growth analysis all represent employment-based measures and rely on data from the 2011 and 2016 Census of Population and Housing.

The following provides a brief description of how each of the measures are calculated.

3.1.1 Industry Significance Analysis

Industry significance analysis seeks to identify whether a particular industry sub-sector (e.g. transport equipment and machinery manufacturing) is relatively significant within the broader industry (e.g. manufacturing). The measure of relative significance takes the form of a quotient that compares the industry share of a specific sub-sector against the average share of sub-sectors within a broader industry. An industry significance quotient greater than one indicates that a given industry sub-sector is relatively significant within the broader industry.

The formula for calculation is:

$$SQ = \frac{\text{Employment of Sub-sector A}}{\text{Employment of industry sector}} \div \frac{1}{N}$$

Where:

- Employment of Sub-sector A: refers to the employment within the industry-sub-sector being evaluated (e.g. Transport equipment and machinery manufacturing);
- Employment of industry sector: refers to employment of the broader industry sector (e.g. Manufacturing); and
- N: refers to the number of sub-sectors within the broader industry sector.

The aim of industry significance analysis is to identify the disproportionately significant sub-sectors. The weakness of the approach is that the 'significance test' is determined by the number of sub-sectors identified within a broader industry. The number of sub-sectors is determined by the Australian New Zealand Standard Industry Classification (ANZSIC) system. As such, the determination of the number of sub-sectors could be considered arbitrary.

3.1.2 Location Quotient Analysis

Location quotient analysis (or economic base analysis as it is sometimes called) identifies whether any given industry sector within the region is over-represented in comparison to state or national averages. In short, this type of analysis

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allows for a simple assessment of competitive advantage. A region is considered to have a competitive advantage within an industry sector where that sector's share of regional employment exceeds the sector's share of state or national employment.

The formula for calculation is:

$$LQ_A = \frac{\text{Sector A share of employment within region}}{\text{Sector A share of employment within state}}$$

Where LQ_A refers to the location quotient for a given industry.

In addition to providing an indication of regional competitive advantage, location quotient analysis also identifies those sectors upon which the region has a disproportionately high reliance. While a location quotient is a static measure, when combined with an analysis of broader state or national context it can highlight the region's susceptibility to broader trends.

The location quotient technique has a number of deficiencies: firstly, it is a static measure and on its own provides little insight into regional trends. Secondly, it provides little insight into the competitive positioning of industry sectors that have a high capital intensity.

Within this report the location quotient for Redland City industry sectors is calculated by reference to the Queensland economy. Location quotients for Redland City have also been calculated relative to the SEQ economy as outlined in Table 3-6.

A location quotient that is greater than one signifies an affirmative value for the industry sector.

3.1.3 Shift Share Analysis

Shift share analysis determines proportion of regional economic growth or decline that can be attributed to national, industry based, and/or regional factors. From a regional perspective the analysis helps identify industries where regional factors have contributed to growth or decline. Shift share analysis generates three separate measures, including:

- **National (or state) Share (NS):** measures how much total employment in a region increased because of growth in the national or state economy over a period;
- **Industry Mix (IM):** this measure identifies rapid or slow growing industry sectors within a region based on national (or state) growth rates for individual industry sectors;
- **Regional Shift (RS):** this measure seeks to highlight a region's leading or lagging industry sectors by comparing the regional growth in a specific industry sector with the national (or state) growth for the same sector. In short, the regional shift identifies those sectors for which regional factors either contributed to, or detracted from, industry growth.

In the context of Redland City, the regional shift measure is most relevant to identifying sectors which benefit from a regional competitive advantage. Within this report the shift share analysis for Redland City industry sectors is calculated by reference to the Queensland economy.

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The formulas for calculating the above measures are as follows:

$$NS = i_{region}^{t-1} \times \frac{QLDt}{QLDt-1}$$

$$IM = (i_{region}^{t-1} \times \frac{iQLDt}{iQLDt-1}) - NS$$

$$RS = i_{region}^{t-1} \times (i_{region}^t / i_{region}^{t-1} - QLD^t / QLD^{t-1})$$

Where:

i_{region}^{t-1} refers to the regional employment within an industry (i) in the first period of the analysis (t-1)

i_{region}^t refers to the regional employment within an industry (i) in the second period of the analysis (t)

$QLDt-1$ refers to the total employment within the state in the first period of the analysis (t-1)

$QLDt$ refers to the total employment within the state in the second period of the analysis (t)

$iQLDt-1$ refers to the employment within an industry (i) in the first period of the analysis (t-1)

$iQLDt$ refers to the employment within an industry (i) in the second period of the analysis (t)

The shift share model articulated above is the model in its simplest form. More complex variants of the model can be formulated to provide a more dynamic analysis of regional industry performance.

An affirmative result for the shift share analysis for the purposes of the screening process arises when a given industry sector achieves a positive (greater than zero) Regional Shift result. This implies that regional factors have contributed positively to the sector's performance.

Unlike industry significance analysis and location quotient analysis, shift share analysis has a temporal dimension. Therefore, inclusion of shift share analysis should overcome some of the limitations flowing from the static nature of the other two tests.

3.1.4 Regional Export Value and Growth

The industry significance analysis, economic base or location quotient analysis and shift share analysis all represent employment based measures and rely on data from the 2016 Census of Population and Housing.

An assessment of regional export value and growth has also been included in the screening of regionally competitive and significant sectors in Redland City, based on data generated by NIEIR at the two-digit ANZSIC level. For the purpose of analysis, an industry sector (at the two-digit ANZSIC level) is considered to be significant in terms of regional export value and growth if both of the following criteria are met:

- **Regional export value:** The industry sector accounts for at least 1% of total regional export value in 2018-19; and
- **Export growth:** The industry sector has recorded export value growth in the past five years (2013-14 to 2018-19).

As stated above, the combination of these four techniques is for the purpose of a preliminary screening of regionally competitive sectors for further analysis and is not definitive.

3.2 Analysis of Redland City Competitive Advantage

3.2.1 Employment Measures

Based on the analytical techniques described above the following section summarises the results of the competitive advantage in Redland City across the three employment measures (i.e. industry significance analysis, economic base or location quotient analysis and shift-share analysis). Industry sectors are identified which achieve an affirmative result from the industry significance, location quotient and shift share analysis.

For the purposes of this analysis, the criteria require industry sectors to achieve an affirmative result across at least two of the three regional analysis employment measures. Table 3-1 identifies those sectors within Redland City that achieved such a result including six industrial land use sectors.

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Table 3-1 Industry sectors achieving affirmative results across all three measures, Redland City

Industrial Land Use Sector	Non-industrial Land Use Sector
<ul style="list-style-type: none"> • Manufacturing, nfd • Food product manufacturing • Construction services • Basic material wholesaling • Publishing (except internet and music publishing) • Repair and maintenance 	<ul style="list-style-type: none"> • Non-metallic mineral mining and quarrying • Waste collection, treatment and disposal services • Building construction • Food and beverage services • Residential care services • Sports and recreation activities • Personal and other services

Table 3-2 provides a summary of the two-digit ANZSIC industry sectors that recorded an affirmative result across at least two measures as of the 2016 Census, and whether an affirmative result was achieved across at least two measures as of the 2011 Census.

The assessment identified 42 two-digit ANZSIC industry sectors that recorded an affirmative result across at least two measures as of the 2016 Census. Of the 42 industry sectors identified, 27 of these sectors were also identified in the 2011 assessment.

Relative to analysis conducted for 2011, the following industry sectors no longer recorded an affirmative result across all three measures for 2016:

- Postal and courier pickup and delivery services (industrial land use sector);
- Other goods wholesaling (industrial land use sector);
- Medical and other health care services (non-industrial land use sector); and
- Social assistance services (non-industrial land use sector).

Additionally, although the building construction industry sector (non-industrial land use sector) did not record an affirmative result across any of the three measures in 2011, it recorded an affirmative result across all three measures in 2016.

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Table 3-2 Industry sectors achieving affirmative results across at least two measures, Redland City

2-Digit Industry Sector	2016			Affirmative across at least two measures in 2011?
	SQ & LQ	SQ & RS	LQ & RS	
Agriculture		✓		X
Aquaculture			✓	X
Fishing, hunting and trapping			✓	X
Non-metallic mineral mining and quarrying	✓	✓	✓	✓
Manufacturing, nfd	✓	✓	✓	✓
Food product manufacturing	✓	✓	✓	✓
Beverage and tobacco product manufacturing			✓	X
Textile, leather, clothing and footwear manufacturing			✓	✓
Pulp, paper and converted paper product manufacturing			✓	✓
Machinery and equipment manufacturing	✓			✓
Furniture and other manufacturing			✓	X
Water supply, sewerage and drainage services		✓		X
Waste collection, treatment and disposal services	✓	✓	✓	✓
Building construction	✓	✓	✓	X
Construction services	✓	✓	✓	✓
Wholesale trade, nfd			✓	X
Basic material wholesaling	✓	✓	✓	✓
Food retailing	✓			✓
Other store-based retailing	✓			✓
Food and beverage services	✓	✓	✓	✓
Information media and telecommunications, nfd			✓	✓
Publishing (except internet and music publishing)	✓	✓	✓	✓
Motion picture and sound recording activities	✓			✓
Finance		✓		X
Auxiliary finance and insurance services		✓		✓
Property operators and real estate services	✓			✓
Professional, scientific and technical services (except computer system design and related services)		✓		X
Administrative services		✓		✓
Building cleaning, pest control and other support services	✓			✓
Public administration and safety, nfd			✓	X
Public administration		✓		X
Public order, safety and regulatory services		✓		X
Preschool and school education	✓			✓
Health care and social assistance, nfd			✓	X
Hospitals		✓		✓
Medical and other health care services	✓			✓

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2-Digit Industry Sector	2016			Affirmative across at least two measures in 2011?
	SQ & LQ	SQ & RS	LQ & RS	
Residential care services	✓	✓	✓	✓
Social assistance services	✓			✓
Arts and recreation services, nfd			✓	X
Sports and recreation activities	✓	✓	✓	✓
Repair and maintenance	✓	✓	✓	✓
Personal and other services	✓	✓	✓	✓

Source: ABS Census of Housing and Population (2016) and ABS Census of Housing and Population (2011)

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Table 3-3 reports those industry sectors which achieved an affirmative result across at least one of the measures and the value of the result achieved.

Table 3-3 Industry sectors achieving an affirmative result across at least one measure – SQ, LQ and RS, Redland City, 2016

2-Digit Industry Sector	SQ	LQ	RS
Agriculture, forestry and fishing, nfd	0.1	0.4	2
Agriculture	4.9	0.4	106
Aquaculture	0.1	1.0	1
Fishing, hunting and trapping	0.5	1.5	9
Agriculture, forestry and fishing support services	0.4	0.4	8
Mining, nfd	0.5	0.5	6
Oil and gas extraction	0.1	0.0	1
Metal ore mining	2.9	0.7	-11
Non-metallic mineral mining and quarrying	2.1	1.9	19
Manufacturing, nfd	1.5	1.4	17
Food product manufacturing	6.6	1.6	100
Beverage and tobacco product manufacturing	0.7	2.2	15
Textile, leather, clothing and footwear manufacturing	0.5	1.4	9
Wood product manufacturing	0.6	1.0	0
Pulp, paper and converted paper product manufacturing	0.3	1.7	22
Petroleum and coal product manufacturing	0.0	0.2	0
Non-metallic mineral product manufacturing	0.3	0.5	1
Primary metal and metal product manufacturing	0.7	0.6	38
Fabricated metal product manufacturing	0.9	0.8	19
Transport equipment manufacturing	0.9	0.7	7
Machinery and equipment manufacturing	1.2	1.1	-15
Furniture and other manufacturing	0.8	1.2	40
Electricity, gas, water and waste services, nfd	0.1	1.1	-9
Electricity supply	0.7	0.2	11
Gas supply	0.1	0.5	3
Water supply, sewerage and drainage services	1.2	0.9	10
Waste collection, treatment and disposal services	2.9	1.8	29
Construction, nfd	0.2	0.9	18
Building construction	1.1	1.1	242
Heavy and civil engineering construction	0.1	0.4	52
Construction services	2.6	1.2	435
Wholesale trade, nfd	0.5	1.1	8
Basic material wholesaling	2.6	1.2	5
Machinery and equipment wholesaling	1.6	0.7	-44
Other goods wholesaling	1.0	0.8	-42

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2-Digit Industry Sector	SQ	LQ	RS
Retail trade, nfd	0.2	1.2	-4
Fuel retailing	0.2	1.1	0
Food retailing	2.2	1.6	-56
Other store-based retailing	3.0	1.3	-10
Non-store retailing and retail commission-based buying and/or selling	0.1	1.2	-6
Food and beverage services	2.8	1.3	107
Road transport	4.5	0.7	-2
Rail transport	0.1	0.1	3
Water transport	1.0	3.8	0
Air and space transport	0.1	0.1	4
Other transport	0.1	0.3	7
Postal and courier pick-up and delivery services	1.6	0.8	-42
Transport support services	0.6	0.3	9
Warehousing and storage services	0.5	0.4	22
Information media and telecommunications, nfd	0.3	1.2	2
Publishing (except internet and music publishing)	2.4	1.6	2
Motion picture and sound recording activities	1.6	1.1	-11
Telecommunications services	2.8	0.8	-11
Internet service providers, web search portals and data processing services	0.4	0.5	1
Financial and insurance services, nfd	0.2	1.1	-1
Finance	1.9	0.8	13
Auxiliary finance and insurance services	1.4	0.8	22
Rental and hiring services (except real estate)	0.5	0.9	14
Property operators and real estate services	2.5	1.2	-12
Professional, scientific and technical services (except computer system design and related services)	2.5	0.8	141
Administrative and support services, nfd	0.0	1.7	0
Administrative services	1.2	0.8	125
Building cleaning, pest control and other support services	1.8	1.2	-3
Public administration and safety, nfd	0.0	1.2	6
Public administration	2.9	0.8	124
Defence	0.0	0.0	4
Public order, safety and regulatory services	1.0	0.7	76
Education and training, nfd	0.1	0.9	6
Preschool and school education	3.5	1.4	-173
Health care and social assistance, nfd	0.1	1.2	27
Hospitals	1.2	0.8	158
Medical and other health care services	1.4	1.2	-2
Residential care services	1.2	1.8	113
Social assistance services	1.1	1.2	-1

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2-Digit Industry Sector	SQ	LQ	RS
Arts and recreation services, nfd	0.1	1.1	7
Heritage activities	0.4	0.6	4
Sports and recreation activities	3.6	1.1	22
Other services, nfd	0.0	2.4	0
Repair and maintenance	1.7	1.2	81
Personal and other services	2.2	1.2	87
Private households employing staff	0.0	0.4	0

Note: Because of rounding to the first decimal place, some quotients of 1.0 are not highlighted. This is because they have been rounded up.

Source: ABS Census of Housing and Population (2011 and 2016)

For the purposes of this analysis, location quotients have been used to assess the concentration of industry sectors in Redland City relative to SEQ and Queensland. Table 3-4 summaries the location quotients for those key sub-sectors identified within Redland City with a location quotient greater than one.

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Table 3-4 Location Quotient Analysis, Key Industry Sub-Sectors, Redland City, 2016 Census

1-Digit Industry Sector	2-Digit Industry Sector	2016 Census		2011 Census	
		Relative to SEQ	Relative to QLD	Relative to SEQ	Relative to QLD
Agriculture	Agriculture	1.0	0.4	1.0	0.3
	Aquaculture	2.1	1.0	2.0	1.0
	Fishing, hunting and trapping	3.5	1.5	3.4	1.2
Mining	Metal ore mining	2.9	0.7	4.3	0.8
	Non-metallic mineral mining and quarrying	2.9	1.9	2.6	1.6
Manufacturing	Manufacturing, nfd	1.2	1.4	1.3	1.4
	Food product manufacturing	1.7	1.6	1.7	1.6
	Beverage and tobacco product manufacturing	2.0	2.2	1.7	2.0
	Textile, leather, clothing and footwear manufacturing	1.2	1.4	1.1	1.4
	Wood product manufacturing	1.1	1.0	1.1	1.0
	Pulp, paper and converted paper product manufacturing	1.5	1.7	0.7	1.0
	Machinery and equipment manufacturing	0.9	1.1	1.1	1.2
	Furniture and other manufacturing	1.0	1.2	0.7	0.9
Electricity, Gas, Water and Waste Services	Electricity, gas, water and waste services, nfd	1.1	1.1	2.7	3.4
	Waste collection, treatment and disposal services	1.8	1.8	1.7	1.6
Construction	Building construction	1.2	1.1	1.1	0.9
	Construction services	1.5	1.2	1.5	1.1
Wholesale Trade	Wholesale trade, nfd	0.9	1.1	0.8	1.0
	Basic material wholesaling	1.3	1.2	1.3	1.3
Retail Trade	Retail trade, nfd	1.2	1.2	1.4	1.3
	Fuel retailing	1.4	1.1	1.5	1.2
	Food retailing	1.5	1.6	1.7	1.7
	Other store-based retailing	1.3	1.3	1.3	1.4
	Non-store retailing and retail commission-based buying and/or selling	1.0	1.2	1.3	1.5
Accommodation and Food Services	Food and beverage services	1.2	1.3	1.3	1.4
Transport, Postal and Warehousing	Water transport	5.6	3.8	5.6	4.1
Information Media and Telecommunications	Information media and telecommunications, nfd	1.1	1.2	1.0	1.2
	Publishing (except internet and music publishing)	1.4	1.6	1.4	1.7
	Motion picture and sound recording activities	0.9	1.1	1.1	1.3

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1-Digit Industry Sector	2-Digit Industry Sector	2016 Census		2011 Census	
		Relative to SEQ	Relative to QLD	Relative to SEQ	Relative to QLD
Financial and Insurance Services	Financial and insurance services, nfd	0.9	1.1	0.9	1.3
Rental, Hiring and Real Estate Services	Property operators and real estate services	1.0	1.2	1.0	1.3
Administrative and Support Services	Administrative and support services, nfd	1.6	1.7	0.0	0.0
	Building cleaning, pest control and other support services	1.5	1.2	1.8	1.3
Public Administration and Safety	Public administration and safety, nfd	1.2	1.2	0.5	0.6
Education and Training	Preschool and school education	1.4	1.4	1.6	1.6
Health Care and Social Assistance	Health care and social assistance, nfd	1.3	1.2	1.0	0.9
	Medical and other health care services	1.1	1.2	1.2	1.3
	Residential care services	1.8	1.8	1.7	1.8
	Social assistance services	1.2	1.2	1.3	1.3
Arts and Recreation Services	Arts and recreation services, nfd	1.0	1.1	0.5	0.5
	Sports and recreation activities	0.9	1.1	0.9	1.1
Other Services	Other services, nfd	2.2	2.4	0.0	0.0
	Repair and maintenance	1.3	1.2	1.3	1.1
	Personal and other services	1.2	1.2	1.1	1.2

Note: Because of rounding to the first decimal place, some quotients of 1.0 are not highlighted. This is because they have been rounded up.

Source: ABS Census of Population and Housing (2016)

3.2.2 Industry Sectors of Regional and Competitive Significance

This section identifies those industry sectors of regional and competitive significance within Redland City based on the above analysis of the regional measures.

Table 3-5 summarises the regionally significant and competitive industry sectors alongside the industry sub-sectors identified for Redland City. The industry sectors are informative rather than definitive and provide an overview of the potential industry sectors to be further examined. The assessment has focused on industrial use sectors as these have been identified as the uses that may be appropriately located within the STPFGA.

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Table 3-5 Regionally significant and competitive industries, Redland City

Industry	Identified Sector	2011	2016	% change, 2011-2016
Manufacturing	Food product manufacturing	1,046	1,124	7.5%
	Wood product manufacturing	155	106	-31.6%
	Pulp, paper and converted paper product manufacturing	40	50	25.0%
	Fabricated metal product manufacturing	186	150	-19.4%
	Textile, leather, clothing and footwear manufacturing	124	93	-25.0%
Information Media and Telecommunications	Publishing (except internet and music publishing)	190	122	-35.8%
Other Services	Repair and maintenance	762	834	9.4%
Wholesale Trade	Motor vehicle and motor vehicle parts wholesaling	115	74	-35.7%
Transport, Postal and Warehousing	Warehousing and storage services	22	64	190.9%
	Road transport	656	569	-13.3%
	Rail transport	10	11	10.0%
	Transport support services	61	74	21.3%
	Postal and courier pick-up and delivery services	199	207	4.0%
Grand Total		3,566	3,478	-2.5%

Source: CDM Smith Analysis (2020)

Based on these regionally significant and competitive industries as of 2011 and 2016, Redland City has not strengthened its significance in the industrial sectors. Rather, Redland City is losing its competitive advantage and has decreased by 88 workers (or 2.5%) between 2011 and 2016.

3.2.3 Location Quotient Analysis on Identified Sectors

Location quotient analysis for 2011 and 2016 was undertaken on the sectors identified in Table 3-5. This analysis revealed that the following sectors have strengthened between 2011 and 2016:

- Pulp, paper and converted paper product manufacturing; and
- Warehousing and storage services (only marginally).

Conversely, the following sectors have weakened (marginally):

- Motor vehicle and motor vehicle parts wholesaling;
- Road transport; and
- Postal and courier pick-up and delivery services.

Table 3-6 summarises the results of location quotient analysis for regionally significant and competitive industry sectors (industrial land uses) in Redland City.

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Table 3-6 Location Quotient Analysis for Regionally Significant and Competitive Industry Sectors (Industrial Uses), Redland City relative to SEQ and Queensland

Industry	Identified Sector	SEQ			Queensland		
		2011	2016	Change, 2011-2016	2011	2016	Change, 2011-2016
Manufacturing	Food product manufacturing	1.7	1.7	0.0	1.6	1.6	0.0
	Wood product manufacturing	1.1	1.1	0.0	1.0	1.0	0.0
	Pulp, paper and converted paper product manufacturing	0.7	1.5	0.8	1.0	1.7	0.7
	Fabricated metal product manufacturing	0.7	0.7	0.0	0.8	0.8	0.0
	Textile, leather, clothing and footwear manufacturing	1.1	1.2	0.1	1.4	1.4	0.0
Information Media and Telecommunications	Publishing (except internet and music publishing)	1.4	1.4	0.0	1.7	1.6	-0.1
Other Services	Repair and maintenance	1.3	1.3	0.0	1.1	1.2	0.1
Wholesale Trade	Motor vehicle and motor vehicle parts wholesaling	0.9	0.7	-0.2	1.0	0.7	-0.3
Transport, Postal and Warehousing	Warehousing and storage services	0.2	0.3	0.1	0.3	0.4	0.1
	Road transport	0.8	0.7	-0.1	0.8	0.7	-0.1
	Rail transport	0.1	0.1	0.0	0.0	0.1	0.1
	Transport support services	0.2	0.3	0.1	0.3	0.3	0.0
	Postal and courier pick-up and delivery services	0.9	0.8	-0.1	1.0	0.8	-0.2

Source: CDM Smith Analysis (2020)

3.2.4 Regional Export Value and Growth

There were eleven industry sectors which met the regional export and value growth criteria in Redland City, these being:

- Metal ore mining;
- Food product manufacturing;
- Primary metal and metal product manufacturing;
- Waste collection, treatment and disposal services;
- Non-store retailing and retail commission-based buying;
- Auxiliary finance and insurance service;
- Property operators and real estate services;
- Computer system design and related services;
- Administrative services;
- Building cleaning, pest control and other support services; and
- Medical and other health care services.

Nine of the eleven industry sectors identified in the regional export and value growth assessment achieved an affirmative result across at least one employment measure.

Table 3-7 below summarises the sectors which achieved an affirmative result for the regional export and value growth assessment and details which of these sectors also achieved affirmative result under the employment measures.

Section 3 Regionally Competitive and Significant Sectors

Table 3-7 Regional Export and Value Growth Assessment, Key Industry Sectors, Redland City

Identified Sector	% of Export Value, 2018-19	Ave. Ann. Growth 2013-14 to 2018-19	Affirmative Result Across at least one Employment Measure
Metal Ore Mining	2.5%	0.2%	✓
Food Product Manufacturing	22.9%	0.9%	✓
Primary Metal and Metal Product Manufacturing	3.7%	0.1%	✓
Waste Collection, Treatment and Disposal Services	1.7%	0.2%	✓
Non-Store Retailing and Retail Commission Based Buying	1.4%	0.3%	✗
Auxiliary Finance and Insurance Services	1.4%	0.2%	✓
Property Operators and Real Estate Services	1.1%	0.1%	✓
Computer System Design and Related Services	2.8%	0.4%	✗
Administrative Services	1.4%	0.1%	✓
Building Cleaning, Pest Control and Other Support Services	4.9%	0.2%	✓
Medical and Other Health Care Services	1.8%	0.2%	✓

Source: CDM Smith Analysis (2020)

3.3 Potential Employment Opportunities for the STPFGA

The preceding analysis in Section 2 and Section 3 of this report has identified that significant opportunity exists to expand industrial, mixed industry and business activity within Redland City, with 13 two-digit ANZSIC industrial sectors identified as regionally competitive and significant.

The Redlands Coast Rural Enterprises Industry Sector Plan 2019-2024 (2019) identifies rural enterprises as one of eight key industry sectors within the Redlands Coast. The plan defines rural enterprise to include activity within the following ANZSIC sub-sectors:

- Agriculture, forestry and fishing;
- Mining, specifically other non-metallic mineral mining and quarrying;
- Food product manufacturing; and
- Beverage and tobacco product manufacturing.

The preceding assessment identified Redland City has existing strengths in the food product manufacturing sector, with employment in this sector being concentrated mostly in a few key businesses. The intensive horticulture sector represents a key opportunity for Redland City to further strengthen its position within the food product manufacturing sector, through the use of local product as an input to production.

Section 4 Intensive Horticulture

Section 4 Intensive Horticulture

This section details significant trends in intensive horticulture and how these trends are relevant to Redland City and the STPFGA. Intensive horticulture is an agricultural intensification and mechanisation system which aims to maximise the available yield from the land through various means. The strategies used in intensive horticulture can range from the heavy use of chemical fertilisers, to climate controlled growing facilities and hydroponics.

Intensive horticulture utilises technology to streamline the agricultural processes. By increasing efficiency through technology, the inputs to agricultural production (such as land and labour) decrease. As a result, production costs are low and the price for the final consumer is reduced. The large productivity in agriculture due to intensive horticulture can also lead to economies of scale and directly contribute to the ever-growing demand for food-supplies.

4.1 Agriculture 4.0 – Advanced Manufacturing

Agriculture 4.0 refers to the process of disrupting the current food processing and manufacturing systems through the use of innovation technologies designed to increase efficiency and yield, whilst decreasing waste. The subsequent sections are based off the United Nations World Government Summit (2018) report on Agriculture 4.0. The report identified the following areas as key trends in advanced food manufacturing;

- Produce differently using new techniques;
- Use new technologies to bring food production to consumers, increasing efficiencies in the food chain;
- Incorporate cross-industry technologies and applications;

4.1.1 Produce differently using new techniques

There are many new techniques which are currently being explored to produce crops using as few inputs as possible. Hydroponics, a subset of hydroculture, is the method of growing plants without soil, using mineral nutrient solutions in a water solvent. By pairing the technique of hydroponics with desalination practices, enhanced by modern technologies, a yield can be developed without needing to use fresh water.

There is also significant research going into seawater and desert farming practices, where biotic factors of farming in adverse conditions are being combatted through genome engineering technologies. These technologies manipulate biological systems and plate growth and development; growth regulators that improve plants or response to adverse conditions and plant hormones that shape shoot and root architecture according to nutrient availability.

There is discussion within the Redland City Regional Council's Rural Enterprise Industry Sector Plan 2019-2024 (2019) of the underutilised Redlands Research Facility. With rural enterprises identified as a key driver of economic growth for the region, a fit purpose for the research centre could be to focus on establishing new agricultural techniques in the region. This utilisation could be aided by partnering with tertiary education facilities, and work to attract agri-business investors to the area overtime.

4.1.2 Use new technologies to bring food production to consumers, increasing efficiencies in the food chain

Increasing efficiencies in the food chain can start with the use of vertical and urban farming. The process of created these kinds of facilities stems from protected horticulture. Protected horticulture is an industry trend which shares the idea of mass production by utilising technology advancements to combat environmental fluctuations. Protected agriculture is the cultivation of high value vegetables and other horticultural crops in greenhouses. This practice allows farmers to grow saleable crops on small lots in marginal, water-deficient areas where traditional cropping or intensive cropping is not viable. The effect of drought in farming regions throughout Queensland is rife and protected agriculture allows for an alternative method of producing crops which has high water productivity and low overhead costs.

Vertical farming is the practice of growing crops for consumption using vertical racking inside of a protected agriculture facility. Much like standard protected agriculture these facilities can optimise lighting, temperature and

Section 4 Intensive Horticulture

nutrients in order to increase product yield while decreases the necessary inputs. However, the key difference is the use of vertical space, which means there can be a substantial crop farm close to urban areas and requiring limited space. Vertical farming can increase a region value-add resulting from agriculture through decreased waste, increased yields (including variety in cropping) and minimised transportation costs resulting from the co-location of primary producers to urban areas.

The preliminary Southern Thornlands Potential Future Growth Area Assessment (2018) identified that a potential constraint on future development in the study area was the minor waterways and major drainage lines in the area and ensuring their ongoing protection. Utilising protected horticulture, and hydroponics, reduces the need for chemical pesticides and all but eliminates the environmental degradation resulting from pesticide run-off into nearby waterways after a rain event.

It was identified in the Rural Enterprise Industry Sector Plan 2019-2024 (2019) that the LGA contains a number of disused poultry sheds. It was suggested that insect farming could utilise the existing infrastructure to produce proteins. An alternative avenue of repurposing these facilities into vertical farms or greenhouses. This could position to City to maximise the benefits of being located close to urban localities. The Redland City Regional Council's Rural Enterprise Industry Sector Plan 2019-2024 (2019) identified that a significant concern for rural enterprises located in the area is the increasing levels of urban encroachment on formerly rural zoned land. By encouraging local producers or interested parties to adopt intensive horticultural practices in the region the productivity of food production will increase, while the burden of high urban land demand will be less significant to rural enterprise in the region.

4.1.3 Incorporate cross-industry technologies and applications

The IoT is a system of interrelated computing devices, mechanical and digital machines which can transfer data over a network without requiring human intervention. Common benefits from incorporating IoT into business can include improved supply chain transparency/provenance, safety, efficiency and environmental sustainability due to efficient resource planning. For agriculture, the IoT can use various data inputs to provide extensive insight into food production leading to data-driven farming. By analysing and correlating information about weather, seeds, soil quality or nutrient levels (in a soil farm or in a hydroponic farm) farmers can make more informed decisions to minimise risk and in turn increase yields.

Another important technology-based trend which is beginning to be adopted in agriculture is Blockchain. Blockchain technology has been utilised in Australia for over a decade, however the concept and application of today's blockchain is far more advanced and has large efficiency implications for intensive horticulture. Blockchain technology is based on a branch of mathematics called cryptography and generates a shared digital ledger which relies on the consensus of a global network of users to operate. The ledger cannot be added to or edited without modifying the entire chain and receiving consensus from the entire network of users. Therefore, malicious interference is almost impossible and data security is ensured.

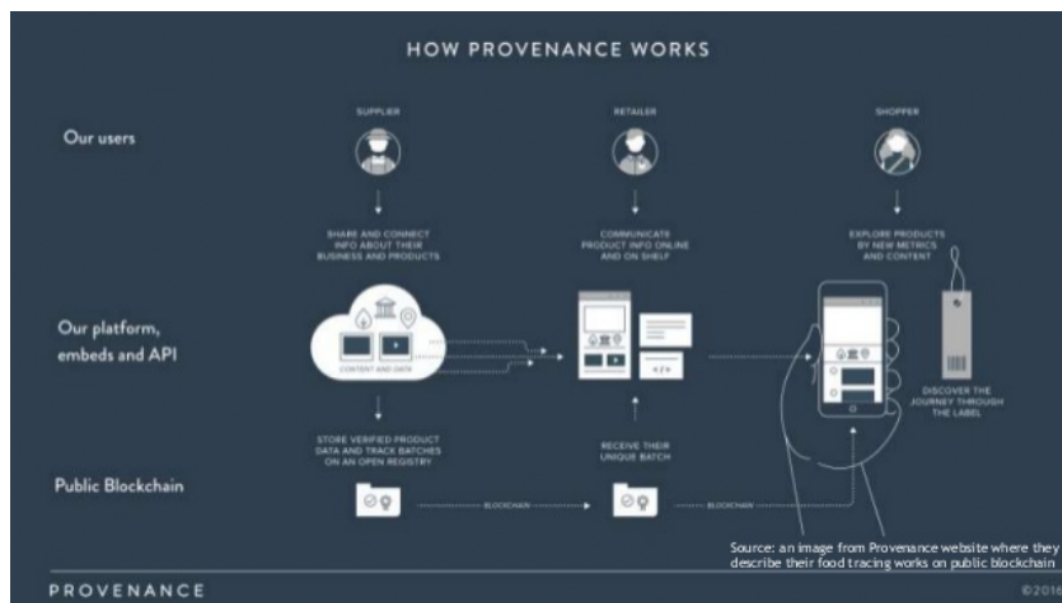
The Rural Enterprise Industry Sector Plan 2019-2024 (2019) identified that consumer preferences towards fresh, organic produce is growing within Redland City, and the broader SEQ region, and the availability of product provenance is progressively important to consumers around the country. The concept of product provenance is becoming increasingly popular among consumers around the world with local food sourcing becoming common practice. Local food chains present opportunities to exert greater quality control and optimise distribution on the producer side and allows consumers to hold knowledge and trust in how their food is produced. Distrust in food production systems can be partly attributed to the decreasingly proximity and engagement of consumers in the activities carried out by producers and manufacturer (Provenance.org, 2020).

The trend in product provenance and how it relates to food chains presents a unique opportunity for Southern Thornlands. The Redlands region has existing brand recognition in generating high-quality organic produce and may be able to capitalise on this strength using advanced manufacturing technologies. The integration of IoT and blockchain can facilitate the involvement of customers in the individual supply chain of produce coming from the Redlands region. Produce could be exported to other urban areas (such as Brisbane or the Gold Coast), and consumers can continue to be informed on product provenance.

Figure 4-1 details how blockchain and the IoT can work to satisfy consumer provenance in food supply.

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Figure 4-1 Blockchain and IoT in food chain provenance



Source: Provenance.org, 2020

4.2 Examples of Intensive Horticulture and Agriculture 4.0

This section discusses examples of the implementation of intensive horticulture and agriculture 4.0 around the world.

4.2.1 The Netherlands

The Netherlands has a total land area of 41,543 square kilometres, and a population of 17.8 million persons leading to the country being the 32nd most densely populated country in the world (World Population Review, 2020). The Dutch are the world's leading exporters of potatoes and onions, and the second largest exporter of vegetables in terms of overall value despite having a small land mass and high population density. The export of vegetable products from the Netherlands was worth \$23.6 billion in 2017, of which the most significant products were cut flowers (16%), other live plants (14%), tomatoes 7.6% and other vegetables (7.5%) (OECD, 2017). These high value exports in vegetable products mean that the country has an almost \$4.0 billion surplus when it comes to this sector of the economy. This can largely be attributed to intensive horticulture practices which are utilised in mainstream farming across the country.

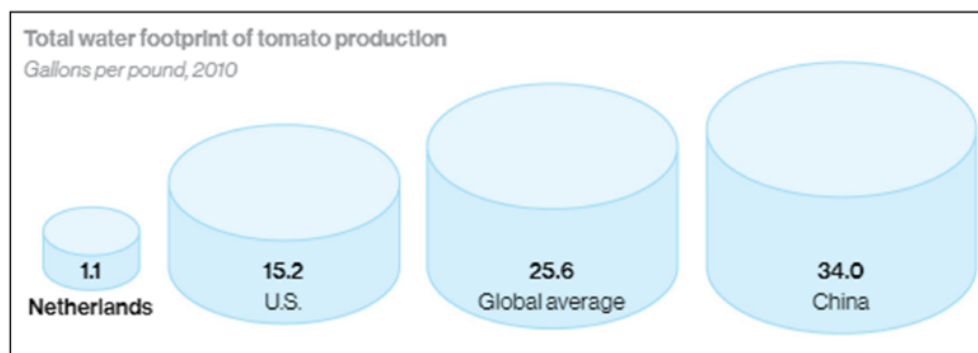
Many farmers in the Netherlands have partnered with Wageningen University (the top agricultural university in the world) to increase yields while decreasing inputs using intensive horticulture and advanced technologies. This is all to combat the increasing scarcity of available farmland, water, phosphate and fuel (Hortidaily, 2018). As of 2016, the average size of greenhouse farms in the Netherlands was 3.7 hectares per farm. For comparison, the most current data suggests that the average greenhouse farm size was 0.1 hectares in America, 0.6 hectares in Canada and 1.2 hectares in Australia (Hortidaily, 2018). The technology required to monitor a green house, or intensive farming facility, which covers 3.7 hectares is significant, and requires large capital outlay. However, the Netherlands have facilitated a new generation of farming, which the rest of the world looks to as a guide.

One of the major producers of tomatoes for domestic consumption, and for export is Duijvestijn tomato farm. The farm totals 14 hectares of greenhouses which generate approximately 100 million tomatoes a year (World Economic Forum, 2019). The tomatoes are grown in a geothermal greenhouse with hydroponic systems for each plant. The greenhouse also has a double glass roof to conserve heat as well as LED lights, to ensure that the plants can continue to grow overnight. Using hydroponic systems means that the water required, can be precisely monitored and released to minimise water wastage.

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The average water footprint of tomato production by country is detailed in Figure 4-2 below.

Figure 4-2 Total water footprint of tomato production, 2010



Source: Sensoterra (2019)

The technology used in greenhouses and hydroponics have been around for decades, however the application of these techniques to intensive farming is a relatively new concept lead by the Dutch. The application of advanced manufacturing technology and materials to intensive manufacturing is another method of yield maximising which the Netherlands has pioneered. An example of this is at the 600-hectare Van Den Borne farm located on the border of the Netherlands and Belgium.

At the Van Den Borne intensive horticultural practices have been adopted in conjunction with the integration of advanced manufacturing technologies to farm the following produce (National Geographic, 2017):

- Potatoes (500 hectares);
- Sugar Beets (70 hectares); and
- Cereals (40 hectares).

This farm uses drones, a driverless tractor and a quadcopter to provide detailed readings on soil chemistry, water quality, nutrients, growth and measuring the progress of every single plant in the facility. In order to decide where is best to plant crops based on existing soil nutrients and underground water quality, this farm uses a ground sensor, and then a drone photo overview to obtain a clear understanding of existing ground quality (Video: Future Farming, 2019).

The farm is trying to maximise the potential yield on limited land, the location and density of crops being planted is integral to the operation. From the data gathered in this process, a planting map is created by the farmer and uploaded to the cloud. The driverless tractors and planters read this map and action the planting as required. The average yield of potatoes is approximately 9 tonnes per acre, however the precision involved at this potato farm has led to reliable yields of over 20 tonnes per acre (National Geographic, 2017).

The input to obtain these high yields has also been significantly altered through the adoption of intensive horticultural practices. Water needed for many of the crops at this facility was reduced by up to 90.0% since 2000, and the use of chemical pesticides on the plants in protected greenhouses has been almost entirely removed (National Geographic, 2017). Sensors calculate the daily change in biomass within the facility and then calculate the amount of fertiliser or protective sprays needed for each area of crops, this information is then transferred through blockchain to the relevant machines which action the tasks without human intervention. Therefore, limiting wastage and eliminating chemical runoff entirely.

4.2.2 Bowery, New Jersey

The USA has had several start-ups dedicated to intensive farming over the past decade, most with a particular focus on vertical farming. However, despite expectations for these companies to open multiple facilities, most appear to be stalled at their first facility. This is largely due to the significant capital expenditure associated with establishing an automated vertical farming facility which can be commercially viable in the medium to long term.

Section 4 Intensive Horticulture

Bowery Farm is a vertical farming company which originally started as a single site in New Jersey, USA; 69,000 sqms and has expanded to two sites in New Jersey and one in Baltimore (which is 3.5 times the size of the New Jersey facilities). These facilities provide producer to local grocers (including select Whole Foods stores) and restaurants. Their facilities focus on the production of the following crops (Bowery Farm, 2020);

- Green Oakleaf;
- Romaine;
- Butterhead Lettuce;
- Kale;
- Arugula;
- Bok Choy;
- Basil;
- Parsley; and
- Coriander (Cilantro).

The vertical farming at the Bowery uses seeds which have been cultivated through GMO free processes over many years of farming. Using Greenhouses, the produce can be temperature and light controlled to ensure ideal conditions, this is all controlled through an automated system which anticipates the need of each vertical row of crops. Precision farming techniques are used in conjunction with advanced manufacturing technologies to meticulously monitor the growth of each individual plant and provide the exact nutrients required to limit any wastage. Water wastage is also significantly less than would be seen under traditional agricultural practices, the farm estimated that it is able to use 95.0% less water than regular farms (Bowery Farm, 2020).

By creating the perfectly controlled environment the farm is able to speed up the growth cycle of each crop, and therefore producing more stock that would be possible on a farm affected by seasonal patterns. The farm argues that using their vertical farming system means that the facility is 100 times more productive than a traditional farm on the same footprint of land (Bowery Farm, 2020). Being highly productive means that the facilities can be co-located with cities which limits the use of preservative chemicals and satisfies consumer provenance.

The CEO of Bowery Farms attributes the success of Bowery Farm to the company's proprietary software, Bowery OS. To develop privately owned software to use in the facilities has required significant capital contributions, however, it means that the facilities are able to update software and implement improvements instantly. This is not the case for farms which purchase software from a third party (Business Insider, 2018). Less than two years after beginning operations at the first Bowery Farm site, the company has raised \$US90 million in funding led by Google Ventures to go towards continued software innovation to aid in future scaling projects (Business Insider, 2018).

4.2.3 Koh Fah Technology Farm, Singapore

Similarly to the Netherlands, Singapore has a high population density (ranking the third highest in the world) which has resulted in significant urban encroachment on farming land in the country (World Population Review, 2020). Singapore has been practicing intensive farming techniques in traditional soil-based farms for decades in order to maximise yields. Singapore provides a difficult climate to farm in due to the highly variable climate, high humidity and hot weather during most of the year (Medium, 2018). Additionally, the weather also provides a perfect climate for natural pests such as mites, moths and tropical fungi which can severely damage crops and reduce yields. It is for these reasons that many farms in Singapore are looking to transition to protective farming using advanced technologies.

There are some existing greenhouse facilities in Singapore located atop industrial buildings throughout the country (owned and operated by ComCrop). The most significant is approximately 560 sqm, and produces approximately 50kg of leafy greens per day, which are supplied to local supermarkets (Straits Times, 2020). However, farmers operating in rural regions of the country are looking to greenhouses and advanced manufacturing technology to keep up with increasing demand and maximise yields. An example of this is at Koh Fah Technology Farm.

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Koh Fah Technology Farm is located approximately 30 kilometres north of the central business district in Singapore. Historically, this farm has operated as a traditional soil-based farm which focuses on producing leafy greens, and on average produced approximately 3 tonnes of vegetables per day, which are processed, packaged and stored on site (Straits Times, 2020). However, in recent years the farm has begun to develop an extensive greenhouse and hydroponic system to increase their yield. The hydroponic system is not yet producing entirely commercial yields as the technological infrastructure is not complete. However, Koh Fah Technology Farm have already observed that the crop is growing 20.0% faster in the initial Hydroponic testing stages, with significantly lower water usage (Straits Times, 2020).

Whilst in the early stages of the transition to greenhouse farming, Koh Fah Technology Farm are continuing to produce a full yield from soil-based operations. In order to reduce the labour inputs required to obtain this yield, the farm has implemented a fully automated irrigation system. The farm has identified that there is a significant level of labour upskilling which must occur in order to supervise, adjust and maintain the sophisticated computer software's necessary to the intensive horticulture operation (Medium, 2018).

4.2.4 Stacked Farm, Gold Coast, Australia

In Australia, the move towards intensive horticulture has historically been slower than observed in other countries. However, the significant drought between 2016 and 2019 in Outback Australia, followed by bushfires between Melbourne and Victoria appear to have spurred commercial interest in intensive and protected horticulture. Stacked Farm is a company based at Burleigh in the Gold Coast, Queensland and opened for operations in late 2019.

This farm is dedicated to producing the following produce (Stacked Farm, 2020);

- Salad greens;
- Basil;
- Coriander;
- Dill;
- Broccoli;
- Bok choy; and
- Livestock fodder.

Stacked Farm is Australia's first end-to-end automated indoor vertical farm, these processes are able to be fully automated through the use of advanced manufacturing procedures and blockchain networks. The farm is approximately 200 sqm and produces 3 tonnes of produce per week, which is relatively small scale when compared to traditional horticulture in the region. However, the company has plans to develop a 4,000 sqm farm capable of producing 50 tonnes of produce per week and expects to have a vertical farm in each State within the next 5 years (Redrup, Y., 2020).

Similarly, to other vertical farms around the world, Stacked Farm uses greenhouses to ensure that crops remain uninhibited by external weather events, pests and contaminants. By controlling all environmental variables within the facility yields are maximised as growth is accelerated, products are pesticide free and available all year round. The farm is also co-located with Gold Coast central business district resulting in the generation of sustainable, local food value chains for the region.

The unique part of Stacked Farm when compared to similar farms around the world is the production of livestock fodder for mass distribution. During the drought in outback Australia, the availability of livestock fodder was inconsistent due to the extreme weather conditions. Protected horticulture like those seen in Stacked Farm have the potential to provide solutions for supply chain issues for both human consumption and livestock farming.

Section 4 Intensive Horticulture

4.3 Intensive Horticulture Activity in Redland City

Activity within the intensive horticulture sector in Redland City has been identified at the Redlands Research Facility, located at 26-40 Delancey Street, Cleveland. The facility has traditionally focussed on the needs of the general horticulture sector, including the nursery, cut flower, parks and gardens, landscape and turf industries.

In recent years, the facilities have put a greater focus on research and development activities, including collaboration with entities such as the Department of Agriculture and Fisheries, CSIRO, QUT and UQ. In 2019, Australia's first green hydrogen was produced utilising solar power at the Redlands Research Facility and exported to Japan. Activity on site also includes the Queensland Crop Development Facility, comprising five glasshouses with 1,350 sqm of environmentally controlled space.

4.4 Opportunities for STPFGA

Stakeholder consultation has identified that the Redlands Research Facility represent an ideal location for researchers to test new crops or production methods, but opportunities to commercialise production represent a challenge, with no clear location for these businesses to locate within Redland City. The Southern Thornlands Potential Future Growth Area represents an ideal location to potentially accommodate intensive horticulture uses, with the ability to protect these uses from residential encroachment. Additionally, Redland City already benefits from existing branding as a clean and green location, which is complementary to the development of a successful intensive horticulture sector locally.

The attraction of intensive horticulture facilities to the Southern Thornlands Potential Future Growth Area would require significant infrastructure upgrades, with smart farms requiring higher standards of internet connectivity and electricity relative to traditional horticulture farming operations. The NBN Co. website indicates network construction in the STPFGA is currently underway (as of May 2020).

Intensive horticulture facilities do not generate significant employment opportunities due to the automated nature of their operation. However, intensive horticulture facilities can represent part of a broader development that offers significant employment opportunities. Stakeholder consultation has identified that approaches have been made by a proponent to develop an intensive horticulture facility with supporting uses including education, tourism (day trippers as opposed to the provision of accommodation on site) and retail (restaurant). Despite the range of uses proposed on-site, it is understood that a relatively small footprint would be required to accommodate this mixed use development (approximately three to five hectares of land required, with the potential to employ up to 200 persons). In the medium to long term, opportunities may exist to provide tourism accommodation within the STPFGA as part of a broader intensive horticulture development, however this would likely be largely dependent on the success in building significant growth in visitation demand to Redland City, which may be constrained by the region's proximity to inner Brisbane.

In addition, the industrial and MIBA precinct proposed within the STPFGA could also be complementary to the intensive horticulture precinct and potentially attract businesses that provide inputs to intensive horticulture activity, such as the manufacture of components for smart farms.

Section 5 Industrial Land Supply

Section 5 Industrial Land Supply

This section identifies the quantum of developable industrial land available in Redland City. Consideration is also given to where these parcels of land are situated and whether current supply provision meets the targets identified in ShapingSEQ (2017).

There are six industrial and mixed-use areas within Redland City, these being:

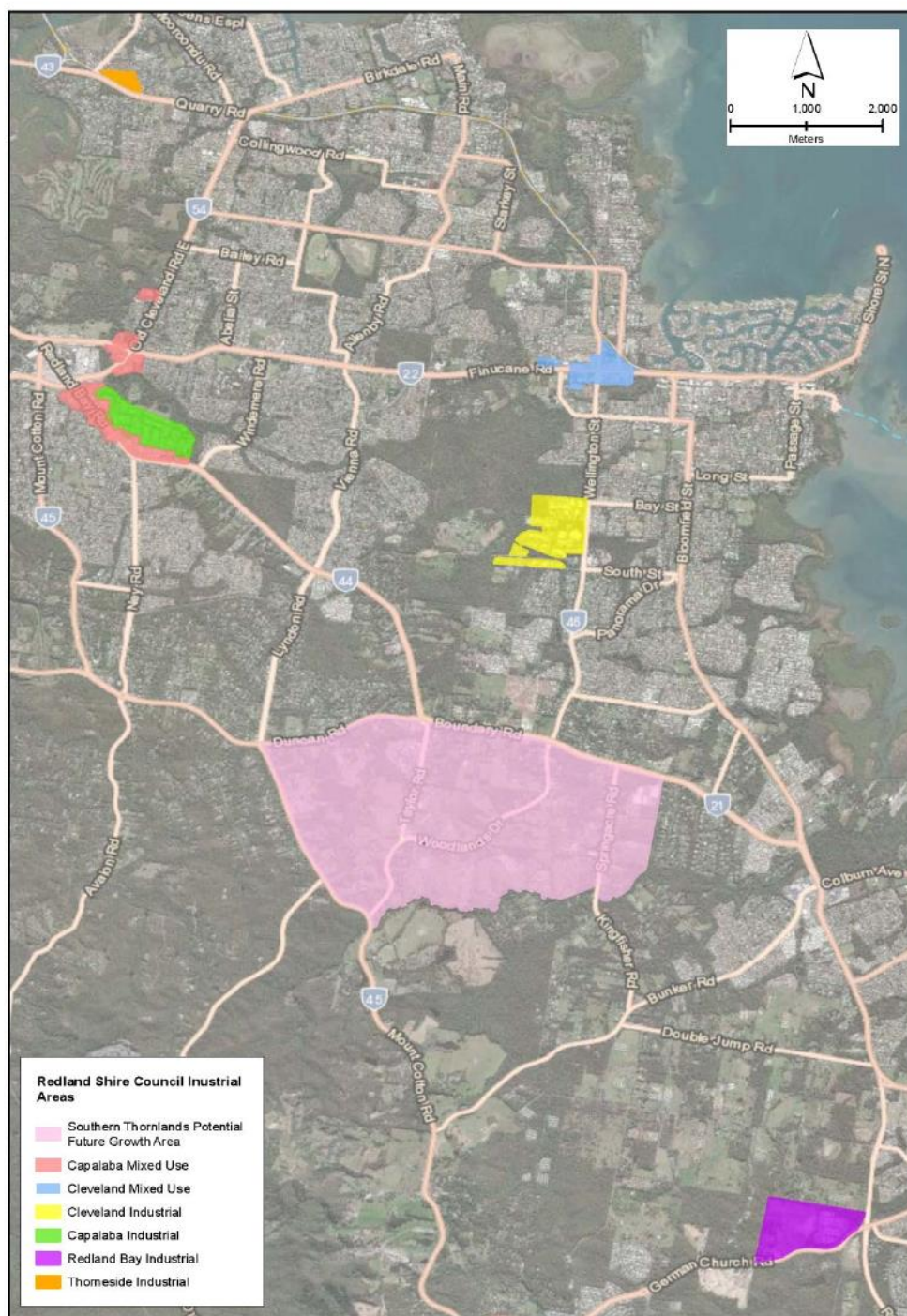
- Cleveland Mixed Use Area (Cleveland MIBA);
- Capalaba Mixed Use Area (Capalaba MIBA);
- Cleveland Industrial Area;
- Capalaba Industrial Area;
- Thorneside Industrial Area; and
- Redland Bay Industrial Area.

In addition, there is a waterfront and marine industry precinct located adjacent to the Redland City Marina at Thornlands.

Figure 5-1 provides an overview of the location of the industrial and mixed-use areas within Redland City in relation to the STPFGA.

Section 5 Industrial Land Supply

Figure 5-1 Location of Industrial and Mixed Use Areas within Redland City



Section 5 Industrial Land Supply

5.1 Availability of Industrial Land

The Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) publishes information relating to the availability of industrial land and the take-up of industrial land within each LGA in SEQ.

Take-up of available industrial land has historically been slow, with approximately four hectares of developed industrial land taken-up in Redland City between 2011 and 2018. The take-up occurred on land intended for low and medium impact industry. As at 2018, there was approximately 39 hectares of planned industrial land in Redland City.

This planned industrial land mostly comprised land intended for low and medium impact industry, as detailed in Table 5-1.

Table 5-1 Planned Industrial Land Supply, Redland City, 2018

Industrial Land Category	Area (hectares)
Low Impact Industry	9
Medium Impact Industry	29
Waterfront and Marine Industry	1
Total	39

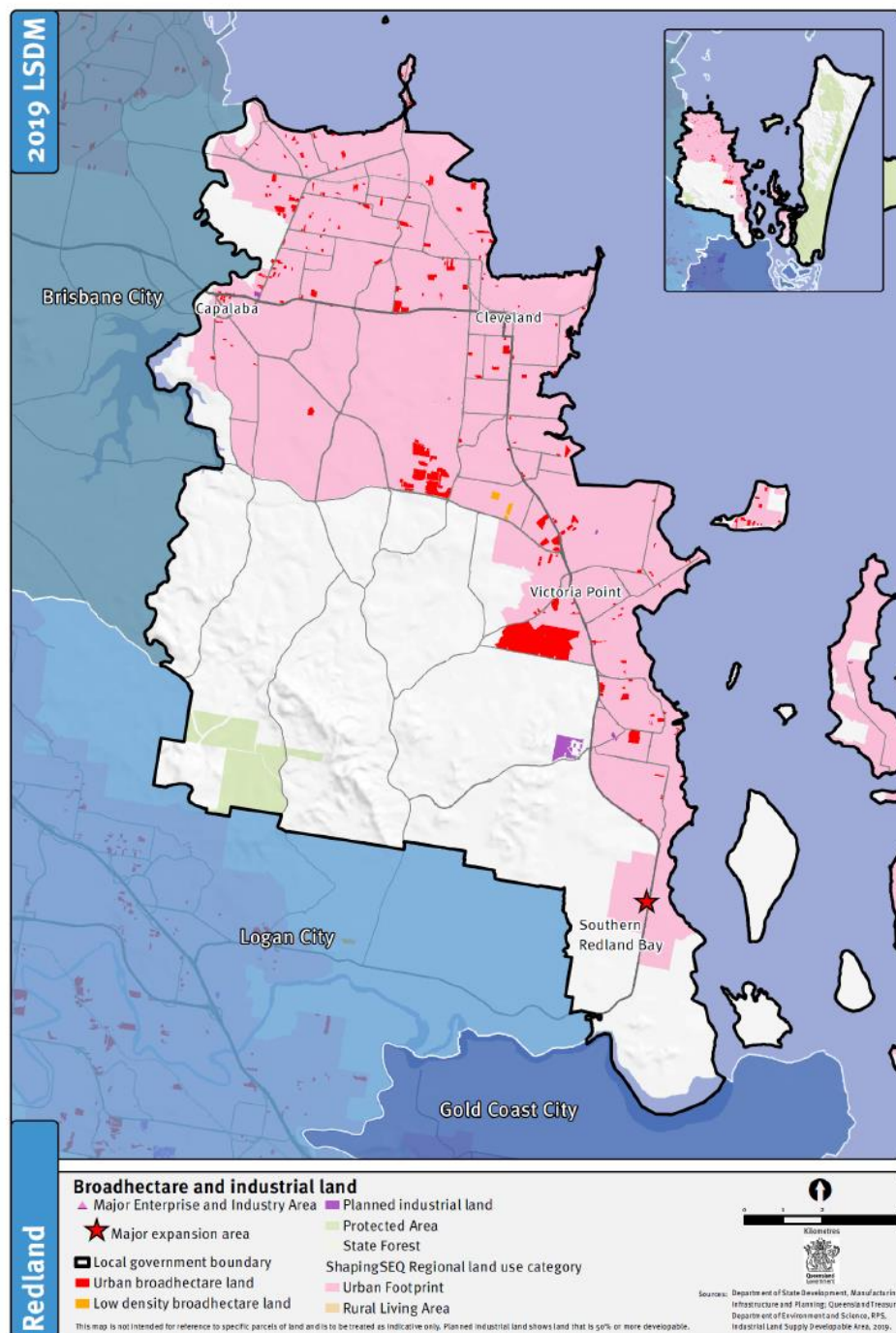
Source: DSDMIP LSDM (2019)

The remaining supply of industrial land within Redland City is insufficient to meet the targets identified in ShapingSEQ (2017) (significantly less than the minimum 15 years of supply sought by ShapingSEQ). Additionally, the remaining supply of industrial land is anticipated to accommodate approximately 440 employees, significantly below the 2041 industrial employment planning baseline of 1,840 employees.

Figure 5-2 illustrates the geographic location of planned industrial land within Redland City.

Section 5 Industrial Land Supply

Figure 5-2 Location of Planned Industrial Land Supply, Redland City, 2018



Source: DSDMIP Broadhectare and Industrial Land Supply (2019)

This map indicates that the majority of remaining supply is within the Redland Bay Industrial Area, with some vacant land also identified within the Capalaba MIBA and the Redland City Marina.

Section 5 Industrial Land Supply

5.1.1 Redland Bay Industrial Area

The LSDM identified the majority of planned industrial land supply within the Redland Bay Industrial Area, within the Redland Business Park and along German Church Road.

5.1.1.1 Redlands Business Park

Redlands Business Park (RBP) represents a major pocket of remaining industrial land within Redland City. As illustrated in Figure 5-3, RBP is a commercial industry and trade centre bounded by German Church Road (to the south) and is accessible via Jardine Drive, Daintree Drive and Lennox Street. RBP is zoned Medium Impact Industry under the Redland Planning Scheme. It is also adjacent to Redland Bay Waste Transfer Station and RecycleWorld Redland Bay.

Figure 5-3 Redlands Business Park



REDLANDS BUSINESS PARK DIRECTORY
Source: Redlands Business Park (2020)

The RBP has attracted a range of low to medium impact population serving industrial businesses, including car and automotive services, construction services businesses, gyms and coffee roasters. Currently, there are 39 businesses at RBP, comprising:

- | | | |
|--------------------------------|---------------------------|---------------------------------|
| ▪ Abrasive Media Supplies; | ▪ Five Fit; | ▪ Redlands Exercise Physiology; |
| ▪ Ae Shopfitters; | ▪ Gyprock Trade; | ▪ Redlands Pool Services; |
| ▪ Aus-rack; | ▪ Kdc Industries; | ▪ Reece; |
| ▪ Aussie Water Coolers; | ▪ Krazy Krevicer; | ▪ Refinished; |
| ▪ Aust. Agricultural Services; | ▪ Marine Care; | ▪ Return It; |
| ▪ Avant Technik Pty Ltd; | ▪ Modern Colour Spraying; | ▪ Scurry Plumbing; |
| ▪ Bayside Coolrooms; | ▪ Ozrica Foods; | ▪ Security Ops; |

Section 5 Industrial Land Supply

- | | | |
|------------------|------------------------------------|-----------------------------------|
| ▪ Blue Bus; | ▪ Personalised Freight Solutions; | ▪ Sherwood Ent.; |
| ▪ Cetnaj; | ▪ Pre Loved Shack; | ▪ Shoreline Outdoor Power Centre; |
| ▪ Coffee Mio; | ▪ Pure Oil; | ▪ Solenergy; |
| ▪ Crossfit 4165; | ▪ Redland Bay Garage; | ▪ The Park Social; |
| ▪ Dhc Coffee; | ▪ Redland Bay Roof Trusses; | ▪ Ultimate Cabinets; and |
| ▪ E-conception; | ▪ Redlands City Glass & Aluminium; | ▪ Vemag. |

5.1.1.2 German Church Road, Redland Bay

Another smaller pocket of industrial land is located further east of RBP on German Church Road and is zoned for Low Impact Industry under the Redland Planning Scheme. Current uses within the low industry precinct include:

- C3 Church Redland Bay (north of German Church Road);
- Cage Youth Foundation Ltd (north of German Church Road); and
- Redlands Nursery (south of German Church Road).

5.1.2 Capalaba MIBA

The LSDM identified a small parcel of vacant land within the Capalaba MIBA precinct. This precinct is largely characterised by large format retail showrooms and smaller retail tenants. Additionally, this precinct also accommodates repair and maintenance and motor vehicle and motor vehicle parts retailing tenancies.

5.1.3 Redland City Marina

Lastly, another small pocket of land designated for industrial uses is adjacent to Redland City Marina. Located at 100 Beveridge Street, Thornlands, Redland City Marina is primarily a maintenance marina that has the infrastructure to support all requirements for regular maintenance and emergency repairs for boats. The pocket of land zoned is waterfront and marine industry zoned under the Redland planning scheme. Marina and slipping facilities at the site include:

- | | |
|-------------------------------|------------------|
| ▪ 30 Tonne Hydraulic Sealift; | ▪ Paint Sheds; |
| ▪ Slipway; | ▪ Antifouling; |
| ▪ Hardstand; | ▪ Chandlery; and |
| ▪ Refit/Maintenance Sheds; | ▪ Onsite Trades. |

5.2 Implications

The above analysis highlights that the remaining supply of vacant planned industrial zoned land is insufficient to meet the minimum 15 years of supply sought by ShapingSEQ (2017). The majority of remaining supply is located within a single location, offering little choice to prospective tenants wishing to locate within Redland City. The STPFGA represents an ideal location to provide additional employment lands, particularly given its connectivity to both the Gateway Motorway and the Pacific Motorway.

Section 6 Competitor MIBA Precincts

Section 6 Competitor MIBA Precincts

This section provides a description of a number of established MIBA precincts within proximity to Redland City which would be considered competitive locations, including details on the mix of activity and vacant land parcels within each precinct.

Numerous MIBA have been developed throughout Brisbane and the broader SEQ region. Such precincts provide a broader range of uses (including commercial office, sport and recreation, etc.) compared to more traditional industrial estates which have a predominantly industrial focus. The evolution of MIBA has allowed the inclusion of non-industrial uses to co-locate with industrial uses to create a dedicated employment node. Such uses may include commercial office, service industry uses (i.e. repair and maintenance uses), retail (generally food retailing catering to workers), sport and recreation (e.g. indoor sports centres, dance studios, gymnasiums etc.) etc. The creation of mixed business and industrial precincts allow industrial businesses to locate their commercial requirements with their industrial requirements. Whilst the development of MIBA has seen the introduction of a mix of uses, industrial uses have remained the core focus of the precinct.

Within Redland City, there are two designated mixed-use areas in Cleveland and Capalaba, with both areas largely dominated by retail uses (particularly large format retail showrooms). These areas also include a mix of industrial uses (mostly repair and maintenance uses), commercial office (generally small commercial offices attached to industrial units), recreation uses (including gymnasium, dance studios etc.), and places of worship (e.g. churches). Beyond these areas, the Principal (Cleveland and Capalaba) and Major (Victoria Point) Activity Centres also cater for a mix of non-industrial uses including commercial office, retail, recreation and entertainment uses and should continue to be the main locations for such uses. The Cleveland and Capalaba Principal Activity Centres should accommodate the main concentration of commercial office space within Redland City.

In identifying MIBA precincts which would be considered competitive locations, the following criteria were considered:

- Location either within Redland City, eastern Brisbane or northern Logan;
- Proximity to Gateway Motorway;
- Established precinct MIBA precincts within Redland City, eastern Brisbane or northern Logan;
- Mix of industrial and commercial office activity (i.e. the assessment did not consider precincts accommodating medium and high impact industry uses or predominantly occupied by industrial tenants such as Yatala); and
- High quality-built form.

Based on the above listed criteria, the following MIBAs were considered to be competitive locations to the STPFGA for MIBA uses:

- Brisbane Technology Park (BTP) Eight Mile Plains;
- Southgate Corporate Park;
- Metroplex on Gateway;
- Trade Coast Central;
- Queensport Industrial Area; and
- Garden City Office Park.

Additionally, this report has considered following emerging MIBA precincts within SEQ:

- Metroplex at Westgate;
- Brisbane Technology Park (BTP) Northshore; and
- Brisbane Technology Park (BTP) Westlink Green.

Section 6 Competitor MIBA Precincts

The new MIBA precincts were considered given there is limited scope to establish new precincts within eastern Brisbane, with Brisbane LGA approaching build out.

Precincts investigated further represent likely alternative locations for prospective businesses that might consider Redland City as a viable alternative.

6.1.1 BTP Eight Mile Plains

BTP Eight Mile Plains is located approximately fifteen kilometres southeast of the Brisbane CBD in Eight Mile Plains with access via Miles Platting Road and Logan Road. BTP Eight Mile Plains was developed in the mid-1990 as a Queensland Government initiative to support new and existing technology and research companies. In the initial years, the BTP Eight Mile Plains had some difficulties in tenancing, underpinned by the Park's focus on catering for innovative technology and research companies. BTP Eight Mile Plains now houses over 200 companies employing over 10,000 people. This park has access to the Gateway Motorway (via Miles Platting Road), the Pacific Motorway (via Logan Road) and the Logan Motorway. The Garden City Office Park adjoins BTP Eight Mile Plains to the north which offers approximately 15,000 sqm of commercial office.

In 2001 Graystone were appointed as the development manager and tenancing requirements were relaxed to allow more traditional business park operators to also locate within the precinct. BTP Eight Mile Plains now comprises a mix of businesses including industrial, research and design, commercial office, and cafes etc. Major tenants included Transurban, Max Solutions, Cook Medical and A2K Technologies. An onsite conference centre is also provided within the park. Quest operates 90 brand new apartment style hotel rooms within the business park and the Park also offers high speed fibre optic connectivity.

BTP Eight Mile Plains is proximate to Westfield Garden City and various retail precincts located along Logan Road. The business park also benefits from its co-locations with public transport including Garden City bus interchange and Fruit Grove train station.

The success of the BTP Eight Mile Plains has resulted in the development of two additional parks. The first of which was BTP Westlink Green (located north of the Darra train station) which is being developed over five stages to include over 20,000 sqm of commercial office, laboratory and technical space, retail and conference amenities. BTP North Shore Hamilton is also being developed as part of a sub-precinct of the overall North Shore Hamilton development.

Aerial imagery of BTP Eight Mile Plains is available in Figure 6-1. Note, this MIBA precinct does not have a strong industrial land use focus.

Section 6 Competitor MIBA Precincts

Figure 6-1 BTP Eight Mile Plains



Source: BTP Eight Mile Plains (2020)

6.1.2 Southgate Corporate Park

Southgate Corporate Park is a mixed-use development located along Southgate Avenue and Corporate Drive in Cannon Hill. The developed contains a mixture of light industrial warehouse and commercial office uses supported by retail services and facilities including a tavern, fast food and cafes. Southgate Corporate Park is located within walking distance to the Cannon Hill train station and in proximity to the Cannon Hill bus interchange offering easy access for tenants and their employees. In addition, Southgate Corporate Park offers high speed fibre optic connectivity.

Southgate Corporate Park is located approximately 6 kilometres from Brisbane CBD and has direct connectivity to Wynnum Road offering easy access to the Gateway Motorway (approximately 2.5 kilometres west of the site). Residential uses are located to the west and south of the site, with the East Village development (comprising a mix of residential, retail and commercial) adjoining the site to the east. The Cannon Hill District Centre (which includes the East Village development, Cannon Hill Kmart Plaza and the Cannon Hill Shopping Centre) is also located within proximity to the Southgate Corporate Park. Major tenants include Canon, Honeywell, Orica, Holden, 4BC Radio, Bayer and the National Archives of Australia. Southgate Corporate Park provides a mix of business activity within easy access and proximity to the Gateway Motorway and Brisbane CBD for tenants requiring such connectivity.

6.1.3 Metroplex on Gateway

Metroplex on Gateway is business and industrial park located approximately 800 metres west of the Gateway Motorway along Metroplex Avenue. s Metroplex encompasses a diverse mix of industrial, commercial, retail and health businesses and services including cafes, childcare, gym, doctors etc. Major tenants include Fisher and Paykel/Haier Showroom, Bam Wine Logistics and Footlocker. Metroplex on Gateway offers high speed fibre optic connectivity.

Metroplex on Gateway is serviced by a private shuttle bus offering free service for estate tenants throughout the day with connectivity to public transport including the Cannon Hill Bus interchange and Murarrie train station. Metroplex on Gateway is in proximity to Cannon Hill Shopping Centre, Southgate Corporate Park and the Morningside Shopping Area. Metroplex provides easy and convenient access to the Gateway Motorway and Port of Brisbane through its direct connectivity with Lytton Road.

Section 6 Competitor MIBA Precincts

6.1.4 TradeCoast Central

Trade Coast Central is located on Schneider Road approximately 8 kilometres east of Brisbane CBD, the precinct is situated on the former Brisbane Airport site adjacent to the Gateway Motorway. Trade Coast Central offers a diverse range of lots sizes (generally ranging from 1ha to 20ha lots) for industrial tenants as well as commercial office units. Major tenants including Schindler, TNT, Reece, Oztrail, Harcourts, Rentokil, Titan Caravans, Volgren etc. A childcare centre, café and subway are also provided within the precinct. The TradeCoast Central Heritage Park incorporates three recognised heritage sites including Allison Engine Testing Sounds and the Heritage Park and Interpretive Centre that is open free to the public along Schneider Road. Committed to environmental sustainability is stated as a key feature of the TradeCoast Central precinct and was incorporated into master planned development. TradeCoast Central provides good access to the Brisbane Airport and Port of Brisbane through its connectivity with the Gateway Motorway via Kingsford Smith Drive. This development incorporates high speed fibre optic offering business higher capacity internet and telephone services. The internal road network has also been designed to cater for heavy vehicles including B-Double truck access.

6.1.5 Queensport Industrial Area

The Queensport industrial area is located in Murarrie approximately a kilometre east of Metroplex on Gateway. The industrial area adjoins the Gateway Motorway with connectivity to the Port of Brisbane via Lytton Road. Queensport provides a mix of uses including industrial, commercial offices and retail uses for workers such as cafes and takeaway food. Major tenants situated within Queensport include TEFCO Trailers, UPS Brisbane and Qualtex Australasia. It is understood that the Queensport Industrial Area offers high speed internet connectivity.

6.1.6 Garden City Office Park

The Garden City Office Park is located in Eight Mile Plains approximately 15 kilometres south of Brisbane CBD. The office park is situated less than a kilometre north of Brisbane Technology Park Eight Mile Plains. Garden City Office Park has been home to various companies since the early 2000's. The park offers 22 two storey standalone office buildings. Major tenants situated within Garden City Office Park include Metro South Health, Quill Group and St Barbara Limited.

The park is in proximity to the converging Pacific, Gateway and Logan Motorway. Garden City Office Park is serviced by various nearby shopping centres including Westfield Garden City. The office park is serviced well by public transport including various bus routes to Garden City Bus interchange and Fruit Grove train station. Garden City Office Park is serviced by high speed internet connectivity.

6.1.7 Metroplex at Westgate

Metroplex at Westgate is situated at 1001 Boundary Road, Wacol and is positioned as "Brisbane's Western Business District". Upon completion, Metroplex at Westgate will be comprised of four business precincts (Metroplex at Westgate East, West, South and The ETRO) and cover an area of approximately 90 hectares. It is also situated in close proximity to three major arterial roads (the Ipswich, Logan and Centenary Motorways).

The focus of the four sub-precincts within Metroplex at Westgate are as follows:

- Metroplex East – MIBA;
- Metroplex West – large format warehousing and industry;
- The Metroplex South – large format warehousing and industry, plus service centre; and
- ETRO – MIBA.

Figure 6-2 illustrates the four sub-precincts within Metroplex at Westgate. Note, this MIBA precinct has a strong industrial land use focus.

Section 6 Competitor MIBA Precincts

Figure 6-2 Metroplex at Westgate Masterplan



Source: GPT Metroplex Pty Ltd (2020)

6.1.8 BTP Northshore Hamilton

BTP North Shore Hamilton is being developed as part of a sub-precinct of the overall North Shore Hamilton development. BTP North Shore Hamilton is to include a mix of commercial office, technical, laboratory, retail and storage space with access to the CityCat ferry terminal.

BTP Northshore Hamilton was positioned as a commercial real estate precinct within Queensland's largest waterfront urban renewal project that is conveniently located between the airport and the CBD. Upon completion, the precinct will be a thriving mixed-use development with prestigious residential dwellings, green spaces, recreation areas and a vibrant mix of retail and hospitality options.

Figure 6-3 details the BTP Northshore Hamilton Masterplan. Note, this competitor MIBA precinct does not have a strong industrial land use focus.

Section 6 Competitor MIBA Precincts

Figure 6-3 BTP Northshore Hamilton Masterplan



Source: BTP (2020)

6.1.9 BTP Westlink Green

BTP Westlink Green is to be developed over five stages to include over 20,000 sqm of commercial office, laboratory and technical space, retail and conference amenities. Currently positioned as “Queensland’s Newest Business and Technology Precinct”, BTP Westlink Green is a masterplanned commercial real estate precinct that is situated at 10 Station Avenue, Darra.

Upon completion, the precinct will be comprised of six office buildings and a multistorey carpark centred around the historic Powerhouse (where coworking and hot desks will be located). Meeting rooms will also be available at BTP Hub. As for transport connectivity, BTP Westlink Green is adjacent to Darra Railway Station and is in proximity to the Centenary and Ipswich Motorways.

Figure 6-4 illustrates the masterplan for BTP Westlink Green. Note, this MIBA precinct does not have a strong industrial land use focus.

Section 6 Competitor MIBA Precincts

Figure 6-4 BTP Westlink Green Masterplan



Source: BTP Westlink (2020)

6.2 Vacant Land Analysis

Vacant land at the competitor MIBA precincts was identified by a review of aerial photography. There were relatively few vacant land parcels at the competitor MIBA precincts, with no vacant land identified at Queensport industrial area or in BTP Eight Mile Plains. Metroplex at Westgate accounted for the majority of vacant land parcels within MIBA precincts under assessment.

Table 6-1 below summarises the quantum of vacant land at competitor MIBA precincts to Redland City.

Table 6-1 Vacant Land at Competitor MIBA Precincts, 2020

MIBA Precinct	MIBA Precinct Size (ha)	Vacant Land (ha)
BTP Eight Mile Plains	25	0
Southgate Corporate Park	12	2
Metroplex on Gateway	59	2
TradeCoast Central	116	7
Queensport	20	0
Garden City Office Park	55	1
Metroplex at Westgate	90	54
BTP Northshore	14	2
BTP Westlink Green	2	0.5

Source: CDM Smith Research (2020)

Section 6 Competitor MIBA Precincts

6.3 Characteristics of Relevant SEQ MIBA Precincts and Relevance to STPFGA

The MIBA precincts discussed above benefit from several key attributes such as:

- Location on or proximity to major arterial roads;
- Proximity and convenient access (typically within 3km) to the Gateway Motorway connecting the broader national highway network;
- Proximity to the major industrial nodes including the Port of Brisbane and Brisbane Airport;
- Proximity and access to a large residential population base;
- Access and connectivity to public transport; and
- Key anchor tenants of national/international reputation.

Seven of the nine comparable MIBA precincts are within three kilometres of the Gateway Motorway, with five of the nine precincts also less than 15 kilometres from Brisbane Airport. Fibre optic connectivity is offered at each MIBA precinct, with public transport connections also available at every MIBA precinct.

Table 6-2 below provides a summary of the key attributes of each of the comparable SEQ MIBA precincts.

Table 6-2 Key Attributes of comparable MIBA Precincts, 2020

MIBA Precinct	Proximity to SEQ Freight Network (km)				Fibre Connectivity	Public Transport Connectivity
	Gateway Motorway	Acacia Ridge Terminal	Port of Brisbane	Brisbane Airport		
BTP Eight Mile Plains	1.0	7.4	27.3	25.5	✓	✓
Southgate Corporate Park	3.0	21.3	17.2	12.9	✓	✓
Metroplex on Gateway	1.3	22.7	14.	11.1	✓	✓
Trade Coast Central	2.7	21.7	16.9	7.7	✓	✓
Queensport	0.5	23.4	13.6	10.4	✓	✓
Garden City Office Park	1.0	7.9	27.1	23.6	✓	✓
Metroplex at Westgate	19.5	11.6	38.5	32.9	✓	✓
BTP Northshore	3.0	20.1	19.7	8.6	✓	✓
BTP Westlink Green	17.8	10.0	40.7	29.8	✓	✓

Source: CDM Smith Research (2020)

Section 7 Property Market Analysis

Section 7 Property Market Analysis

The purpose of this section of the report is to undertake an analysis of the sales performance of enterprise and business park lands within Redland City and a select number of proximate or similar sites. The analysis has considered the following property market indicators:

- Volume of sales;
- Value of sales;
- Median allotment size; and
- Median sales price per sqm.

In undertaking the MIBA and industrial land property market assessment within Redland City, the following precincts were considered:

- Redlands Business Park;
- Capalaba MIBA;
- Cleveland MIBA;
- Cleveland Industrial Area; and
- Capalaba Industrial Area.

Whilst it is recognised that a small amount of industrial zoned land within Redland City exists outside these precincts, the precincts listed above are considered to represent much of the current and future supply.

The property market analysis for industrial and MIBA precincts within Redland City considered both improved property and vacant land sales.

The following precincts were considered locationally proximate or similar in nature to Redland City:

- Brisbane Technology Park (BTP) Eight Mile Plains;
- Southgate Corporate Park;
- Metroplex on Gateway;
- Trade Coast Central;
- Queensport Industrial Area;
- Garden City Office Park;
- Metroplex at Westgate;
- Brisbane Technology Park (BTP) Northshore; and
- Brisbane Technology Park (BTP) Westlink Green⁵.

These precincts were considered to determine whether industrial and MIBA property within Redland City offered a competitive advantage in terms of sales price per square metre or allotment sizes. The assessment of comparable precincts considered *improved property* sales for Metroplex on Gateway, Queensport, Southgate Corporate Park, BTP Eight Mile Plains and Garden City Office Park. There were insufficient vacant land sales within these precincts over the past ten years to undertake meaningful analysis⁶, hence, the vacant land assessment has focused on Trade Coast Central, Metroplex on Westgate and BTP Northshore.

⁵ . BTP Westlink Green recorded insufficient improved property or vacant land sales over the last ten years for any insightful analysis, hence it was excluded from this analysis

⁶ There were less than ten vacant land sales recorded in each of the precincts over the past ten years.

Section 7 Property Market Analysis

7.1 Volume of Sales

7.1.1 Redland City

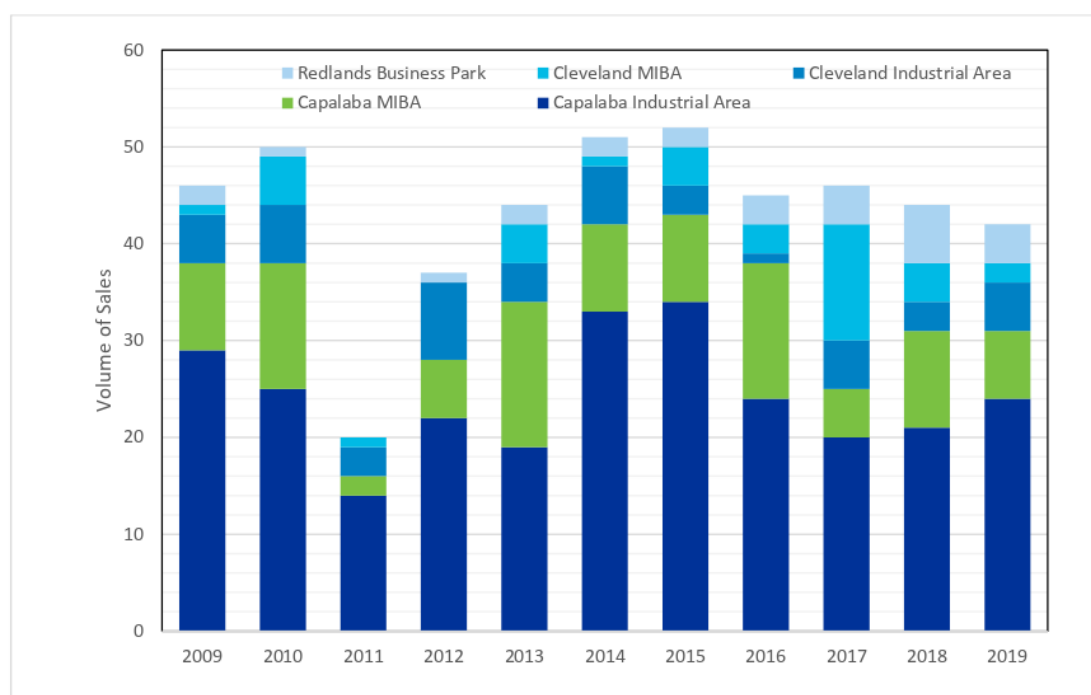
7.1.1.1 Improved Property Sales

Over the last ten years, most improved property sales within MIBA and industrial zoned land precincts in Redland City were within the Capalaba Industrial Area and Capalaba MIBA, averaging 24 and 9 sales per annum, respectively.

The number of improved property sales peaked in 2015 at 52 improved property sales across the five precincts. The volume of improved property sales has averaged 43 sales per annum over the ten-year period, with the lowest volume of sales recorded in 2011.

Figure 7-1 below summarises the volume of improved property sales within MIBA and industrial zoned land precincts in Redland City between 2009 and 2019.

Figure 7-1 Volume of Improved Property Sales, MIBA and Industrial Zoned Land, Redland City, 2009-2019



Source: Pricefinder (2020)

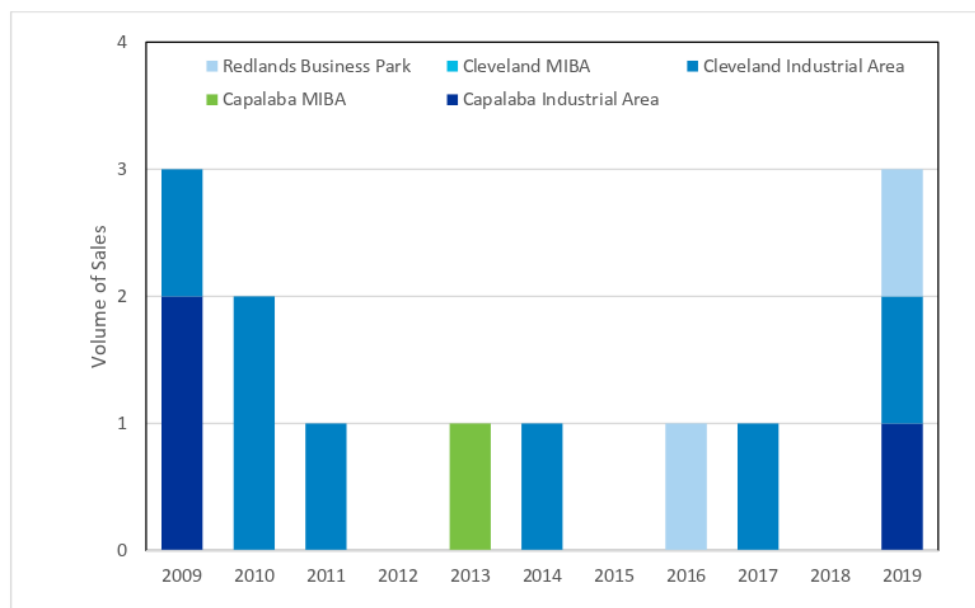
7.1.1.2 Vacant Land

Over the last ten years, there were an average of three vacant land sales per annum within the MIBA and industrial zoned land precinct in Redland City. Most vacant land sales were recorded within the Cleveland and Capalaba Industrial Areas. The volume of vacant land sales over the last five years was relatively low across the all precincts, indicating a shortage in available vacant industrial land.

Figure 7-2 below summarises the volume of volume of vacant sales within MIBA and industrial zoned land precincts in Redland City between 2009 and 2019.

Section 7 Property Market Analysis

Figure 7-2 Volume of Vacant Land Sales, MIBA and Industrial Zoned Land, Redland City, 2009-2019



Source: Pricefinder (2020)

7.1.2 Comparator MIBA Precincts

7.1.2.1 Improved property

Between 2009 and 2019, proximate and similar sites to Redland City recorded an average of 20 sales per annum, with each precinct recording the following average annual sales volumes:

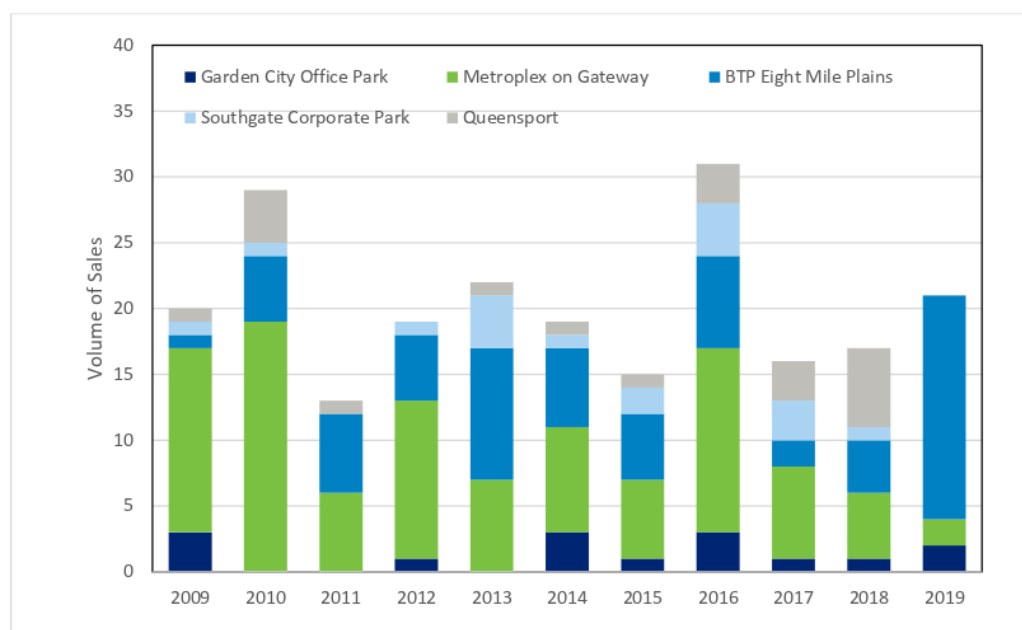
- Metroplex on Gateway: Nine improved property sales per annum;
- BTP Eight Mile Plains: Six improved property sales per annum;
- Southgate Corporate Park: Two improved property sales per annum;
- Queensport: Two improved property sale per annum; and
- Garden City Office Park: one improved property per annum.

Total sales volumes across the five precincts peaked in 2016 at 31 sales, with higher than average sales volumes recorded across all precincts in this year.

Figure 7-3 below summarises the volume of improved property sales within proximate and similar sites between 2009 and 2019.

Section 7 Property Market Analysis

Figure 7-3 Volume of Improved Property Sales, MIBA and Industrial Zoned Land, Proximate and Similar Sites, 2009-2019



Source: Pricefinder (2020)

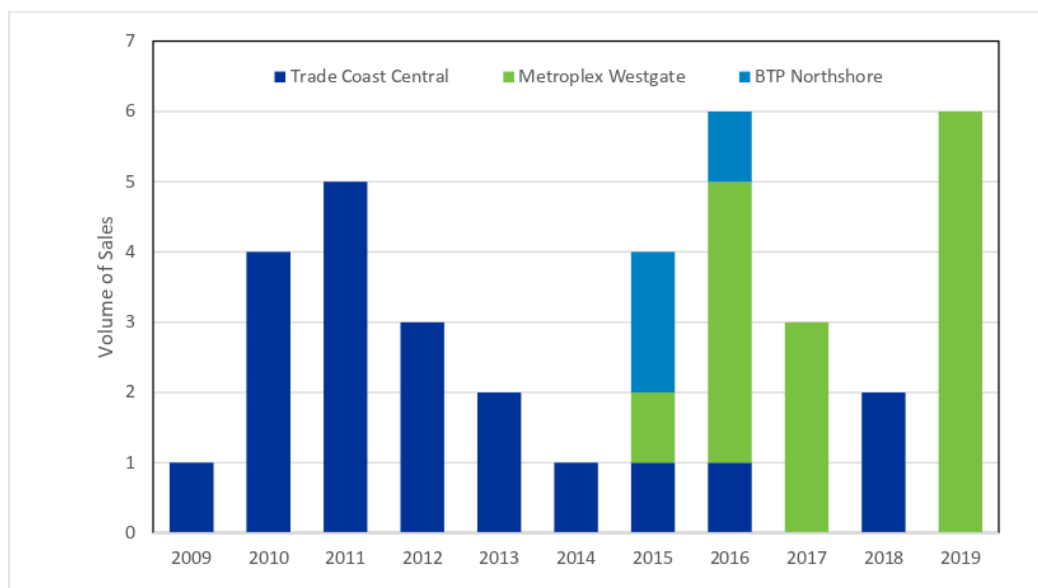
7.1.2.2 Vacant Land

Trade Coast Central, Metroplex on Westgate and BTP Northshore were identified as the only proximate and similar precinct which recorded sufficient vacant land sales in the past years for analysis. There was an average of two vacant land sales per annum within Trade Coast Central and one vacant land sales per annum within Metroplex on Westgate. The volume of vacant land sales has decreased significantly since peaking in 2011 at five sales.

Figure 7-4 below summarises the volume of vacant land sales within proximate and similar sites between 2009 and 2019.

Section 7 Property Market Analysis

Figure 7-4 Volume of Vacant Land Sales, MIBA and Industrial Zoned Land, Proximate and Similar Sites, 2009-2019



Source: Pricefinder (2020)

7.2 Value of Sales

7.2.1 Redland City

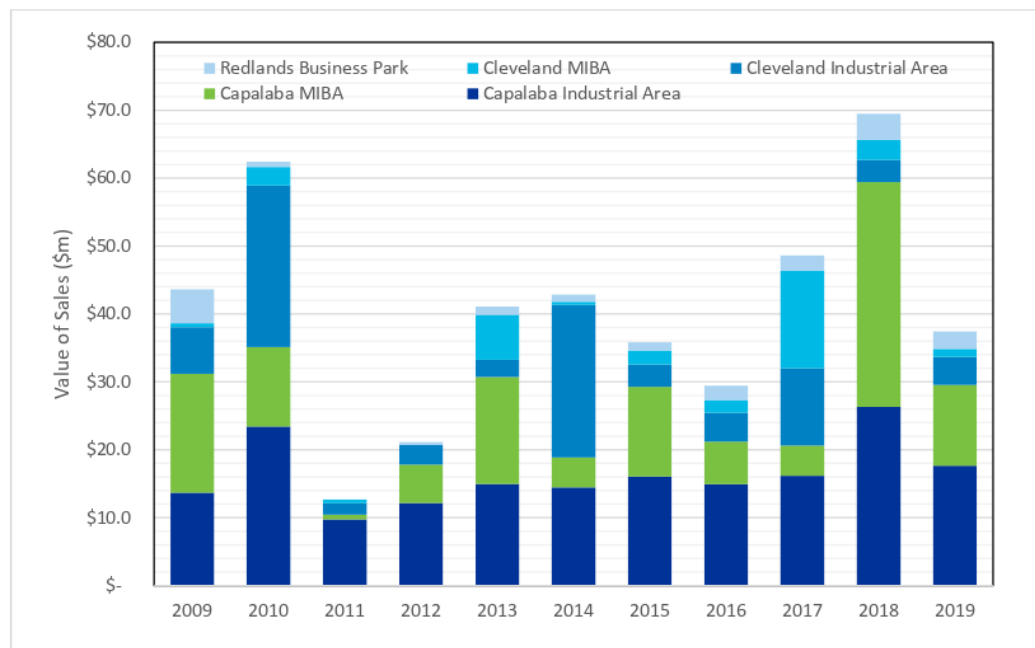
7.2.1.1 Improved Property

Over the past ten years, the average value of improved property sales was \$40.4 million per annum, with most of the sales value within the Capalaba Industrial Area and Capalaba MIBA. The total value of sales was highest in 2018 at \$69.5 million across the five precincts. The value of sales within the Capalaba Industrial Area and Capalaba MIBA highest in 2018 at \$26.3 million and \$33.1 million, respectively.

Figure 7-5 below summarises the value of improved property sales within MIBA and industrial zoned land precincts in Redland City between 2009 and 2019.

Section 7 Property Market Analysis

Figure 7-5 Value of Improved Property Sales (\$m), MIBA and Industrial Zoned Land, Redland City, 2009-2019



Source: Pricfinder (2020)

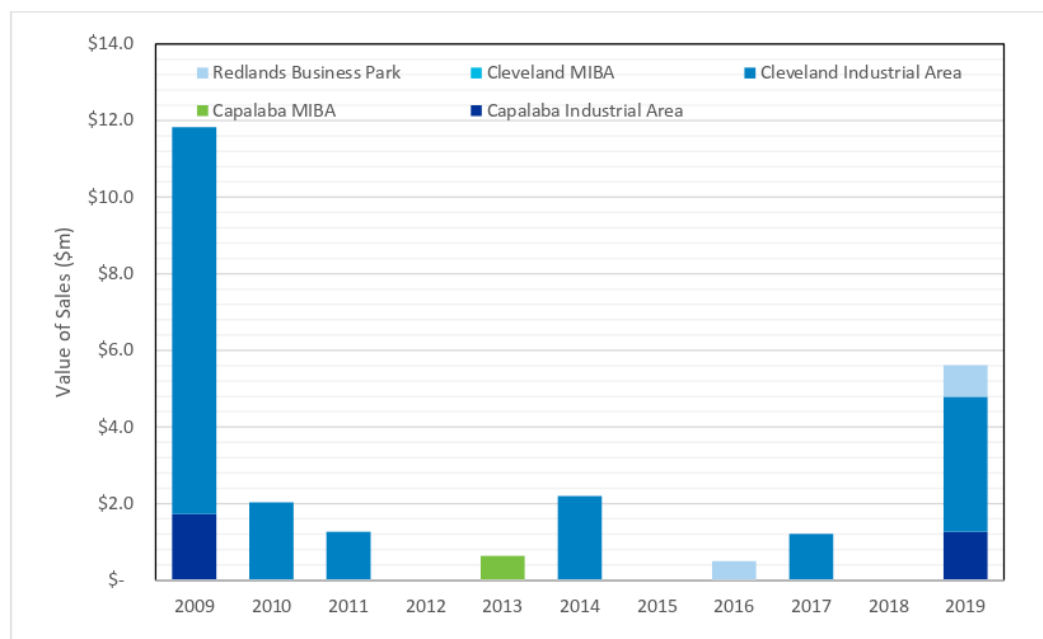
7.2.1.2 Vacant Land

Between 2009 and 2019, the average value of vacant land sales within MIBA and industrial zoned land precincts in Redland City was \$2.3 million per annum. The total value of vacant land sales was highest in 2009 at \$11.8 million. The total value of sales in 2019 was at \$5.6 million, significantly higher than the ten-year average.

Figure 7-6 below summarises the value of vacant land sales within MIBA and industrial zoned land precincts in Redland City between 2009 and 2019.

Section 7 Property Market Analysis

Figure 7-6 Value of Vacant Land Property Sales (\$m), MIBA and Industrial Zoned Land, Redland City, 2009-2019



Source: Pricefinder (2020)

7.2.2 Comparator MIBA Precincts

7.2.2.1 Improved Property

Over the last ten years, the value of improved property sales within proximate and similar precincts averaged \$65.3 million per annum, comprising:

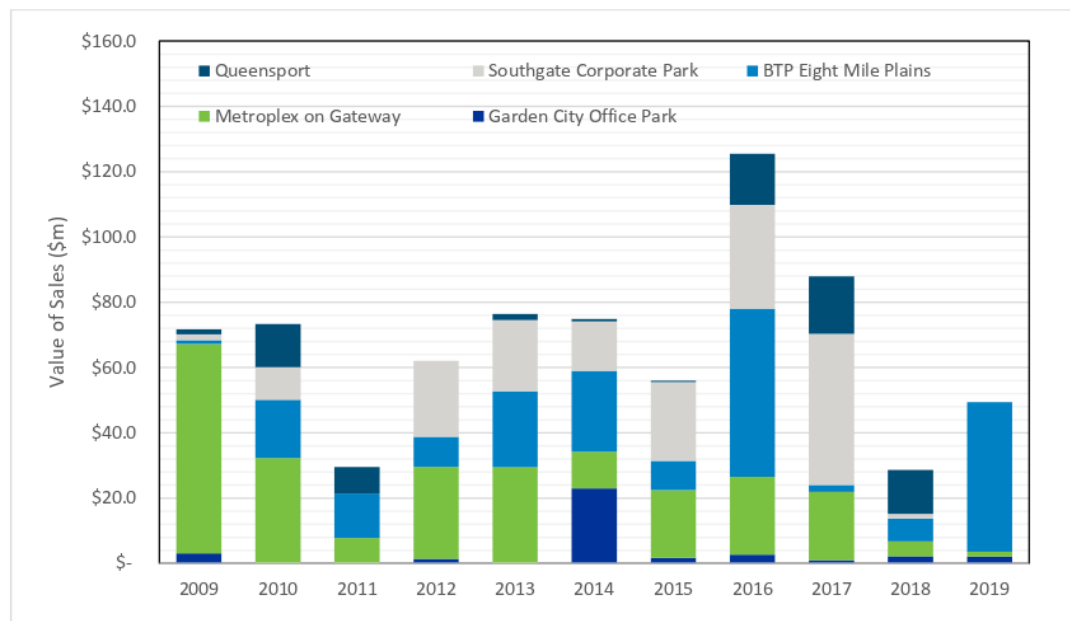
- Metroplex on Gateway: \$22.2 million per annum;
- BTP Eight Mile Plains: \$18.6 million per annum;
- Southgate Corporate Park: \$15.9 million per annum;
- Queensport: \$7.2 million per annum; and
- Garden City Office Park: \$3.4 million per annum.

The total value of sales across these five precincts peaked in 2016 at \$125.5 million, representing the peak year for sales values in BTP Eight Mile Plains (\$51.5 million).

Figure 7-7 below summarises the value of improved property sales within proximate and similar precincts between 2009 and 2019.

Section 7 Property Market Analysis

Figure 7-7 Value of Improved Property Sales (\$m), Proximate and Similar Sites, 2009-2019

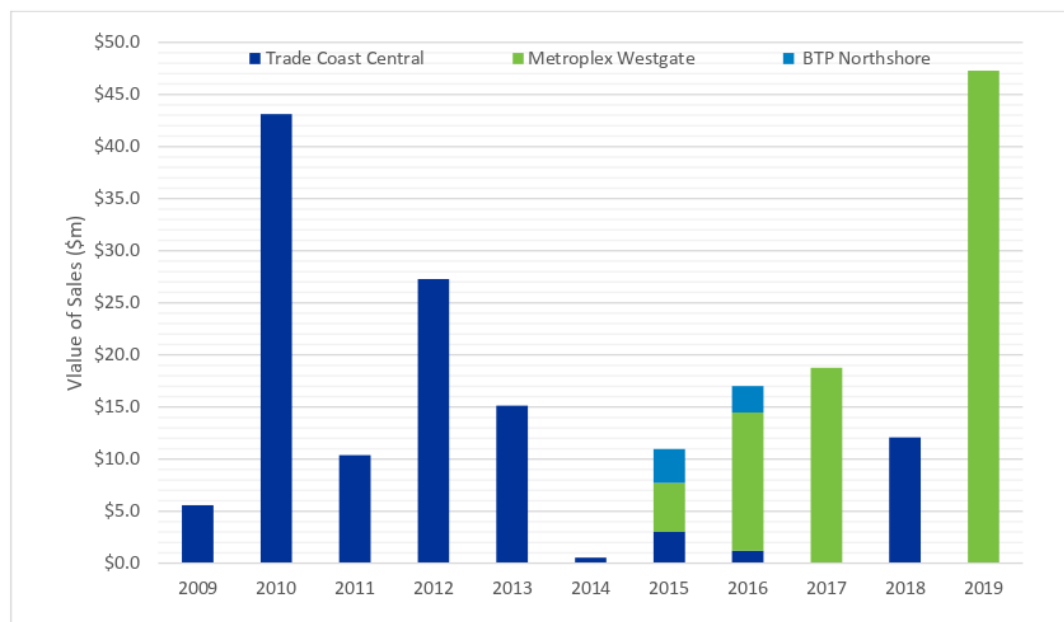


Source: Pricefinder (2020)

7.2.2.2 Vacant Land

Between 2009 and 2019, the value of vacant land sales within Trade Coast Central averaged \$10.8 million per annum, peaking in 2010 at \$43.1 million. The value of vacant land sales within Metroplex on Westgate and BTP Northshore has averaged \$17.5 million and \$3.7 million per annum since 2016 (as shown in Figure 7-8 below).

Figure 7-8 Value of Vacant Land (\$m), Proximate and Similar Sites, 2009-2019



Source: Pricefinder (2020)

Section 7 Property Market Analysis

7.3 Median Allotment Size

7.3.1 Redland City

7.3.1.1 Improved property

The median allotment size for improved property sales within enterprise and business land precincts in Redland City was lowest within the Cleveland MIBA (176 sqm) and highest at Redlands Business Park (369 sqm). Typically, improved properties in MIBA and industrial areas are of a smaller size than vacant lots. This is largely due to improved properties being more likely to have strata titles or being a part of a subdivision for further development.

The median allotment size within the Capalaba Industrial Area and the Capalaba MIBA were relatively stable over the past ten years compared to the other precincts which had more volatility.

Table 7-1 below summarises the median allotment size for improved property within MIBA and industrial zoned land precincts in Redland City between 2009 and 2019.

Table 7-1 Median Allotment Size (sqm), Improved Property, MIBA and Industrial Zoned Land, Redland City, 2009 to 2019

	Capalaba Industrial Area	Capalaba MIBA	Cleveland Industrial Area	Cleveland MIBA	Redlands Business Park
2009	116	233	313	374	6,480
2010	142	204	307	156	452
2011	204	-	336	368	-
2012	129	73	95	-	206
2013	186	207	1,147	1,330	1,650
2014	145	244	239	152	285
2015	138	244	2,888	582	964
2016	220	212	2,326	-	280
2017	179	347	1,337	169	-
2018	196	256	2,146	171	261
2019	179	181	216	176	-
Median, 2009-2019	179	222	336	176	369

Source: Pricefinder (2020)

7.3.1.2 Vacant Land

The median allotment size for vacant land allotments sold within MIBA and industrial zoned land precincts in Redland City was highest within the Cleveland Industrial Area and lowest within the Capalaba Industrial Area, although allotment size is based on very few sales record. The largest vacant industrial land allotment sale occurred in 2009 within the Cleveland Industrial Area for a property which was approximately 50,450 sqm in size. This lot was located at 21-31 Weippin Street, Cleveland and was an anomalous transaction.

Table 7-2 below summarises the median allotment size for vacant land within MIBA and industrial zoned land precincts in Redland City between 2009 and 2019.

Section 7 Property Market Analysis

Table 7-2 Median Allotment Size (sqm), Vacant Land, MIBA and Industrial Zoned Land, Redland City, 2009 to 2019

	Capalaba Industrial Area	Capalaba MIBA	Cleveland Industrial Area	Redlands Business Park
2009	1,605	-	50,450	-
2010	-	-	2,679	-
2011	-	-	5,431	-
2012	-	-	-	-
2013	-	1,440	-	-
2014	-	-	7,013	-
2015	-	-	-	-
2016	-	-	-	1,250
2017	-	-	3,190	-
2018	-	-	-	-
2019	2,294	-	1,993	1,925
Median, 2009-2019	1,950	1,440	4,311	1,588

Note: Cleveland MIBA recorded insufficient sales over the last ten years for any meaningful assessment.

Source: PricewaterhouseCoopers (2020)

7.3.2 Comparator MIBA Precincts

7.3.2.1 Improved Property

The median allotment size for improved property at proximate and similar sites varied considerably, with the ten-year medians as follows:

- Metroplex on Gateway: Median allotment size of 376 sqm;
- BTP Eight Mile Plain: Median allotment size of 1,684 sqm;
- Southgate Corporate Park: Median allotment size of 2,054 sqm;
- Queensport: Median allotment size of 2,909 sqm; and
- Garden City Office Park: Median allotment size of 557 sqm.

It is noted that the median allotment sizes for improved property at proximate and similar sites was typically higher than improved property sales within Redland City.

Table 7-3 below summarises the median allotment size for improved property at proximate and similar sites over the past ten years.

Section 7 Property Market Analysis

Table 7-3 Median Allotment Size (sqm), Improved Property, Proximate and Similar Sites, 2009 to 2019

	Metroplex on Gateway	BTP Eight Mile Plains	Southgate Corporate Park	Queensport	Garden City Office Park
2009	3,120	3,233	670	761	1,324
2010	388	2,920	4,825	2,909	
2011	392	2,968	-	13,026	-
2012	543	367	5,246	-	350
2013	1,084	390	472	1,109	-
2014	290	1,684	9,646	5,237	2,098
2015	355	2,264	6,878	818	439
2016	376	2,429	2,028	6,053	260
2017	371	347	2,054	4,193	350
2018	319	1,168	472	671	1,397
2019	175	495	-	-	675
Median, 2009-2019	376	1,684	2,054	2,909	557

Source: Pricefinder (2020)

7.3.2.2 Vacant Land

The median allotment size for vacant land at Trade Coast Central was 16,080 sqm and Metroplex at Westgate was 12,070 sqm significantly higher than for any vacant land within MIBA and industrial zoned land precincts in Redland City. The median allotment size sold at Trade Coast Central and Metroplex at Westgate was highest in 2010 (39,155 sqm) and 2017 (15,235 sqm).

Table 7-4 below summarises the median allotment size for vacant land at proximate and similar sites over the past ten years.

Table 7-4 Median Allotment Size (sqm), Vacant Land, Proximate and Similar Sites, 2009 to 2019

	Trade Coast Central	Metroplex at Westgate	BTP Northshore
2009	16,080	-	-
2010	39,155	-	-
2011	5,914	-	-
2012	38,860	-	-
2013	28,185	-	-
2014	2,410	-	-
2015	11,640	13,770	3,352
2016	4,667	10,095	2,750
2017	-	15,235	-
2018	21,810		-
2019	-	12,070	-
Median, 2009-2019	16,080	12,070	3,051

Source: Pricefinder (2020)

Section 7 Property Market Analysis

7.3.3 Comparison of Redland City and Comparator MIBA Precincts

7.3.3.1 Improved Property

Between 2009 and 2019, the median allotment size for improved property was less than 400 sqm for all five MIBA and industrial land precincts within Redland City.

Conversely, improved property sales at proximate and similar sites were on significantly larger allotments, with Queensport, Southgate Corporate Park and BTP Eight Mile Plains the only precincts to have a median allotment size of more than 1,500 sqm over the past ten years. Median allotment size for improved property was higher in proximate and similar sites compared to precincts within Redland City.

Table 7-5 below summarises the median allotment size for improved property sales in the major MIBA and industrial zoned land precincts in Redland City, proximate and similar sites in the 2009 to 2019 period.

Table 7-5 Median Allotment Size (sqm), Improved Property, MIBA and Industrial Zoned Land in Redland City, Proximate and Similar Sites, 2009 to 2019

MIBA / Industrial Area	Median Allotment Size (sqm)
Queensport	2,909
Southgate Corporate Park	2,054
BTP Eight Mile Plains	1,684
Garden City Office Park	557
Metroplex on Gateway	376
Redlands Business Park	369
Cleveland Industrial Area	336
Capalaba MIBA	222
Capalaba Industrial Area	179
Cleveland MIBA	176

Source: PricewaterhouseCoopers (2020)

7.3.3.2 Vacant Land

The median allotment size for vacant land at Trade Coast Central and Westgate Metroplex was significantly larger than within any of the MIBA and industrial zoned land precincts in Redland City (refer to Table 7-6 below).

Table 7-6 Median Allotment Size (sqm), Vacant Land, MIBA and Industrial Zoned Land in Redland City, Proximate and Similar Sites, 2009 to 2019

MIBA / Industrial Area	Median Allotment Size (sqm)
Trade Coast Central	16,080
Metroplex at Westgate	12,070
BTP Northshore	3,051
Cleveland Industrial Area	3,041
Redlands Business Park	1,588
Capalaba MIBA	1,440
Capalaba Industrial Area	1,407

Note: There were insufficient sales in Cleveland MIBA between over the last ten years for meaningful comparison.

Source: PricewaterhouseCoopers (2020)

Section 7 Property Market Analysis

7.4 Median Sale Price Per Square Metre

7.4.1 Redland City

7.4.1.1 Improved Property

Over the last ten years, the median sales price for improved property within MIBA and industrial zoned land precincts within Redland City was as follows:

- Capalaba Industrial Area: \$1,988 per square metre;
- Capalaba MIBA: \$1,646 per square metre;
- Cleveland Industrial Area: \$1,700 per square metre;
- Cleveland MIBA: \$2,340 per square metre; and
- Redlands Business Park: \$1,784 per square metre.

Table 7-7 below summarises the median sales price per square metre for improved property within MIBA and industrial zoned land precincts within Redland City over the last ten years.

Table 7-7 Median Sales Price per Square Metre (\$ per sqm), Improved Property, MIBA and Industrial Zoned Land, Redland City, 2009 to 2019

	Capalaba Industrial Area	Capalaba MIBA	Cleveland Industrial Area	Cleveland MIBA	Redlands Business Park
2009	\$2,034	\$815	\$1,706	\$1,578	\$385
2010	\$2,130	\$1,643	\$1,700	\$2,340	\$1,764
2011	\$1,988	-	\$2,122	\$1,495	-
2012	\$2,171	\$575	\$3,673	-	\$1,965
2013	\$1,968	\$550	\$1,378	\$760	\$374
2014	\$2,244	\$1,649	\$2,104	\$3,003	\$1,811
2015	\$1,382	\$1,660	\$589	\$1,479	\$1,200
2016	\$2,014	\$1,761	\$451	-	\$1,804
2017	\$1,161	\$2,190	\$860	\$3,263	-
2018	\$1,852	\$1,476	\$722	\$2,661	\$1,879
2019	\$1,888	\$1,669	\$2,912	\$3,341	
Median, 2009-2019	\$1,988	\$1,646	\$1,700	\$2,340	\$1,784

Source: Pricerfinder (2020)

7.4.1.2 Vacant Land

In the 2009 to 2019 period, the median sales price of vacant MIBA and industrial zoned land within Redland City was highest within the Capalaba Industrial Area (averaging \$761 per square metre) and lowest within the Cleveland Industrial Area (averaging \$384 per square metre).

Table 7-8 below summarises the median sales price per square metre for vacant MIBA and industrial zoned land within Redland City between 2009 and 2019.

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Table 7-8 Median Sales Price per Square Metre (\$ per sqm), Vacant Land, MIBA and Industrial Zoned Land, Redland City, 2009 to 2019

	Capalaba Industrial Area	Capalaba MIBA	Cleveland Industrial Area	Redlands Business Park
2009	\$538	-	\$200	-
2010	\$912	\$1,450	\$384	-
2011	-	-	\$233	-
2012	\$1,009	\$38	-	-
2013	\$761	\$440	-	-
2014	\$302	-	\$314	-
2015	-	-	-	-
2016	-	-	-	\$396
2017	-	-	-	-
2018	-	-	-	-
2019	-	-	\$1,769	\$426
Median, 2009-2019	\$761	\$440	\$362	\$411

Note: Cleveland MIBA recorded insufficient sales over the last ten years for any meaningful assessment.

Source: Pricerfinder (2020)

7.4.2 Comparator MIBA Precincts

7.4.2.1 Improved Property Sales

In the past ten years, the median sales price per square metre for improved property at proximate similar sites was as follows:

- BTP Eight Mile Plains: Median sales price of \$3,021 per square metre;
- Metroplex on Gateway: Median sales price of \$2,697 per square metre;
- Southgate Corporate Park: Median sales price of \$2,376 per square metre;
- Queensport: Median sales price of \$1,073 per square metre; and
- Garden City Office Park: Median sales price of \$2,829 per square metre.

Table 7-9 below summarises the median sales price per square metre for improved property at proximate and similar sites over the last ten years.

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Table 7-9 Median Sales Price per Square Metre (\$ per sqm), Improved Property, Proximate and Similar Sites, 2009 to 2019

	Metroplex on Gateway	BTP Eight Mile Plains	Southgate Corporate Park	Queensport	Garden City Office Park
2009	\$798	\$357	\$2,627	\$1,971	\$332
2010	\$2,883	\$1,393	\$2,073	\$1,600	-
2011	\$3,162	\$983	-	\$619	-
2012	\$2,171	\$4,207	\$4,441	-	\$3,971
2013	\$3,367	\$2,800	\$2,376	\$1,623	-
2014	\$2,535	\$4,057	\$1,576	\$143	\$944
2015	\$2,697	\$674	\$1,751	\$504	\$3,847
2016	\$2,662	\$3,821	\$2,010	\$818	\$2,885
2017	\$2,358	\$3,021	\$4,622	\$1,073	\$2,829
2018	\$2,947	\$5,144	\$3,072	\$2,009	\$1,557
2019	\$4,080	\$4,994	-	-	\$2,144
Median, 2009-2019	\$2,697	\$3,021	\$2,376	\$1,073	\$2,829

Source: Pricfinder (2020)

7.4.2.2 Vacant Land

In the past ten years, the median sales price per square metre for vacant land at Trade Coast Central was \$269 per square metre, with noticeable peaks in 2009 at \$347 per square metre and in 2011 at \$309 per square metre. Over the same time period, the median sale price per square metre for Metroplex at Westgate and BTP Northshore was \$325 and \$808 per square metre.

Table 7-10 below summarises the median sales price per square metre for vacant land at proximate and similar sites between 2009 and 2019.

Table 7-10 Median Sales Price per Square Metre (\$ per sqm), Vacant Land, Proximate and Similar Sites, 2009 to 2019

	Trade Coast Central	Metroplex at Westgate	BTP Northshore
2009	\$347	-	-
2010	\$325	-	-
2011	\$309	-	-
2012	\$269	-	-
2013	\$264	-	-
2014	\$230	-	-
2015	\$259	\$341	\$697
2016	\$260	\$304	\$920
2017	-	\$319	-
2018	\$279	-	-
2019	-	\$771	-
Median, 2009-2016	\$269	\$325	\$808

Source: Pricfinder (2020)

Section 7 Property Market Analysis

7.4.3 Comparison of Redland City and Comparator MIBA Precincts

7.4.3.1 Improved Property

Over the last ten years, Cleveland MIBA achieved the highest median sales price in Redland City of \$2,340 per square metre, like the ten-year median for Southgate Corporate Park (\$2,376 per square metre). The ten-year median price was significantly higher in BTP Eight Mile Plains (\$3,021 per square metre), Garden City Office Park (\$2,829 per square metre) and Metroplex on Gateway (\$2,697 per square metre). Capalaba MIBA recorded a significantly lower median sales price per square metre than all other major MIBA and industrial zoned land precincts within Redland City.

Table 7-11 below summarises the median allotment sales price per square metre for the major MIBA and industrial zoned land precincts in Redland City, proximate and similar sites over the last ten years.

Table 7-11 Median Sales Price per Square Metre (\$ per sqm), Improved Property, MIBA and Industrial Zoned Land in Redland City, Proximate and Similar Sites, 2009 to 2019

MIBA / Industrial Area	Median Sale Price (\$ per sqm)
BTP Eight Mile Plains	\$3,021
Garden City Office Park	\$2,829
Metroplex on Gateway	\$2,697
Southgate Corporate Park	\$2,376
Cleveland MIBA	\$2,340
Capalaba Industrial Area	\$1,988
Redlands Business Park	\$1,784
Cleveland Industrial Area	\$1,700
Capalaba MIBA	\$1,646
Queensport	\$1,073

Source: Pricfinder (2020)

7.4.3.2 Vacant Land

The median sales price per square metre for vacant land was highest in BTP Northshore although this was based on limited sales record. The median sale price per square metre in Trade Coast Central and Metroplex at Westgate was lower than for any of the MIBA and industrial precincts within Redland City. The median sales price for MIBA and industrial zoned land in Redland City was highest within Capalaba Industrial Area compared to the major precincts in Redland City.

Table 7-12 below summarises the median allotment sales price per square metre for the major MIBA and industrial zoned land precincts in Redland City and at proximate and similar sites over the last ten years.

Section 7 Property Market Analysis

Table 7-12 Median Sales Price per Square Metre (\$ per sqm), Vacant Land, MIBA and Industrial Zoned Land in Redland City, Proximate and Similar Sites, 2009 to 2019

MIBA / Industrial Area	Median Size Price (\$ per sqm)
BTP Northshore	\$808
Capalaba Industrial Area	\$761
Capalaba MIBA	\$440
Redlands Business Park	\$411
Cleveland Industrial Area	\$362
Metroplex at Westgate	\$325
Trade Coast Central	\$269

Note: Cleveland MIBA recorded insufficient sales over the last ten years for any meaningful assessment.
Source: Pricerfinder (2020)

7.5 Property Market Summary

Over the last ten years, the majority of sales activity within Redland City was concentrated within Capalaba Industrial Area and Capalaba MIBA. Additionally, there have been no more than three vacant land sales per annum across any of the precincts analysed, which suggests relatively few opportunities to purchase vacant MIBA or industrial zoned land within Redland City, as opposed to low levels of demand for industrial land allotments within Redland City.

The median allotment size of improved property within Redland City was less than 400 sqm across the major MIBA and industrial zone areas, suggesting this would limit the mix of activity which could ultimately locate within these tenancies. The provision of larger industrial allotments in Redland City may serve to attract new businesses or provides opportunities for existing businesses within the region to expand. Improved property sales within Redlands Business Park were on larger allotments, with a median of just under 400 sqm. The median sales price for improved property within the Capalaba Industrial Area was lower than all other MIBA and industrial zoned land precincts within Redland City.

Analysis of proximate and similar sites comparable to Redland City indicates that sales activity was concentrated within Metroplex on Gateway, Garden City Office Park and BTP Eight Mile Plains over the past ten years. The proximate and similar sites offered compact but larger allotments than all five MIBA and industrial zoned land precincts in Redland City, with the median allotment size typically between 400 sqm and 2,900 sqm.

Between 2009 and 2019, the median sales price per square metre for improved property in BTP Eight Mile Plains (\$3,021 per square metre). Garden City Office Park (\$2,829 per square metre) was higher than that for Metroplex on Gateway (\$2,697 per square metre) and Southgate Corporate Park (\$2,376 per square metre). The median price per square metre achieved by the Cleveland MIBA (\$2,340 per square metre) was highest in any of the MIBA and industrial land precincts identified in Redland City.

Vacant land allotments within Trade Coast Central and Westgate at Metroplex were typically more competitively priced on a per square metre basis than vacant land allotments within the MIBA and industrial land precincts in Redland City, with the price differential partially explained by significantly larger allotment sizes at Trade Coast Central and Westgate at Metroplex.

Section 8 Industrial and Commercial Office Demand

Section 8 Industrial and Commercial Office Demand

This section of the report provides an analysis of industrial and commercial office employment for Redland City and likely land demand, based on an assessment at the two-digit ANZSIC level. Incremental employment and land demand estimates are presented at five-year intervals, with 2019 as the base year.

For conciseness, the body of the report presents employment and land demand projections for each of the defined broad categories, with two-digit ANZSIC projections presented in Appendix B.

The industrial and commercial office demand projections presented in this section relied on Queensland Government Statistician's Office (QGSO) estimates of employment by industry at the single digit ANZSIC level, augmented to the two digit ANZSIC level, based on the 2016 Census distribution of employment within each one digit ANZSIC sector. In the preparation of these estimates, it was identified that the construction services sector was a key driver of future industrial land demand in Redland City Council. The addendum in Section 13 of this report provides revised industrial employment projections and associated land demand for Redland City, focussing on construction services employment growth.

8.1 Industrial and Commercial Office Sectors

Industrial activity can be classified into four broad categories, these being:

- Large footprint and general industry;
- Service industry;
- Warehousing & storage; and
- Transport uses.

Table 8-1 below outlines the two-digit ANZSIC sectors which are contained within each of the four broad categories.

Section 8 Industrial and Commercial Office Demand

Table 8-1 Two Digit ANZSIC Sectors which Typically Require Industrial Land

Broad Category	Two Digit ANZSIC Sectors
Large Footprint and General Industry	<ul style="list-style-type: none"> • Beverage and Tobacco Product Manufacturing • Food Product Manufacturing • Wood Product Manufacturing; • Pulp, Paper and Converted Paper Product Manufacturing • Petroleum and Coal Product Manufacturing • Basic Chemical and Chemical Product Manufacturing • Polymer Product and Rubber Product Manufacturing • Non-Metallic Mineral Product Manufacturing • Primary Metal and Metal Product Manufacturing • Machinery and Equipment Manufacturing • Fabricated Metal Product Manufacturing • Transport Equipment Manufacturing • Furniture and Other Manufacturing
Service Industry	<ul style="list-style-type: none"> • Textile, Leather, Clothing and Footwear Manufacturing • Printing (including Reproduction of Recorded Media) • Publishing (except Internet and Music Publishing) • Construction Services • Repair and Maintenance
Warehousing & Storage	<ul style="list-style-type: none"> • Basic Material Wholesaling • Machinery and Equipment Wholesaling • Motor Vehicle and Motor Vehicle Parts Wholesaling • Grocery, Liquor and Tobacco Product Wholesaling • Other Goods Wholesaling • Warehousing and Storage Services
Transport Uses	<ul style="list-style-type: none"> • Motor Vehicle and Motor Vehicle Parts Retailing • Road Transport • Rail Transport • Transport Support Services • Postal and Courier Pick-up and Delivery Services

Source: CDM Smith Analysis (2020)

At the single digit ANZSIC level, the sectors most likely to require commercial office floor space are as follows:

- Financial & insurance services;
- Professional, scientific & technical services;
- Health care & social assistance;
- Rental, hiring & real estate services;
- Public administration & safety;
- Information media & telecommunications; and
- Administrative & support services.

Table 8-2 below outlines the two-digit ANZSIC sectors which typically require commercial office floor space.

Section 8 Industrial and Commercial Office Demand

Table 8-2 Two Digit ANZSIC Sectors which Typically Require Commercial Space

One Digit ANZSIC Sectors	Two Digit ANZSIC Sectors
Financial & Insurance Services	<ul style="list-style-type: none"> Finance Insurance & Superannuation Funds Auxiliary Finance & Insurance Services Finance & Insurance Services, nfd
Professional, Scientific & Technical Services	<ul style="list-style-type: none"> Professional, Scientific & Technical Services (except Computer Systems Design & Related Services) Professional, Scientific & Technical Services, nfd Computer Systems Design & Related Services
Health Care & Social Assistance	<ul style="list-style-type: none"> Medical & Other Health Care Services
Rental, Hiring & Real Estate Services	<ul style="list-style-type: none"> Property Operators & Real Estate Services
Public Administration & Safety	<ul style="list-style-type: none"> Public Administration
Information Media & Telecommunications	<ul style="list-style-type: none"> Internet Publishing & Broadcasting Internet Service Providers, Web Search Portals & Data Processing Services
Administrative & Support Services	<ul style="list-style-type: none"> Administrative services

Source: CDM Smith Analysis (2020)

Based on our understanding of other enterprise and business parks located along the Brisbane Urban Corridor, it is anticipated that the STPFGA would predominantly accommodate industrial activity within the warehousing and storage and transport uses categories, however would capture only a proportion of future commercial office demand, with some commercial office businesses having a preference to locate on centres zoned land.

8.2 Projected Employment in Industrial and Commercial Sectors

8.2.1 Industrial Employment

Industrial sector employment within Redland City is projected to increase by a total of 3,602 persons between 2020-21 and 2040-41, based on 2019 estimates. The employment growth is anticipated to be highest within the service industry sector (additional 2,235 persons by 2041), with the construction service sub-sector the key driver of growth (additional 1,996 persons by 2041).

Table 8-3 below summarises the projected incremental employment in industrial sectors in Redland City between 2021 and 2041.

Section 8 Industrial and Commercial Office Demand

Table 8-3 Projected Employment in Industrial Sectors, 2018-19 to 2040-41

	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
<i>Total Employment</i>						
Large Footprint and General Industry	3,462	3,517	3,665	3,867	4,101	4,373
Service Industry	5,817	6,473	7,178	7,597	7,852	8,052
Warehousing and Storage	1,424	1,447	1,495	1,548	1,601	1,659
Transport Uses	1,577	1,613	1,671	1,723	1,760	1,799
Total	12,281	13,050	14,009	14,735	15,315	15,883
<i>Incremental Employment</i>						
Large Footprint and General Industry	-	55	203	405	639	911
Service Industry	-	656	1,361	1,780	2,035	2,235
Warehousing and Storage	-	23	71	124	177	235
Transport Uses	-	35	93	145	182	221
Total	-	769	1,728	2,454	3,034	3,602

Note: Incremental estimates are on 2018-19 levels

Source: CDM Smith Analysis (2020)

The construction services sector comprises a broad range of activities, including plumbers, electricians, concreters and cabinetmakers. It is our understanding that a number of these businesses are sole traders and as such often operate from home, rather than from an industrial premise.

To estimate the number of persons employed in sole trader businesses within the construction services sector, the analysis has relied on data from the ABS Counts of Australian Businesses publication (Cat. No. 8165.0) for Redland City.

In June 2019, an estimated 55% of employed persons within the construction sector in Redland City were sole traders. For the purposes of this assessment, it was assumed that the proportion of sole traders within the construction services sector is consistent with the broader construction sector and remains constant throughout the projection period.

It is estimated that there will be significant growth in employment within the services industry. The increase in employment is expected to be approximately 3,602 employees between 2018-19 and 2040-41, this consists of 3,379 employees in employing businesses and 224 sole traders.

Table 8-4 below summarises the projected incremental industrial employment in sole trader and employing businesses in Redland City between 2021 and 2041.

Section 8 Industrial and Commercial Office Demand

Table 8-4 Projected Incremental Employment in Industrial Sectors for Sole Trader and Employing Businesses, Redland City, 2021-2041

	2020-21	2025-26	2030-31	2035-36	2040-41
<i>Total Employment</i>					
Large Footprint and General Industry	55	203	405	639	911
Service Industry	590	1,225	1,602	1,832	2,012
Warehousing and Storage	23	71	124	177	235
Transport Uses	35	93	145	182	221
Total	703	1,592	2,276	2,830	3,379
<i>Sole Trader</i>					
Large Footprint and General Industry	-	-	-	-	-
Service Industry	66	136	178	204	224
Warehousing and Storage	-	-	-	-	-
Transport Uses	-	-	-	-	-
Total	66	136	178	204	224

Note: Incremental estimates are on 2018-19 levels

Source: CDM Smith Analysis (2020)

8.2.2 Commercial Employment

Commercial office sector employment within Redland City is projected to increase from an additional 319 persons on current levels in 2021 to an additional 4,519 persons on current levels by 2041.

Employment growth is anticipated to be highest within the professional, scientific and technical services and health care and social assistance services sectors.

Table 8-5 below summarises the projected incremental employment in commercial office sectors in Redland City between 2021 and 2041.

Section 8 Industrial and Commercial Office Demand

Table 8-5 Projected Incremental Employment in Commercial Office Sectors, 2021-2041

	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
<i>Total Employment</i>						
Financial and Insurance Services	956	944	902	898	953	1,039
Professional, Scientific and Technical Services	2,012	2,143	2,488	2,864	3,248	3,711
Health Care and Social Assistance	2,080	2,168	2,424	2,672	2,886	3,082
Rental, Hiring and Real Estate Services	728	775	900	1,036	1,174	1,342
Public Administration and Safety	1,444	1,484	1,619	1,765	1,914	2,068
Information Media and Telecommunications	41	41	43	46	48	50
Administrative and Support Services	677	702	810	925	1,036	1,164
Total	7,938	8,257	9,187	10,206	11,259	12,457
<i>Incremental Employment</i>						
Financial and Insurance Services	-	-12	-54	-58	-3	83
Professional, Scientific and Technical Services	-	131	476	852	1,235	1,698
Health Care and Social Assistance	-	88	344	592	806	1,003
Rental, Hiring and Real Estate Services	-	47	172	308	447	614
Public Administration and Safety	-	40	175	321	470	624
Information Media and Telecommunications	-	0	3	5	7	10
Administrative and Support Services	-	25	133	248	359	487
Total	-	319	1,249	2,268	3,321	4,519

Note: Incremental estimates are on 2018-19 levels

Source: CDM Smith Analysis (2020)

The floor space requirements of businesses requiring commercial office space differ depending on whether the business is a sole trader or employs staff. To estimate the number of persons employed in sole trader businesses and businesses employing staff, the analysis has relied on data from the ABS Counts of Australian Businesses publication (Cat. No. 8165.0) for Redland City.

For the purposes of this assessment, it was assumed that the proportion of employment contained within sole trader businesses and employing businesses in 2019 remains constant throughout the projection period.

Table 8-6 below summarises the proportion of employment contained within sole trader businesses and employing businesses in 2019.

Section 8 Industrial and Commercial Office Demand

Table 8-6 Proportion of Employment in Sole Trader Businesses and Employing Businesses, Redland City, June 2019

Commercial Office Sector	% in employing businesses	% in sole trader
Financial and Insurance Services	70.0%	30.0%
Professional, Scientific and Technical Services	90.0%	10.0%
Health Care and Social Assistance	95.0%	5.0%
Rental, Hiring and Real Estate Services	70.0%	30.0%
Public Administration and Safety	85.0%	15.0%
Information Media and Telecommunications	80.0%	20.0%
Administrative and Support Services	95.0%	5.0%

Source: ABS Counts of Australian Businesses Cat. 8165.0 (2019)

Based on the information presented above in Table 8-6, the split of incremental employment in employing businesses and sole traders by commercial office sector is presented Table 8-7. The employment growth estimated between 2019 and 2041 in commercial sectors is expected to be larger in employing businesses compared to sole traders recording total incremental employment growth between 2018-19 and 2040-41 of 3,970 workers and 549 workers respectively. The largest incremental increase in employment, for both employing businesses and sole traders is anticipated to be the professional, scientific and technical services sector.

Table 8-7 Projected Incremental Employment in Commercial Office Sectors for Sole Trade Businesses and Employing Businesses, Redland City, 2021-2041

	2020-21	2025-26	2030-31	2035-36	2040-41
<i>Employing Businesses</i>					
Financial and Insurance Services	-9	-38	-41	-2	58
Professional, Scientific and Technical Services	117	428	767	1,112	1,529
Health Care and Social Assistance	84	327	562	766	953
Rental, Hiring and Real Estate Services	33	120	216	313	430
Public Administration and Safety	34	149	273	399	530
Information Media and Telecommunications	0	2	4	6	8
Administrative and Support Services	24	126	235	341	462
Total	284	1,115	2,016	2,934	3,970
<i>Sole Traders</i>					
Financial and Insurance Services	-4	-16	-17	-1	25
Professional, Scientific and Technical Services	13	48	85	124	170
Health Care and Social Assistance	4	17	30	40	50
Rental, Hiring and Real Estate Services	14	52	92	134	184
Public Administration and Safety	6	26	48	70	94
Information Media and Telecommunications	0	1	1	1	2
Administrative and Support Services	1	7	12	18	24
Total	35	134	251	387	549

Note: Incremental estimates are on 2018-19 levels

Source: CDM Smith Analysis (2020)

Section 8 Industrial and Commercial Office Demand

8.3 Projected Industrial and Commercial Land Demand

8.3.1 Industrial Land Demand

To convert industrial sector employment projections into industrial land demand, the assessment relies on employment density ratios by industry sector. For this analysis, the employment density ratios are expected to remain constant throughout the projection period.

Table 8-8 below outlines the assumed employment density ratios applied in the industrial land demand analysis.

Table 8-8 Assumed Employment Density Ratios (employed persons per hectare)

Industrial Sector	Employment Density (persons / ha)
<i>Large Footprint & General Industry</i>	
Beverage & Tobacco Product Manufacturing	40
Food Product Manufacturing	40
Wood Product Manufacturing	35
Pulp, Paper & Converted Paper Product Manufacturing	40
Petroleum & Coal Product Manufacturing	35
Basic Chemical & Chemical Product Manufacturing	35
Polymer Product & Rubber Product Manufacturing	30
Non-Metallic Mineral Product Manufacturing	20
Primary Metal and Metal Product Manufacturing	25
Machinery and Equipment Manufacturing	45
Fabricated Metal Product Manufacturing	35
Transport Equipment Manufacturing	45
Furniture & Other Manufacturing	35
<i>Service Industry</i>	
Textile, Leather, Clothing & Footwear Manufacturing	45
Printing (including the Reproduction of Recorded Media)	40
Publishing (except Internet and Music Publishing)	40
Construction Services	30
Repair & Maintenance	35
<i>Warehousing & Storage</i>	
Basic Material Wholesaling	20
Machinery & Equipment Wholesaling	20
Motor Vehicle & Motor Vehicle Parts Wholesaling	20
Grocery, Liquor & Tobacco Product Wholesaling	25
Other Goods Wholesaling	25
Warehousing & Storage Services	20
<i>Transport Uses</i>	
Motor Vehicle & Motor Vehicle Parts Retailing	30
Road Transport	25

Section 8 Industrial and Commercial Office Demand

Industrial Sector	Employment Density (persons / ha)
Rail Transport	10
Transport Support Services	30
Postal & Courier Pick-up and Delivery Services	35

Source: CDM Smith Analysis (2020)

Net incremental industrial land demand within Redland City is projected to increase from 24.6 hectares in 2021 to 113.6 hectares by 2041 based on 2019 estimates, with land demand highest for the service industry sector.

Table 8-9 below summarises the incremental net industrial land demand within Redland City by industrial sector between 2021 and 2041.

Table 8-9 Net Incremental Industrial Land Demand (hectares), Redland City, 2020-21 to 2040-41

	2020-21	2025-26	2030-31	2035-36	2040-41
Large Footprint and General Industry	1.5	5.4	10.8	17.1	24.4
Service Industry	20.7	42.8	55.7	63.5	69.6
Warehousing and Storage	1.1	3.4	5.9	8.4	11.2
Transport Uses	1.3	3.5	5.5	6.9	8.5
Total	24.6	55.1	78.0	96.0	113.6

Note: Incremental estimates are on 2018-19 levels

Source: CDM Smith Analysis (2020)

8.3.2 Commercial Office Floor Space Demand

In converting commercial office employment projections to floor space demand, the following assumptions have been made:

- Employing businesses: Assumed employment density of 15 sqm per worker; and
- Sole traders: Only 50% of sole traders require commercial office space, as the remaining 50% are home-based businesses. The sole trader businesses that require commercial office space require a 25 sqm tenancy.

Based on the above assumptions, incremental commercial office floor space is projected to increase from 4,260 sqm in 2021 (on current levels) to 59,545 sqm by 2041 (on current levels) for employing businesses. Sole traders however will require an estimated 6,862 sqm by 2041 on current levels.

Table 8-10 below outlines incremental commercial office floor space demand by sector, including a breakdown by employing businesses and sole trader businesses.

Section 8 Industrial and Commercial Office Demand

Table 8-10 Incremental Commercial Office Floor Space Demand (sqm), Redland City, 2020-21 to 2040-41

	2020-21	2025-26	2030-31	2035-36	2040-41
<i>Employing Businesses</i>					
Financial and Insurance Services	-128	-569	-611	-33	870
Professional, Scientific and Technical Services	1,762	6,422	11,498	16,674	22,930
Health Care and Social Assistance	1,260	4,908	8,437	11,492	14,288
Rental, Hiring and Real Estate Services	496	1,806	3,234	4,690	6,449
Public Administration and Safety	511	2,236	4,093	5,987	7,956
Information Media and Telecommunications	5	31	63	89	116
Administrative and Support Services	355	1,891	3,532	5,118	6,935
Total	4,260	16,726	30,246	44,016	59,545
<i>Sole Traders</i>					
Financial and Insurance Services	-46	-203	-218	-12	311
Professional, Scientific and Technical Services	163	595	1,065	1,544	2,123
Health Care and Social Assistance	55	215	370	504	627
Rental, Hiring and Real Estate Services	177	645	1,155	1,675	2,303
Public Administration and Safety	75	329	602	880	1,170
Information Media and Telecommunications	1	6	13	19	24
Administrative and Support Services	16	83	155	224	304
Total	441	1,670	3,142	4,834	6,862

Note: Incremental estimates are on 2018-19 levels

Source: CDM Smith Analysis (2020)

Section 9 Land Requirements to Accommodate Employment Uses in STPFGA

Section 9 Land Requirements to Accommodate Employment Uses in STPFGA

The purpose of this section of the report is to provide an overview of the land requirements to accommodate employment generating or other uses, with a focus on land requirements for industrial, MIBA and intensive horticulture uses.

9.1 Industrial and MIBA

9.1.1 Supply Demand Balance

As outlined in Table 5-1, there was an estimated 39 hectares of remaining zoned and vacant industrial land within Redland City as of 2018-19, primarily contained within the Redlands Business Park. Net incremental demand for industrial land is projected to increase from 24.6 hectares in 2021 to 113.6 hectares in 2041.

The supply demand balance, as outlined in Table 9-1, indicates that a shortage of industrial land in Redland City is likely to manifest from 2025-26, with the estimated shortfall in industrial land provision to increase to 74.6 hectares by 2041.

Table 9-1 Supply Demand Balance (ha), Redland City, 2018-19 to 2040-41

	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
Supply	39.0	39.0	39.0	39.0	39.0	39.0
Demand	-	24.6	55.1	78.0	96.0	113.6
Supply-Demand Balance	39.0	14.4	-16.1	-39.0	-57.0	-74.6

Source: CDM Smith estimates (2020)

9.1.2 Land Requirements

Table 9-1 indicates that by 2041, there will be need for an additional 74.6 hectares of zoned industrial allotments within Redland City. Based on our experience with industrial land assessments, this means that approximately 150 hectares of raw land will need to be identified to accommodate 75 hectares of allotments (i.e. approximately double the required allotment land). The identification of 150 hectares of raw land should ensure sufficient land is available to accommodate 74.6 hectares of allotments after allowing for site constraints (e.g. slope, waterways and other environmental constraints), access roads, infrastructure and buffering from adjacent uses.

In the longer term an opportunity exists for the STPFGA site to accommodate both industrial uses and a MIBA precinct, such as Metroplex on Gateway or Brisbane Technology Park. It is suggested that the development of a MIBA precinct with the STPFGA occurs over the longer term (~15 years), to allow redevelopment activity within the Capalaba and Cleveland PRACs to occur unhindered. It is also recognised that significant capacity exists within Metroplex at Westgate to accommodate growth in demand for MIBA land in SEQ in the short to medium term.

Our experience has previously informed us that an allowance of 50 hectares of allotments (translating to the identification of approximately 100 hectares of raw land) for MIBA uses allows for enough scale to assist in ensuring the development of the precinct is financially feasible to a prospective developer.

It is envisaged that in the medium to long term, the industrial and MIBA precincts would accommodate a range of low to medium impact industry uses, comprising a mix of population serving uses and uses associated with the intensive

Section 9 Land Requirements to Accommodate Employment Uses in STPFGA

horticulture sector, such as niche manufacturing and education and research facilities to support research activity at the Redlands Research Facility⁷.

9.2 Intensive Horticulture

The land requirements for intensive horticulture uses are less clear, given the relative newness of the sector to the SEQ economy. Section 5 of the report identified that the average size of intensive horticulture operations globally ranged between 0.1 hectares (United States) and 3.7 hectares (Netherlands). Further advice from stakeholder consultation identified that a prospective intensive horticulture user required an allotment of 3-5 hectares to accommodate a mixed-use development, which also included education and tourism uses.

In Redland City Council's assessment of the sub-precincts within the STPFGA, Precinct 3 was identified as an area with high scenic amenity when viewed from southern vantage points such as Sirromet Winery. To protect the amenity values associated with this land, it is suggested that uses within this precinct be limited to intensive horticulture and uses that directly complement intensive horticultural production on site, such as tourism and education.

To ensure both intensive horticultural activity and industrial and MIBA uses can occur within the STPFGA, it is suggested that industrial uses be only of a low to medium impact nature, and not have significant offsite impacts (e.g. odour, noise and dust).

In the short to medium term, intensive horticulture activity in Precinct 3 is likely to be constrained to some extent by the presence of operational poultry farms. However, the longer-term viability of this activity is unclear, with these uses typically relocating to other parts of SEQ with lower levels of encroachment (e.g. Scenic Rim Regional Council).

⁷ It is understood that multiple universities have a range of research projects, mostly concentrated within the Redlands Research Facility. The STPFGA represents a potential opportunity to accommodate a research centre for one of the universities to support research and testing activity at the Redlands Research Facility.

Section 10 Indicative Feasibility Assessment

Section 10 Indicative Feasibility Assessment

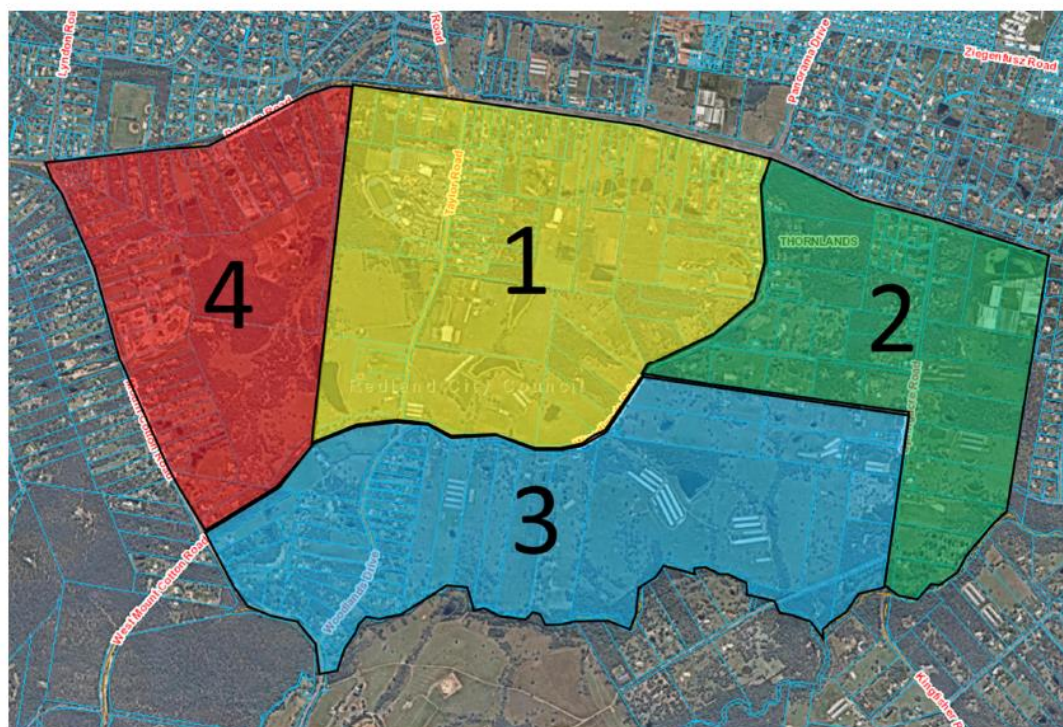
The purpose of this section is to provide a high-level feasibility assessment of establishing employment generating uses within the STPFGA, namely 75 hectares of allotments to accommodate industrial uses and 50 hectares of allotments to accommodate MIBA uses.

10.1 Site Identification

Previous planning reports undertaken by Redland City Council have divided the STPFGA into four key precincts as detailed in Figure 10-1 below. The four precincts are:

- Precinct 1: Northern Precinct (yellow);
- Precinct 2: Eastern Precinct (green);
- Precinct 3: Southern precinct (blue); and
- Precinct 4: Western Precinct (red).

Figure 10-1 Four Key Precincts within the STPFGA

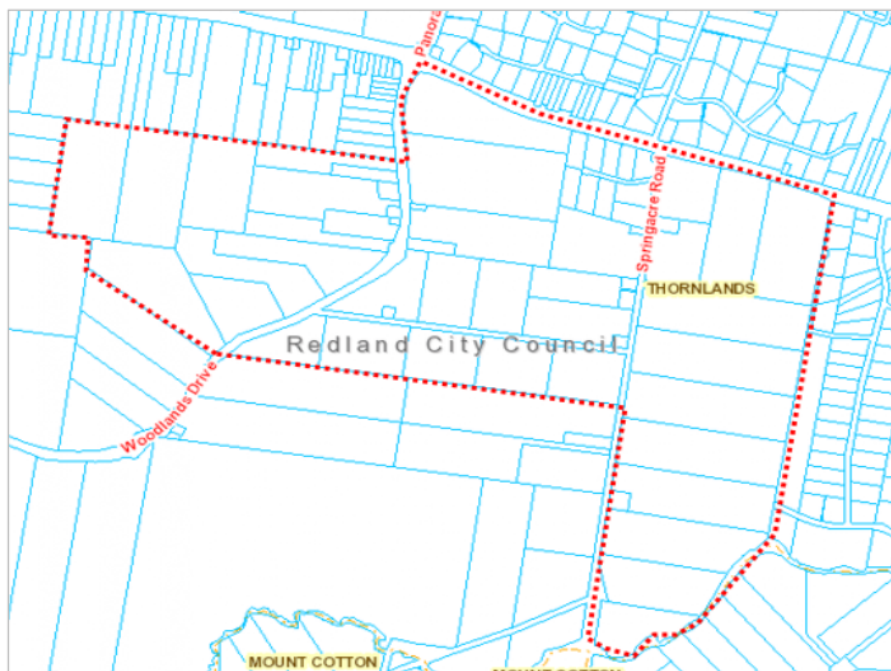


Source: Southern Thornlands Potential Future Growth Area Assessment (2018)

A potential site for additional employment lands within Redland City was identified within the STPFGA in Precinct 1 and Precinct 2 (two thirds of the investigation area fall in Precinct Two). The area identified lies south of Boundary Road and mainly east of Woodlands Drive in Southern Thornlands. This area is identified in Figure 10-2.

Section 10 Indicative Feasibility Assessment

Figure 10-2 Investigation Area



Source: Redland City Regional Plan (2017)

The land parcel identified was 224.5 hectares in size, which was determined to be sufficient to accommodate 75 hectares of industrial allotments and 50 hectares of MIBA allotments, given the land was relatively unconstrained⁸. As noted in the Southern Thornlands PFPA planning report, lots within the 'north eastern corner of Precinct 3 (identified as a 'potential high scenic amenity area' in Figure 23) may also be able to accommodate more intense forms of urban development, provided that the adverse impacts on scenic amenity can be reduced to an acceptable or tolerable level'. This area would form a logical extension of the investigation area if sufficient unconstrained land was not available to deliver the quantum of industrial and MIBA land envisioned. For the purposes of this assessment, this area has not been considered.

One of the key drivers of choosing Precinct 2 as a potential location for further employment land is due to the frontage of the precinct to Boundary Road. This frontage provides a high level of commercial exposure and public transport servicing which would enable industry to be visible and accessible. The area identified is also relatively flat, and comparatively easier to service with trunk wastewater infrastructure than other locations within the STPPFA. Finally, this area has a higher proportion of larger lots compared to the other precincts which indicates less fragmented ownership in Precinct 2, potentially meaning an easier acquisition process should a developer choose to purchase the land.

The south eastern part of Precinct 1 was not selected for employment generating uses, as whilst this precinct offered large and relatively flat allotments, the land was constrained by existing approvals for rural residential subdivisions. Additionally, Redland City Council had identified that 79-125 Taylor Road, Sheldon was under consideration for sport and recreation uses, given the allotment's size (~20 hectares) and synergies with Sheldon College.

⁸ The need to identify 250 hectares of raw land for industrial and MIBA uses (based on demand for 125 hectares of allotments) represents an upper end estimate.

Section 10 Indicative Feasibility Assessment

10.2 Development Staging

For the purpose of the cost benefit analysis (CBA) it was assumed that the area identified for employment uses in Figure 10-2 above would be purchased in its entirety by a single developer. The land would then be developed to provide 75 hectares of industrial allotments, which are envisaged to primarily service local demand, with a further 50 hectares of allotments to be developed into a MIBA precinct in the medium term (from Year 9). The industrial and MIBA precincts are anticipated to accommodate both traditional industrial uses of a low to medium impact nature, in addition to sectors supporting the expansion of horticulture activity within Redland City more generally.

This section of the report provides the reporting of the cost benefit analysis (CBA). CBA applies a discounted cash flow approach to cost and benefit streams to estimate a net present value of the project, in addition to other performance indicators, such as benefit cost ratio and internal rate of return.

10.3 Project Costs

The costs identified for the development of the investigation area for employment generating uses were:

- Land acquisition costs;
- Trunk infrastructure costs;
- Internal and external site works;
- Selling costs; and
- Financing Costs.

10.3.1 Land Acquisition Costs

In order to determine the indicative land acquisition costs, consideration was given to historical sales prices for rural land both within the STPFGA and Redland City (excluding the Islands) more broadly.

Historic property market data indicated that the median price per square metre has experienced a number of peaks in 2013, 2017 and 2019 where the median price per square metre was higher than usual. However, historical rural land sales show a consistent increase in the median price per square metre for rural land within the Redland City, but excluding the Islands in the LGA. Despite this consistent growth, rural land within the STPFGA sells for more than the rural land within the whole Redland City, with the exception of 2010 and 2018.

The historic rural land sales price per square metre for the STPFGA and for Redland City (excluding the Islands) between 2009 and 2019 are detailed in Table 10-1 below.

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Table 10-1 Historic Sales Data – Rural Land in the STPFGA and Redland City, 2009 to 2019

	STPFGA			Redland City		
	Number of sales	Total Value (\$m)	\$ per sqm	Number of sales	Total Value (\$m)	\$ per sqm
2009	7	\$6.48	\$43.33	1	\$31.20	\$33.54
2010	20	\$21.92	\$28.35	35	\$36.36	\$33.38
2011	13	\$13.75	\$39.10	31	\$31.75	\$34.93
2012	15	\$9.93	\$35.27	25	\$18.74	\$32.12
2013	14	\$9.48	\$80.29	44	\$34.09	\$33.40
2014	16	\$11.97	\$43.47	37	\$33.04	\$33.41
2015	13	\$11.30	\$35.70	45	\$43.51	\$34.88
2016	9	\$7.93	\$35.19	35	\$34.00	\$33.88
2017	5	\$5.14	\$96.86	38	\$47.77	\$37.78
2018	11	\$14.33	\$38.51	47	\$56.66	\$59.30
2019	11	\$12.09	\$155.16	41	\$42.42	\$47.83

Source: PriceFinder (2020)

The higher median price for rural land within the STPFGA is likely due to the mix of lot sizes compared to those available in the broader Redland City. Of all rural properties sold between 2009 and 2019 the average land size was approximately 2.6 hectares in the STPFGA and 4.5 hectares in Redland City. Therefore, it appears there was a premium on smaller rural land allotments within the STPFGA over the past decade.

Sales information for rural land within the STPFGA has also provided an indicative cost per square metre based on the size of the block. Rurally zoned land which is less than one hectare in size was the most expensive per square metre (median of \$138 per sqm) over the past decade, followed by properties which were greater than one hectare but less than two hectares (median of \$50 per sqm). This supports the trend that within the STPFGA and Redland City the smaller rural land was more popular over the past decade, however it is noted that the built form on smaller rural land allotments (typically rural residential housing) is likely to be influencing the sales price on a per square metre basis.

Table 10-2 details the price per square metre for rural land sales within the STPFGA over the past decade.

Table 10-2 Median price per square metre – Rural land in the STPFGA, 2009 to 2019

	\$ per sqm
<1 hectare	\$138.80
Greater than 1, less than 2 hectares	\$50.00
Greater than 2, less than 3 hectares	\$33.10
Greater than 3, less than 4 hectares	\$29.18
Greater than 4, less than 5 hectares	\$22.16
Greater than 5, less than 10 hectares	\$17.91
Greater than 10 hectares	\$17.00

Source: PriceFinder (2020)

This information was used to obtain an indicative acquisition cost for the rural land within the defined investigation area, as detailed in Figure 10-2. There are 61 rurally zoned properties, approximately 40.0% of which are less than one hectare in size and almost a third are between 5 and 10 hectares in size. The total number of properties within each land size category are detailed in Table 10-3 below.

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Table 10-3 Number of Properties in the Investigation Area

	Number of Properties
<1 hectare	24
Greater than 1, less than 2 hectares	1
Greater than 2, less than 3 hectares	2
Greater than 3, less than 4 hectares	6
Greater than 4, less than 5 hectares	8
Greater than 5, less than 10 hectares	19
Greater than 10 hectares	1
Total Number of Properties	61
Total Land Area (Ha)	224.5

Source: Redland City Regional Plan

Through the application of the historical price per square metre, by lot size within the STPGA, to the properties within the investigation area, an indicative acquisition cost can be estimated. This method calculated a total land acquisition cost of approximately \$58.75 million which is primarily driven by the properties within the 5 to 10-hectare size range. A breakdown of the potential acquisition cost for each land category is detailed in Table 10-4.

Table 10-4 Indicative Acquisition Cost

	Indicative acquisition cost (\$m)
<1 hectare	\$15.41
Greater than 1, less than 2 hectares	\$0.90
Greater than 2, less than 3 hectares	\$1.86
Greater than 3, less than 4 hectares	\$6.13
Greater than 4, less than 5 hectares	\$7.40
Greater than 5, less than 10 hectares	\$25.05
Greater than 10 hectares	\$1.99
Total Land Acquisition Cost	\$58.75

Source: Redland City Regional Plan

In addition to the land acquisition costs, there would also transfer duty payable on the purchase of the properties. In Queensland, the duty rate payable on a property sale in excess of \$1 million is \$38,025 plus \$5.75 for each \$100, or part of \$100, over \$1 million. Therefore, it follows that the total transfer duty payable on the land acquisition cost of \$58.75 million is estimated to be approximately \$3.36 million.

10.3.2 Trunk Infrastructure Costs

Redland Water provided indicative trunk water and sewer infrastructure costs to service the site identified in Figure 10-2, based on an employment capacity of 5,000 equivalent persons⁹. It is understood that the costs provided are high level and include a 30% contingency.

⁹ This represents an employment density of 40 persons per hectare across all industrial allotments within the industrial and MIBA precincts.

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Redland Water's high-level estimates indicated that trunk water and sewer infrastructure to the site is estimated \$31.03 million. A detailed breakdown of the trunk infrastructure costs provide by Redland Water are detailed in Table 10-5. Note that the charges detailed in Table 10-5 do not make an allowance for stormwater trunk infrastructure.

Table 10-5 Total Trunk Infrastructure Charges Estimates

Item	Unit	Rate	Cost (\$m)
Pump Station	25 kL	\$194,042.03	\$0.19
Mechanical, Electrical, Pipework & Valves	100 kW	\$1,165,252.39	\$1.17
Rising Main	2,159 m	\$888.45	\$1.92
Gravity Trunk	4,000 m	\$1,459.76	\$5.84
Cleveland WWTP Upgrade	5,000 EP	\$2,500.00	\$12.50
Water Main	2,209 m	\$1,020.07	\$2.25
Items Sub-total			\$23.87
Contingencies			\$7.16
Total			\$31.03

Source: Redland Water, 2020

Our assessment also considered the infrastructure charges for industrial activity within the STPFGA, based on the Redland Adopted Infrastructure Charges Resolution (No. 3.1), 2020. It was assumed that ultimately the uses within the investigation area are likely to be evenly split between low impact industry and medium impact industry uses.

The Redland Adopted Infrastructure Charges Resolution stipulates that for areas of site cover (regardless of the industry type) the trunk infrastructure charges are \$52.00 per demand unit of gross floor area. In addition to trunk infrastructure there is also a stormwater trunk infrastructure charge of \$10.50 (regardless of industry type) payable on each demand unit of sqm of impervious area.

In order to apply these rates to the investigation area, an assumption must be made as to the proportion of site cover on the allotments (by industry type). The analysis has made the following assumptions:

- Low impact industry uses: Average site cover of 60%; and
- Medium impact industry uses: Average site cover of 40%.

This analysis identified an indicative infrastructure charge cost of \$39.31 million, higher than the trunk infrastructure costs identified by Redland Water. Therefore, our analysis has conservatively adopted the higher trunk infrastructure costs to be payable by the developer.

Table 10-6 details the assumptions made and the application of the trunk infrastructure and stormwater changes to the investigation area.

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Table 10-6 Details of Assumptions Made and Total Charges

Assumptions and Rates	
Total sqm	1,250,000
Proportion Light industry	50%
Proportion Medium impact	50%
Site Cover Light Industry	60.0%
Site Cover Medium Impact	40.0%
Stormwater Area Light Industry	40.0%
Stormwater Area Medium Impact	60.0%
Prescribed under Planning Regulation (\$ per sqm)	
Trunk infrastructure networks other than stormwater	\$52.40
Stormwater trunk infrastructure network	\$10.50
Land subject to trunk infrastructure (sqm)	
Light Industry	375,000
Medium Impact	250,000
Total	625,000
Land subject to stormwater trunk (sqm)	
Light Industry	250,000
Medium Impact	375,000
Total	625,000
Trunk Infrastructure Cost (\$m)	\$32.75
Stormwater Infrastructure Cost (\$m)	\$6.56
Total infrastructure Charge (\$m)	\$39.31

Source: Redland Adopted Infrastructure Charges Resolution (No. 3.1) and CDM Smith Analysis (2020)

10.3.3 Internal and External Site Works

The internal and external site works incurred in developing the land for industrial and MIBA purposes was derived from previous projects which are similar in nature, located throughout SEQ. This assessment has identified that internal and external site works typically cost in the order of \$60 - \$80 per square metre of industrial allotments.

Our assessment has assumed that internal and external site works cost approximately \$75 per square metre and are incurred in full at the time of site establishment. The internal and external site works costs include an allowance to bring trunk electricity and ICT infrastructure to the estate.

This is likely to represent a conservative assumption as property developers would tend to stage their development, as opposed to completing all internal and external site works in the year prior to the sale of allotments.

Our assessment has assumed the following internal and external site work costs:

- Industrial allotments: \$56.25 million (in Year 0); and
- MIBA allotments: \$37.50 million (in Year 9).

Based on this information a total price per square metre for the internal and external works of the development was calculated at \$75 per sqm. The total industrial area will be approximately 750,000 sqm. Therefore, by applying the total price per square metre to the size of the development the total internal and external site works cost of \$56.3 million.

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The same price per square metre was applied to the internal and external works of the MIBA precinct which will be approximately 500,000 sqm in size. This yields a total cost of \$37.5 million, which is anticipated to occur in Year 9 of the project.

10.3.4 Selling Costs

The assessment has assumed that selling costs represent 7.5% of the estimate sales price for the industrial and MIBA allotments over the life of the project.

Based on this assumption, total selling costs over the life of the project are estimated at \$32.8 million. These costs have been apportioned based on the assumed lot take-up and development over the twenty-year time horizon.

10.3.5 Financing Costs

In determining indicative financing costs for a prospective developer, the analysis has made the following assumptions:

- Loan to value ratio (LVR) of 70%;
- Interest rate of 7.5%¹⁰; and
- Repayment term of ten years, with monthly payment terms.

Based on the above assumptions, total financing costs incurred with each part of the development area as follows:

- Industrial: Total financing cost of \$157.21 million; and
- MIBA: Total financing cost of \$38.70 million.

Table 10-7 details the total financing costs associated with the development of industrial land and the MIBA precinct.

Table 10-7 Total Financing Cost Associated with the Industrial Development and the MIBA Precinct

	Industrial	MIBA
LVR	70%	70%
Amount not borrowed (\$m)	\$47.30	\$11.64
Amount borrowed (\$m)	\$110.37	\$27.17
Interest Rate	7.50%	7.50%
Term (months)	120	120
Repayment (\$m)	\$1.31	\$0.32
Total Paid (\$m)	\$157.21	\$38.70
Interest to be paid (\$m)	\$46.84	\$11.53

Source: CDM Smith Analysis (2020)

10.4 Project Benefits

The project benefits identified for the potential development of the investigation area were:

- Sale of industrial allotments; and
- Sale of MIBA allotments.

¹⁰ Currently, the base lending rate is approximately 4%, with the premium on commercial loans typically in the order of 2.5% to 3.5%. Based on this assumption, the appropriate interest rate is approximately 6.5% to 7.5%. Our assessment has conservatively assumed the appropriate rate for financing is 7.5%.

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The take up of allotments is a key driver of the sales value achieved for industrial and MIBA allotments within the precinct.

10.4.1 Assumed Take Up of Allotments

The assumed take-up of the industrial and MIBA land was estimated through the analysis of similar projects throughout SEQ in addition to the supply and ongoing demand of similar land over the course of twenty years.

The industrial land in the investigation area is anticipated to serve the Redland City market and capture most of the demand for vacant industrial land in the City. The take up of industrial land is assumed to be five hectares per annum in Years 2 to 15 of the project.

The MIBA precinct is expected to service the broader SEQ market. Currently there is significant MIBA land still available in the region. The total area of the existing MIBA precincts vacant land is not expected to meet the demand in the medium to long term, and therefore it is expected that development of such a precinct in the STPFGA would not occur until Year 9, with take-up of allotments to occur between Year 10 and Year 20, increasing from two hectares per annum to seven hectares per annum.

The industrial land demand calculated in Section 9 details there will need for an additional 74.6 hectares of zoned industrial allotments within Redland City by 2041. As this is a feasibility assessment, there is no certain start date for the potential development of the investigation area. However, for the 74.6 hectares deficit of industrial land to be satisfied by 2041, at these assumed take-up rates, development of the industrial land in the investigation area would need to begin in 2025.

Table 10-8 details the take-up of industrial and MIBA allotments in hectares per year of the development.

Table 10-8 Assumed Take-up of Land by Year (ha), Industrial Allotments and MIBA Allotments, Year 1 to Year 20

	Year									
	1	2	3	4	5	6	7	8	9	10
Industrial (hectares)	3	5	5	5	5	5	5	5	5	5
MIBA (hectares)	-	-	-	-	-	-	-	-	-	2
	Year									
	11	12	13	14	15	16	17	18	19	20
Industrial (hectares)	5	5	5	5	5	2	-	-	-	-
MIBA (hectares)	3	3	3	3	5	5	5	7	7	7

Source: CDM Smith Analysis (2020)

10.4.2 Sale of Industrial Allotments

The project benefits associated with the sale of industrial allotments in the investigation area were calculated by applying an average sale price to the assumed take-up rate outlined in Table 10-9.

Based on historic sales data, vacant industrial land sales within the Cleveland Industrial Area (similar in nature to the potential STPFGA use) were achieving prices typically in the order of \$200 - \$350 per sqm over the past decade, with a median sales price of \$362 per sqm. For the purpose of this CBA, it was assumed that industrial allotments within the STPFGA would achieve a sales price of approximately \$350 per sqm.

Over the life of the project, this represents a total sales price of \$262.50 million for the industrial allotments.

The sales transactions used to inform this assumption are detailed in Table 10-9.

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Table 10-9 Vacant Land Sales in Cleveland Industrial Area, 2009 to 2019

Street Display	Locality	Sale Price (\$m)	Area	\$ per sqm	Sale Year
21/23-31 Weipinn St	Cleveland	\$3.53	1,993	\$1,769	2019
0 Enterprise St	Cleveland	\$0.88	2,168	\$406	2010
13-17 Enterprise St	Cleveland	\$1.21	3,190	\$379	2017
9-17 Enterprise St	Cleveland	\$1.16	3,190	\$362	2010
21 to 27 Enterprise St	Cleveland	\$1.27	5,431	\$233	2011
36 Enterprise St	Cleveland	\$2.20	7,013	\$314	2014
25 to 31 Weipinn St	Cleveland	\$10.10	50,450	\$200	2009
Median	-	\$1.27	3,190	\$362	-

Source: PriceFinder (2020)

10.4.3 Sale of MIBA Allotments

The project benefits associated with the sale of MIBA allotments in the STPGA were calculated by applying an average sale price to the assumed take-up rate outlined in Section 10.4.1.

Over the past decade, the sale of vacant MIBA land in SEQ has ranged between \$271 to \$426 per sqm across various lot sizes, with a median sale price of \$325 per sqm achieved over the past decade. Typically, the median sales price per square metre is highest for properties which are less than half a hectare within an established precinct.

Based on this information, this CBA has adopted a \$325 per sqm price for land within the MIBA precinct. Over the life of the project, this represents a total sales price of \$175.0 million for MIBA allotments.

The sales transactions data used to inform this assumption are detailed in Table 10-10.

Table 10-10 Vacant Land Sales in Industrial Areas and MIBA Precincts in SEQ, by lot size, 2009 to 2019

Lot size	Median Sale Price	Median \$ per sqm
Less than 0.5 Hectares	\$863,500	\$426
Between 0.5 and 1 Hectares	\$2,090,000	\$309
Between 1 and 2 Hectares	\$5,571,720	\$325
Between 2 and 4 Hectares	\$9,000,000	\$271
Over 4 Hectares	\$14,010,920	\$308
Overall Median	\$4,235,000	\$325

Source: PriceFinder (2020)

10.5 Assumptions

10.5.1 Project Life

It is assumed that the development and establishment of industrial allotments will occur in Year 0, with the development and establishment of MIBA allotments to occur in Year 9. The assumed project life of the development (both industrial allotments and the MIBA precinct) is twenty years.

10.5.2 Discount Rates

Present values of project costs and benefits are calculated using a discount rate which equates future with present values. Since all costs and benefits are articulated in real dollars, the discount rates used in this analysis are real (as opposed to nominal) discount rates.

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A range of discount rates are used by government assessment agencies for the purposes of project evaluation as summarised in Table 10-11 below. This analysis has presented the results of the cost benefit analysis for discount rates of 4%, 6%, 7% and 10%, which are consistent with the range of discount rates used by Infrastructure Australia.

Given that the project is for a commercial and public improvement, a 4% real discount rate is considered most appropriate for the assessment.

Table 10-11 Alternative Discount Rates Adopted by Australian and State Government Agencies

Agency	Real Discount Rate	Notes
NSW	7%	Sensitivity range of 4% to 10%
Infrastructure Australia	4% & 7%	-
Victoria	7%	For roads
Productivity Commission	8%	-
Office of Best Practice Regulation (Commonwealth)	7%	Sensitivity range of 3% to 11%

Note: Queensland Treasury does not identify a test discount rate. In the past, the Queensland Government adopted a test discount rate of 6% but today Queensland based CBAs adopt Infrastructure Australia test rates.

10.6 Costs and Benefits Schedule

Table 10-12 outlines the costs and benefits of the potential development of the investigation area, based on the cost and benefit assumptions outlined in Sections 10.3 and 10.4 of this report.

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Table 10-12 Cost Benefit Schedule, Year 1 to Year 20 (\$m)

	Year																					
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
Costs (\$m)																						
Purchase of existing land use	\$58.7																					
Transfer duty payable	\$3.4																					
Trunk Infrastructure Costs (all upfront)	\$39.3																					
Internal and External Site Works	\$56.3									\$37.5												
Selling Costs		\$0.8	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.8	\$2.1	\$2.1	\$2.1	\$2.1	\$2.6	\$1.8	\$1.3	\$1.8	\$1.8	\$1.8	
Financing Costs	\$7.3	\$7.4	\$6.8	\$6.1	\$5.4	\$4.6	\$3.8	\$2.8	\$1.8	\$2.5	\$1.8	\$1.7	\$1.5	\$1.3	\$1.1	\$0.9	\$0.7	\$0.5	\$0.2	\$0.0	\$0.0	
Subtotal	\$163.9	\$7.1	\$7.1	\$6.6	\$5.9	\$5.3	\$4.5	\$3.7	\$2.9	\$41.0	\$3.4	\$3.5	\$3.4	\$3.2	\$3.1	\$3.4	\$2.4	\$1.7	\$2.0	\$1.8	\$1.8	
Benefits (\$m)																						
Sale of Industrial Allotments	\$0.0	\$10.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$7.0	\$0.0	\$0.0	\$0.0	\$0.0	
Sale of MIBA Allotments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.0	\$10.5	\$10.5	\$10.5	\$10.5	\$17.5	\$17.5	\$17.5	\$24.5	\$24.5	\$24.5	
Subtotal	\$0.0	\$10.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$24.5	\$28.0	\$28.0	\$28.0	\$28.0	\$35.0	\$24.5	\$17.5	\$24.5	\$24.5	\$24.5	
Net Benefit	-\$163.9	\$3.4	\$10.4	\$10.9	\$11.6	\$12.2	\$13.0	\$13.8	\$14.6	-\$23.5	\$21.1	\$24.5	\$24.6	\$24.8	\$24.9	\$31.6	\$22.1	\$15.8	\$22.5	\$22.7	\$22.7	

Source: CDM Smith Analysis (2020)

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10.7 Results

Results of the cost benefit analysis are reported for the main case and four alternative scenarios. The main case adopts all assumptions and estimates outlined in previous sections of the report. The cost benefit analysis of the main case uses the costs and benefits schedule outlined in Table 10-12 above.

The alternative scenarios assume:

- Scenario 1: 10% increase in project costs;
- Scenario 2: 10% reduction in revenue;
- Scenario 3: A 10.0% increase in costs and a 10.0% decrease in benefits; and
- Scenario 4: An increase in financing interest rates to 9.5%.

Cost benefit analysis results reported include:

- Present value (PV) of project costs: the discounted value of the project cost stream;
- Present value of (PV) of project benefits: the discounted value of the project benefit stream;
- Net present value (NPV): the difference between the present value of benefits and present value of costs (a positive NPV indicates that the project is economically positive at the given discount rate);
- Benefit Cost Ratio (BCR): the relationship between the relative costs and benefits of a project;
- Internal Rate of Return (IRR): the measure used to estimate the profitability of a capital investment, excluding any external factors such as inflation or financial risks;
- Simple Development Margin (SDM): measures the potential margin of the development, excluding any external factors; and
- Simple Development Profit (SDP): measures the potential profit of the development, excluding any external factors.

The calculation of the simple development margin and simple development profit provides a clear and concise analysis for a project and is typically applied for projects with a short time horizon (typically over two to three years). The development of the STPFGA is likely to occur over a longer time horizon, hence the presentation of both the simple development margin and the internal rate of return (which is based on discounted cash flow analysis).

10.7.1 Summary of Results

Under the real value of the costs and benefits detailed in the preceding sections the simple development margin is approximately 52.8%, with an estimated simple development profit of \$151.15 million. Under the 4.0% discount rate the project records a positive NPV, and BCR above one. However, at the 7% and 10% discount rate, the project has a negative NPV and a BCR of below one. Overall, the project provides an internal rate of return of 5.6%.

Table 10-13 presents a summary of assessment conducted for the main case under the discount rates of 4%, 7% and 10% over the course of the project.

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Table 10-13 Summary of Main Case Cost Benefit Analysis Results (\$m)

	Real Value	Real Discount Rate		
		4%	7%	10%
Costs (\$m)				
Land Acquisition Costs				
Purchase of existing land use	\$58.75	\$58.75	\$58.75	\$58.75
Transfer duty payable	\$3.36	\$3.36	\$3.36	\$3.36
Trunk Infrastructure Costs (all upfront)	\$39.31	\$39.31	\$39.31	\$39.31
Internal and External Site Works	\$93.75	\$92.31	\$91.30	\$90.34
Selling Costs	\$32.81	\$21.38	\$16.13	\$12.55
Financing Costs	\$58.37	\$48.76	\$43.46	\$39.28
Subtotal	\$286.35	\$254.15	\$237.65	\$225.40
Benefits (\$m)				
Sale of Industrial Allotments	\$262.50	\$191.58	\$155.22	\$128.27
Sale of MIBA Allotments	\$175.00	\$93.43	\$59.80	\$39.05
Subtotal	\$437.50	\$285.00	\$215.02	\$167.31
Net Project Cost	\$151.15	\$30.86	-\$22.63	-\$58.09
NPV	-	\$30.86	-\$22.63	-\$58.09
BCR	-	1.12	0.90	0.74
IRR	-	5.6%		
SDM	52.8%	-	-	-
SDP	\$151.15	-	-	-

Source: CDM Smith Analysis (2020)

10.7.2 Sensitivity and Scenario Testing

To provide a robust assessment of the project, four alternative scenarios have been considered, as outlined below:

- Scenario 1: 10.0% increase in all project costs;
- Scenario 2: 10.0% decrease in all project benefits;
- Scenario 3: Combined 10.0% increase in costs and a 10.0% decrease in benefits; and
- Scenario 4: Interest rate on developer finance increased to 10%.

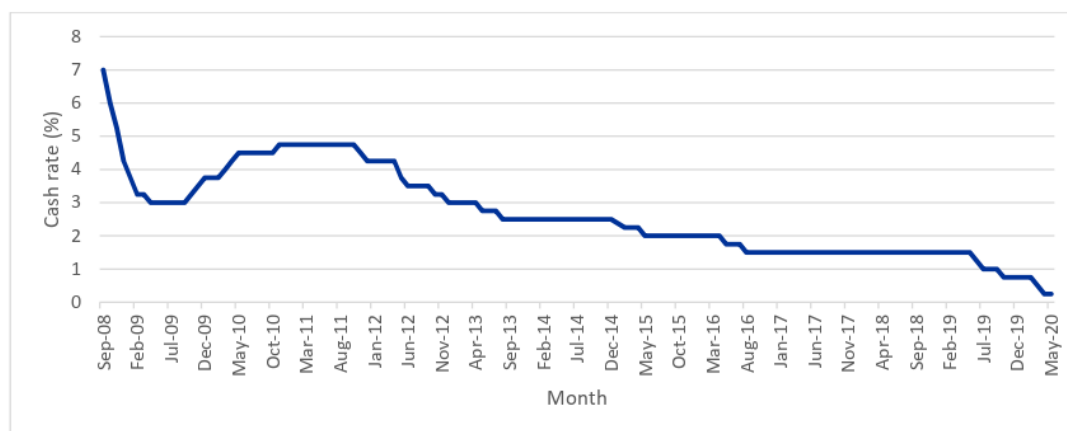
A key factor influencing the outcome of the development feasibility assessment is the cost of capital, hence the inclusion of Scenario 4. It is recognised that the development of the STPFGA is likely to take time, given the land assembly required by a prospective developer.

The cash rate has consistently remained below 4% since mid-2012, with a low interest rate environment considered likely in the short to medium term, particularly with the global coronavirus outbreak in 2020. The interest rate on developer finance at 10% represents an upper term estimate of the cost of capital.

Figure 10-3 outlines the RBA cash rate between September 2008 and May 2020.

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Figure 10-3 RBA Cash Rate, September 2008 to May 2020



Source: Reserve Bank of Australia (2020)

10.7.2.1 Scenario 1: 10% Increase in Costs

Under this scenario an additional 10.0% was added to each cost associated with the delivery of this project. With the increase of costs, the SDM and the SDP real values have decreased. Additionally, the development has a BCR of greater than one and a positive NPV at a 4.0% real discount rate, with an internal rate of return of 4.3%.

Table 10-14 presents a summary of assessment conducted for Scenario 1 under the discount rates of 4%, 7% and 10% over the course of the project.

Table 10-14 Summary of Scenario 1 Cost Benefit Analysis Results (\$m)

	Real	Real Discount Rate		
		4%	7%	10%
Costs (\$m)	\$314.99	\$279.56	\$261.41	\$247.94
Benefits (\$m)	\$437.50	\$285.00	\$215.02	\$167.31
Net Benefit (\$m)	\$122.51	\$5.44	-\$46.39	-\$80.63
NPV	-	\$5.44	-\$46.39	-\$80.63
BCR	-	1.02	0.82	0.67
IRR	-	4.3%		
SDM	38.9%	-	-	-
SDP	\$122.51	-	-	-

Source: CDM Smith Analysis (2020)

10.7.2.2 Scenario 2: 10% Decrease in Revenue

Scenario 2 involves a decrease in the revenue detailed in Section 10.2 of 10.0% over the project timeline. This scenario yields similar results to Scenario 1, in which the SDM and the SDP real values have decreased, and the development only maintains a positive NPV and a BCR of above one at the 4.0% discount rate, with an internal rate of return of 4.1%.

Table 10-15 presents a summary of assessment conducted for Scenario 2 under the discount rates of 4%, 7% and 10% over the course of the project.

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Table 10-15 Summary of Scenario 2 Cost Benefit Analysis Results (\$m)

	Real	Real Discount Rate		
		4%	7%	10%
Costs (\$m)	\$286.35	\$254.15	\$237.65	\$225.40
Benefits (\$m)	\$393.75	\$256.50	\$193.52	\$150.58
Net Benefit (\$m)	\$107.40	\$2.36	-\$44.13	-\$74.82
NPV	-	\$2.36	-\$44.13	-\$74.82
BCR	-	1.01	0.81	0.67
IRR	-	4.1%		
SDM	37.5%	-	-	-
SDP	\$107.40	-	-	-

Source: CDM Smith Analysis (2020)

10.7.2.3 Scenario 3: 10.0% Increase in Costs and a 10% Decrease in Benefits

Scenario 3 is the combination of Scenario 1 and Scenario 2, in that there is both a 10.0% increase in costs and a 10.0% decrease in benefits. Under this scenario the project is not considered feasible at the 4.0%, 7.0% and the 10.0% real discount rate. The SDM is now significantly lower than was previously calculated and the SDP under this scenario is also lower than demonstrated in the main case. The internal rate of return under this scenario drops to 2.9%, with the BCR less than one for all discount rates analysed.

Table 10-16 presents a summary of assessment conducted for Scenario 3 under the discount rates of 4%, 7% and 10% over the course of the project.

Table 10-16 Summary of Scenario 3 Cost Benefit Analysis Results (\$m)

	Real	Real Discount Rate		
		4%	7%	10%
Costs (\$m)	\$314.99	\$279.56	\$261.41	\$247.94
Benefits (\$m)	\$393.75	\$256.50	\$193.52	\$150.58
Net Benefit (\$m)	\$78.76	-\$23.06	-\$67.90	-\$97.36
NPV	-	-\$23.06	-\$67.90	-\$97.36
BCR	-	0.92	0.74	0.61
IRR	-	2.9%		
SDM	25.0%	-	-	-
SDP	\$78.76	-	-	-

Source: CDM Smith Analysis (2020)

10.7.2.4 Scenario 4: An increase in financing interest rates to 10%

The fourth scenario simulates a high-interest scenario where a potential investor is not able to secure the necessary funds at the desired interest rate. A financing rate of 10% has been adopted to gain a clear understanding of the feasibility of this project in a high interest environment. Under this scenario, the SDM is 41.8%, with a SDP of \$128.95 million. The project provides a BCR above one under a real discount rate of 4%, with an internal rate of return of 4.6%.

Table 10-17 presents a summary of assessment conducted for Scenario 4 under the discount rates of 4%, 7% and 10% over the course of the project.

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Table 10-17 Summary of Scenario 4 Cost Benefit Analysis Results (\$m)

	Real	Real Discount Rate		
		4%	7%	10%
Costs (\$m)	\$308.55	\$272.69	\$254.17	\$240.33
Benefits (\$m)	\$437.50	\$285.00	\$215.02	\$167.31
Net Benefit (\$m)	\$128.95	\$12.32	-\$39.15	-\$73.02
NPV	-	\$12.32	-\$39.15	-\$73.02
BCR	-	1.05	0.85	0.70
IRR	-	4.6%		
SDM	41.8%	-	-	-
SDP	\$128.95	-	-	-

Source: CDM Smith Analysis (2020)

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The assessment has identified the following employment generating uses are considered suitable for the STPFGA:

- Industrial land allotments to accommodate a range of low to medium impact industry activity – 75 hectares of allotments;
- MIBA allotments in the medium term, so as not to compromise commercial office take up in the Capalaba and Cleveland principal activity centres in the short term – 50 hectares of allotments; and
- Intensive horticulture uses within Precinct 3, recognising Redland City Council is developing an emerging strength within this sector through the range of research and development activity already underway at the Redlands Research Facility.

It is envisaged that the industrial and MIBA allotments are likely to be taken up by a mix of traditional industrial uses of a low to medium impact nature. With the emergence of the intensive horticulture sector in Redland City, it is also envisaged that the designation of this land could attract affiliated industrial sectors to support intensive horticulture activity, particularly within the manufacturing sector (e.g. specialist component manufacturing and food product manufacturing). It is also understood that several universities have a range of projects based in Redland City, mostly concentrated around the Redlands Research Facility. The MIBA precinct could also ultimately accommodate a small-scale training and education facility, although this is likely to represent at best a medium to long term opportunity.

This high-level feasibility assessment has identified that it would be feasible for a single developer to develop land within the STPFGA to accommodate industrial and MIBA uses in a low interest rate environment, based on conservative assumptions, including a 20-year project life. However, in a higher interest rate environment, the returns on the development may be perceived as insufficient relative to other opportunities. To encourage land assembly to occur within the STPFGA in the short to medium term, the planning intent for the STPFGA needs to clearly articulate that the precinct is for industrial and MIBA uses, with intensive horticulture a desired use within the southern part of the STPFGA, to provide certainty to a prospective developer.

Precinct 3 of the STPFGA would be best suited to intensive horticultural purposes due to the limited land fragmentation, existing uses and availability of open space. Intensive horticultural production within the STPFGA is anticipated to be centred around the production of hydroponic fruits and vegetables, such as strawberries and leafy greens, capitalising on the existing regional strength in the production of these goods.

It is imperative to ensure that the land use intents do not constrain development within the STPFGA, particularly within new and emerging sectors supporting the intensive horticulture sector or bespoke manufacturers. It is recommended that the planning scheme provisions are reviewed to facilitate a broad range of industrial activity within the STPFGA, rather than immediately classifying the use as a high impact industry based on the activity type, particularly if offsite impacts are minimal or can be mitigated or the scale of the business activity significantly reduces offsite impacts. This approach would potentially mean more industrial uses are likely to be a code assessable, rather than impact assessable development, reducing the barriers for investment. Other approaches Council should consider include amending the tables of assessment or establishing specific use codes to streamline assessment processes for uses that are considered compatible with the underlying zone intent.

Approaches have been made to Redlands Investment Corporation in relation to a 'smart farm' with ancillary uses, including research and development, education facilities, tourism activities and a retail shop. Based on our assessment, this use is likely best positioned within Precinct 3 of the STPFGA. Council will need to consider the appropriateness of mixed-use developments within the intensive horticulture space and whether this would be supportable given the scenic amenity constraint within the precinct.

The above suggestions for land use within the STPFGA will assist Redland City to combat low employment retention rates and will generate further interest in the area. If used appropriately, the STPFGA will expand the City's industrial profile, providing new opportunities for a broader range of industrial activities and employment in Redland City. The STPFGA will also expand the agricultural profile, providing a diverse range of opportunities to service nearby

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metropolitan areas. Due to these benefits the STPFGA has the potential to form an integral part of Redland City's ongoing growth.

Section 12 References

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Section 12 References

Following the completion of the Southern Thornlands Potential Future Growth Area (STPFGA) Economic Feasibility Assessment, Council had CDM Smith undertake a detailed review of industrial land demand estimates for the City. These revised estimates consider an alternative scenario to the employment projections by industry sector prepared by the Queensland Treasury to inform the South East Queensland Regional Plan (ShapingSEQ). This information is contained in Section 13 (Addendum).

Section 13 Addendum: Revised Industrial Land Demand Estimates

Section 13 Addendum: Revised Industrial Land Demand Estimates

Industrial land demand estimates prepared for the Southern Thornlands Economic Feasibility Assessment relied on Queensland Government Statistician's Office (QGSO) estimates of employment by industry at the single digit ANZSIC level, augmented to the two digit ANZSIC level, based on the 2016 Census distribution of employment within each one digit ANZSIC sector. In the preparation of these estimates, it was identified that the construction services sector was a key driver of future industrial land demand in Redland City Council, accounting for 63.2 hectares or 55.6% of industrial land demand in the 2018-19 to 2040-41 period.

The purpose of this addendum is to undertake a detailed review and revise (if required) industrial employment projections and associated land demand for Redland City, focusing on construction services employment growth. These projections have been compared to the ShapingSEQ industrial employment planning baseline, which provides possible future employment growth based on available information. The employment baseline figures of ShapingSEQ provide the minimum for the purposes of local government land use and infrastructure planning.

As requested by Redland City Council, revised incremental industrial demand estimates have been presented utilising 2020-21 as a base year and compares the outcomes of this analysis to what was undertaken as part of the Southern Thornlands Economic Feasibility Assessment.

Consideration has also been given to existing and future planned industrial land supply across Redland City that can accommodate this demand, including vacant industrial land identified in the Land Supply and Development Monitoring report (State Government), within the proposed MIBA precinct and the transport precinct within the Southern Thornlands Potential Future Growth Area. High level comment has also been provided on the appropriateness of centres zoned land to accommodate the demand for service industry uses.

ShapingSEQ Employment Planning Baselines

ShapingSEQ discusses employment planning baselines, which are to be used in local land use and infrastructure planning as a minimum level of provision and State and regional providers for infrastructure planning and service delivery. Employment within these sectors is recognised as a minimum level of provision as there are parts of other industry sectors that utilise industrial land. It is important to note that the SEQ Regional Plan employment baseline for industrial employment does not include any construction sector employment (including construction services sector employment). On the other hand, the industrial employment forecast for Redland City presented in the Southern Thornlands Economic Feasibility Assessment identifies the construction services sector as a key driver of industrial employment. Additionally, non-industrial uses are also contained within industrial areas to provide services to workers within an industrial precinct, such as cafes and takeaway food and indoor sport and recreational facilities.

Employment projections prepared by the Queensland Government Statistician's Office (QGSO) have been used to determine the employment planning baselines, with the following single digit ANZSIC categories classified as industrial land uses:

- Manufacturing;
- Wholesale trade; and
- Transport, postal and warehousing.

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Based on the land use definition, industrial employment within Redland City is anticipated to increase from 7,172 employees in 2020-21 to 8,234 employees in 2035-36. Assuming an average employment density of 30 employees per hectare¹¹, this translates to the need for an additional 35.4 hectares of industrial allotments in Redland City between 2020-21 and 2035-36. This estimate represents the future industrial land demand that is required to meet the SEQ Regional Plan minimum industrial baseline of 15 years supply that is zoned for industrial purposes and able to be serviced. .

In the preparation of industrial land demand estimates to inform the Southern Thornlands Economic Feasibility Assessment, the employment sectors included in the definition of industrial activity was expanded from those used in the SEQ Regional Plan to capture activity within the construction and repair and maintenance sectors, uses that typically locate on industrial land. It is our view that this broader definition of industry more fully captures industrial land demand within a given region. This approach is also recognised in the Land Supply and Development Monitoring technical notes as providing a more refined assessment of industrial employment demand. Our assessment did not make allowance for non-industrial uses locating on industrial land, hence represent conservative demand estimates.

Table 13-1 summarises the industrial land use definition as considered in our assessment at the single digit and two digit ANZSIC level.

Table 13-1 Industrial Land Use Definition at One and Two Digit ANZSIC Sectors

One Digit Sector	Two Digit ANZSIC Sectors
Manufacturing	<ul style="list-style-type: none"> • Beverage and Tobacco Product Manufacturing • Food Product Manufacturing • Wood Product Manufacturing • Pulp, Paper and Converted Paper Product Manufacturing • Petroleum and Coal Product Manufacturing • Basic Chemical and Chemical Product Manufacturing • Polymer Product and Rubber Product Manufacturing • Non-Metallic Mineral Product Manufacturing • Primary Metal and Metal Product Manufacturing • Machinery and Equipment Manufacturing • Fabricated Metal Product Manufacturing • Transport Equipment Manufacturing • Furniture and Other Manufacturing • Textile, Leather, Clothing and Footwear Manufacturing • Printing (including the Reproduction of Recorded Media) • Publishing (except internet and music publishing)
Construction	<ul style="list-style-type: none"> • Construction Services
Other Services	<ul style="list-style-type: none"> • Repair and Maintenance
Transport, Postal and Warehousing	<ul style="list-style-type: none"> • Warehousing and Storage Services • Road Transport • Rail Transport • Transport Support Services • Postal and Courier Pick-up and Delivery Services

¹¹ The average employment density applied in this calculation is based on the projected composition of industrial activity within Redland City, and employment density ratios at the two digit ANZSIC level compiled from comprehensive surveys of over 450 industrial businesses throughout the SEQ region.

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One Digit Sector	Two Digit ANZSIC Sectors
Wholesale Trade	<ul style="list-style-type: none"> Basic Material Wholesaling Machinery and Equipment Wholesaling Motor Vehicle and Motor Vehicle Parts Wholesaling Grocery, Liquor and Tobacco Product Wholesaling Other Goods Wholesaling

Revised Industrial Land Demand Estimates – Redland City

As already mentioned, a preliminary review by Council identified issues with the employment projections based on employment data published by economy id in relation to the scale of growth anticipated within the construction trade services sector, which represents that part of the construction industry that typically occupies industrial land.

Revised industrial land demand estimates for Redland City have been prepared based on adjusted construction employment estimates presented in Table 8 of this addendum. Our assessment accepts the QGSO estimates of projected employment and industrial land demand for all other industrial sectors, as presented in the Economic Feasibility Assessment for Southern Thornlands Potential Future Growth Area (June 2020) and summarised below in Table 13-2.

Table 13-2 Projected Employment Accommodated on Industrial Land and Industrial Land Demand in Redland City (excluding construction services), 2015-16 to 2040-41

	2015-16	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
Projected Industrial Employment	7,630	7,821	7,955	8,265	8,632	9,007	9,428
Projected Industrial Land Demand	248.5	254.8	259.3	269.2	280.8	292.3	305.2

However, it is recognised that the timeline in which these employment projections and consequent industrial land demand are achieved may occur over a longer timeframe than indicated by the QGSO estimates, particularly given the influence of COVID-19 subsequent to the preparation of the QGSO employment projections.

Additionally, the job losses incurred as a result of COVID-19 are likely to create latent capacity for job growth in the future and thus a reduced demand for industrial land demand in the short to medium term.

Projected Employment in Construction – QGSO Estimates

QGSO estimates indicate that construction employment in Redland City is projected to increase from 5,298 persons in 2010-11 to 9,960 persons in 2040-41, representing average annual growth of 2.1% per annum. Employment growth in the construction sector is anticipated to exceed the total annual rate of employment growth in Redland City, with total employment increasing from 44,781 persons in 2010-11 to 69,193 persons in 2040-41, or by 1.5% per annum.

In South East Queensland, employment growth in the construction sector in the 2010-11 to 2040-41 period is anticipated to occur at the same rate as total employment growth (both recording overall employment growth of 1.7% per annum).

Table 13-3 summarises the projected employment in construction employment and total employment in Redland City and South East Queensland between 2010-11 and 2040-41.

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Table 13-3 Projected Construction and Total Employment, Redland City Council and SEQ, 2010-11 to 2040-41

Employment Sector	2010-11	2015-16	2020-21	2025-26	2030-31	2035-36	2040-41	Ave. Ann. Growth, 2010-11 to 2040-41
Redland City Council								
Construction	5,298	5,782	7,861	8,863	9,416	9,733	9,960	2.1%
Total Employment	44,781	47,284	52,177	56,736	61,164	65,168	69,193	1.5%
Construction as % of Total Employment	11.8%	12.2%	15.1%	15.6%	15.4%	14.9%	14.4%	-
SEQ								
Construction	145,389	135,204	177,386	199,890	215,420	228,531	241,124	1.7%
Total Employment	1,580,881	1,649,081	1,815,896	1,992,047	2,186,574	2,387,190	2,600,502	1.7%
Construction as % of Total Employment	9.2%	8.2%	9.8%	10.0%	9.9%	9.6%	9.3%	-

Source: QGSO

Of particular interest in the rate of construction employment growth in the 2015-16 to 2020-21 period for both areas, where growth is anticipated to be significantly higher than all other five year time periods analysed. It is understood that construction employment projections prepared by QGSO were informed by a list of significant investment projects that were completed, under construction or committed at the time of compilation.

It is possible that these projections assumed that all projects would proceed and create additional employment, whereas in reality some projects may have since been deferred or to be delivered over a longer timeframe. Additionally, these projects may have a higher reliance on the existing construction workforce than assumed by the QGSO employment projections, through the utilisation of overtime, rather than employing additional staff.

In Redland City, employment growth in the construction sector in the 2015-16 to 2020-21 period is anticipated to be 6.3% per annum, as compared to overall employment growth for the same period of 2.0% per annum. Construction sector employment growth in South East Queensland is also anticipated to be significantly higher than overall employment growth in the 2015-16 to 2020-21 period, with average annual growth of 5.6% and 1.9%, respectively.

Table 13-4 summarises the projected average annual employment growth within the construction and all sectors for each five year period from 2010-11 to 2040-41, based on the QGSO employment projections.

Table 13-4 Average Annual Growth in Construction Employment, Redland City Council and SEQ, 2010-11 to 2040-41

Employment Sector	2011-16	2016-21	2021-26	2026-31	2031-36	2036-41	2011-41
Redland City Council							
Construction	1.8%	6.3%	2.4%	1.2%	0.7%	0.5%	2.1%
Total Employment	1.1%	2.0%	1.7%	1.5%	1.3%	1.2%	1.5%
SEQ							
Construction	-1.4%	5.6%	2.4%	1.5%	1.2%	1.1%	1.7%
Total Employment	0.8%	1.9%	1.9%	1.9%	1.8%	1.7%	1.7%

Source: QGSO

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The QGSO employment projections assume a relatively high rate of employment growth in the construction sector across South East Queensland in the 2015-16 to 2020-21 period, with the rate of employment growth particularly high in Ipswich, Logan, Sunshine Coast, Somerset and Redland local government areas.

Table 13-5 summarises the projected growth in construction employment for selected local government areas in South East Queensland for each five year period between 2010-11 and 2040-41.

Table 13-5 Projected Construction Employment, Selected SEQ Councils, 2010-11 to 2040-41

	Logan	Redland	Ipswich	Somerset	Sunshine Coast	SEQ
Construction Employment						
2010-11	12,437	5,298	5,070	672	12,236	145,389
2015-16	13,155	5,782	4,634	592	11,944	135,204
2020-21	18,059	7,861	6,498	807	16,272	177,386
2025-26	20,842	8,863	7,656	937	18,653	199,890
2030-31	22,811	9,416	8,611	1,030	20,340	215,420
2035-36	24,729	9,733	9,468	1,113	21,776	228,531
2040-41	26,617	9,960	10,355	1,185	23,096	241,124
Ave. Ann. Employment Growth						
2011-2016	1.1%	1.8%	-1.8%	-2.5%	-0.5%	-1.4%
2016-2021	6.5%	6.3%	7.0%	6.4%	6.4%	5.6%
2021-2026	2.9%	2.4%	3.3%	3.0%	2.8%	2.4%
2026-2031	1.8%	1.2%	2.4%	1.9%	1.7%	1.5%
2031-2036	1.6%	0.7%	1.9%	1.6%	1.4%	1.2%
2036-2041	1.5%	0.5%	1.8%	1.3%	1.2%	1.1%

Source: QGSO

Recent Trends in Construction Employment

The Australian Bureau of Statistics (ABS) publishes labour force data at the statistical area 4 (SA4) and above. Redland City Council falls within the Brisbane – East SA4. For comparative purposes, data has also been presented for the Greater Brisbane Greater Capital City Statistical Area (GCCSA) and Queensland. Our assessment has also considered construction employment estimates published by economy id for Redland City for the 2015-16 to 2018-19 period.

In the year ended May 2016 to year ended May 2020, employment growth in the construction sector has exceeded total employment growth in all areas analysed, with construction employment growth in the Brisbane – East SA4 (3.1% per annum) and Greater Brisbane GCCSA (3.4% per annum) significantly lower than in Queensland (4.3% per annum).

Table 13-6 summarises trends in employment in the construction sector and all sectors in the Brisbane – East SA4, Greater Brisbane GCCSA and Queensland between the year ended May 2016 and the year ended May 2020.

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Table 13-6 Employment Trends ('000 persons), Brisbane – East SA4, Greater Brisbane GCCSA and QLD, Year Ended May 2016 to Year Ended May 2020

	May 2016	May 2017	May 2018	May 2019	May 2020	Ave. Ann. Growth, 2016-20
Brisbane – East SA4						
Construction	13.7	14.6	19.3	18.1	15.5	3.1%
All Sectors	122.2	117.1	122.7	128.7	129.0	1.4%
Greater Brisbane GCCSA						
Construction	102.3	108.9	115.6	114.4	117.1	3.4%
All Sectors	1,179.1	1,196.2	1,231.3	1,256.4	1,272.4	1.9%
Queensland						
Construction	206.3	221.2	239.1	235.6	244.2	4.3%
All Sectors	2,352.1	2,365.6	2,434.1	2,493.8	2,527.4	1.8%

Source: ABS Labour Market data, extracted from Department of Education, Skills and Employment Labour Market Information Portal

According to economyid, employment growth in the construction sector post 2016 Census has lagged employment growth within the Redland City economy more broadly, as summarised in Table 13-7.

Table 13-7 Estimated Employment, Redland City, 2015-16 to 2018-19

	2015-16	2016-17	2017-18	2018-19	Ave. Ann. Growth, 2015-16 to 2018-19
Construction	5,863	6,142	6,556	5,952	0.5%
All Sectors	47,540	47,280	48,787	48,804	0.9%

Source: economyid estimates

The data captured in both series is unlikely to fully capture employment impacts on the construction sector associated with COVID-19. Employment estimates prepared by economy.id (COVID-19 Economic Impacts) suggest construction employment in Redland City has fallen by 205 persons (or 3.45%) in the June Quarter 2020 relative to the June Quarter 2019.

Adjusted Construction Employment Estimates

The information presented in the analysis above highlights that employment growth in the construction sector in Redland City is likely to occur at a slower rate than anticipated by the QGSO employment projections, even in the absence of COVID-19, with limited growth recorded since 2015-16.

In preparing our revised estimates of construction sector employment for Redland City, the following assumptions have been made:

- **Construction employment growth in the 2015-16 to 2018-19 period:** Our assessment has accepted the QGSO 2015-16 employment estimate for the construction sector of 5,782 persons, to provide a consistent base year across both datasets and recognising that the QGSO employment estimate is similar to the economyid estimate. Construction sector employment in 2018-19 has been assumed to be consistent with economyid estimates (5,952 persons);
- **Construction employment growth in the 2018-19 to 2020-21 period:** Construction employment growth within this period is anticipated to be subdued, given the impacts of COVID-19 on employment. As noted above, construction sector employment in Redland City was estimated to have fallen by 205 persons (or 3.45%) in the June Quarter 2020 relative to the June Quarter 2019, which likely represents the timeframe in which the

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quantum of jobs lost in the sector was most significant (due to restrictions). Our assessment has assumed employment remains stable between 2018-19 and 2020-21, which assumes employment levels in the first half of 2020-21 recover to 2018-19 levels;

- **Construction employment growth in the 2020-21 period to 2025-26 period:** It is anticipated that the rate of employment growth in this period would increase relative to the 2019-20 to 2020-21 period, based on the assumption that a vaccine is developed and that COVID-19 restrictions on business operations are removed in their entirety. As outlined above, our moderated assessment has assumed construction employment growth of 0.6% per annum in the 2015-16 to 2020-21 period. The QGSO employment estimates indicates that employment growth in the 2020-21 to 2025-26 is anticipated to be 2.4% per annum for Redland City, consistent with the SEQ average. Our moderated assessment has assumed construction sector employment growth in Redland City would be lower at 1.0% per annum in this period, consistent with the rate recorded in the 2010-11 to 2015-16 period, as identified by economyid; and
- **Construction employment growth in the 2025-26 to 2040-41 period:** The QGSO employment projections assume the rate of employment growth in construction employment in Redland City in the 2025-26 to 2040-41 period is lower relative to the 2015-16 to 2025-26 period, with the rate of construction employment growth highest in the 2025-26 to 2030-31 period at 1.2% per annum. We would accept the QGSO rates of employment growth in the construction sector in the 2025-26 to 2040-41 period, with the rate of construction employment growth typically similar to the projected rate of population growth in this period.

Table 13-8 summarises the assumed average annual rate of employment growth for the construction sector in each five year time period between 2015-16 and 2040-41.

Table 13-8 Assumed Average Annual Rate of Employment Growth in Construction Sector, Redland City Council, 2015-16 to 2040-41

Assumed Average Annual Rate of Employment Growth in Construction Sector	2015-16 to 2020-21	2020-21 to 2025-26	2025-26 to 2030-31	2030-31 to 2035-36	2035-36 to 2040-41
QGSO	6.3%	2.4%	1.2%	0.7%	0.5%
Revised Estimates	0.6%	1.0%	1.2%	0.7%	0.5%

Source: QGSO, CDM Smith estimates

Based on the above assumptions, employment in the construction sector in Redland City is projected to increase from 5,782 persons in 2015-16 to 7,002 persons in 2040-41, representing average annual growth of 0.8% per annum. The employment projections for the construction sector are 24.3% lower than QGSO estimates for Redland City in 2020-21, increasing to 29.4% lower for Redland City from 2025-26 onwards¹².

Table 13-9 presents the adjusted construction employment estimates against the QGSO employment estimates for the construction sector between 2015-16 and 2040-41.

Table 13-9 Comparison of Projected Employment Growth in Construction Sector, 2015-16 to 2040-41

Construction Employment Estimates	2015-16	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
QGSO	5,782	6,881	7,861	8,863	9,416	9,733	9,960
Revised Estimates	5,782	5,952	5,952	6,256	6,646	6,870	7,030
Difference	0.0%	-13.5%	-24.3%	-29.4%	-29.4%	-29.4%	-29.4%

Source: QGSO, CDM Smith estimates

¹² The difference between the QGSO and revised estimates remains constant in the 2025-26 period onwards as we accept the QGSO growth in the construction sector from 2025-26 onwards.

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Proportion of Construction Employment in Construction Services Sector

The construction sector comprises of the following two digit ANZSIC sub-sectors:

- Building construction;
- Heavy and civil engineering construction; and
- Construction services.

Of these sub-sectors, only construction services employment is typically accommodated on industrial land.

All three sub-sectors are likely to have been impacted by COVID-19, particularly the building construction sub-sector, which captures both new residential and non-residential building construction. Activity within this sector is likely to have stalled to some extent, with development plans temporarily put on hold. The heavy and civil engineering construction sub-sector is driven by local, state and federal government funding commitments for road infrastructure upgrades and maintenance and is considered likely to be less impacted by COVID-19, assuming that a vaccine is developed and activity can return to business as usual within the next 12 to 18 months. The construction services sector is influenced by both population growth (i.e. both new residential and new non-residential development required in response to population growth) and the maintenance and refurbishment of existing structures (i.e. for both residential and non-residential buildings).

Our assessment has assumed that growth in the construction services sector overall occurs at a similar rate to the construction sector as a whole.

Economyid estimates that the construction services sector accounted for an average of 75.1% of construction sector employment over the past four years, as summarised in Table 8.

Table 13-10 Proportion of Construction Employment within Construction Services Sector, 2015-16 to 2018-19

	2015-16	2016-17	2017-18	2018-19
Building Construction	22.4%	20.9%	21.5%	23.2%
Heavy and Civil Engineering Construction	2.5%	2.3%	3.0%	3.8%
Construction Services	75.0%	76.8%	75.5%	72.9%
Total	100.0%	100.0%	100.0%	100.0%

Source: ABS Census of Population and Housing 2011 and 2016

The assessment has assumed that construction services sector employment in Redland City is consistent with economyid estimates in 2018-19 and represents 72.9% of construction sector employment in the 2020-21 to 2040-41 period.

Based on these assumptions, employment within the construction services sector in Redland City is projected to increase from 4,339 workers in 2020-21 to 5,125 workers in 2040-41. This change represents an 20.6% decrease in the number of construction service workers at 2041 compared to the original construction employment estimates.

Table 13-11 Comparison of Construction Services Sector Employment Estimates, 2015-16 to 2040-41

Construction Sector Employment Estimates	2015-16	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
Based on QGSO	3,747	4,460	5,095	5,744	6,103	6,308	6,455
Revised Estimates	3,747	4,339	4,339	4,560	4,845	5,008	5,125
Difference	0.0%	-2.7%	-14.8%	-20.6%	-20.6%	-20.6%	-20.6%

Source: QGSO, CDM Smith estimates

Therefore, the revised total industrial employment estimates for Redland City have been adjusted downwards by 1,330 workers between 2015-16 and 2040-41. The total industrial workforce in Redland City is now anticipated to be approximately 12,160 workers in 2020-21 increasing to 14,553 workers by 2040-41, as detailed in Table 13-12.

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Between 2015-16 and 2018-19, industrial employment increased by approximately 782 persons, which based on an average employment density of 30 employees per hectare suggests industrial land take-up in the order of 26 hectares. However, the Land Supply and Development Monitoring Report (LSDM) indicates industrial land take-up in Redland City was significantly lower in the 2011 to 2019 period of six hectares, indicating significant latent capacity existed within the footprint of existing industrial businesses in Redland City.

Table 13-12 Comparison of Total Employment in Industrial Sectors Estimates, 2015-16 to 2040-41

	2015-16	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
<i>Total Employment in Industrial Sectors</i>							
Based on QGSO	11,378	12,281	13,050	14,009	14,735	15,315	15,883
Revised Estimates	11,378	12,160	12,294	12,825	13,477	14,015	14,553
Difference	0.0%	-1.0%	-5.8%	-8.4%	-8.5%	-8.5%	-8.4%

Source: QGSO, CDM Smith estimates

Proportion of Construction Employment in Employing Businesses

Our original assessment recognised that not all construction services sector employment was ultimately accommodated on industrial land and assumed that all sole traders did not require premises on industrial land. To inform our assessment of the incidence of employment within sole traders, consideration was given to the latest edition of the ABS Counts of Australian Businesses publication (ABS 8165.0).

The ABS Counts of Australian Businesses publication provides an overview of the number of employing and non-employing (i.e. sole trader) businesses registered within a defined geographic area by employment size ranges. The Counts of Australian Businesses data must be interpreted with some caution at the LGA level as businesses can operate in more than one geographical location, but are assigned to only one geographical location (e.g. a business may have operations in both Redland City and Logan City, but is assigned to Redland City due to the ABN being registered to an address within Redland City). This means that the Counts of Australian Businesses data cannot be directly compared to overall employment estimates within a given sector in Redland City, as it may capture business activity and employment activity which ultimately occurs outside the Redland City Council boundary.

Over the past five years the estimated proportion of employing businesses in the Redland City construction industry has remained steady at approximately 90.0% of total employment in the construction industry, as detailed in Table 13-13.

Therefore, our assessment has assumed that 90% of employment within the construction services sector is accommodated on industrial land, with the remaining 10% of employment within the construction services sector (sole traders) having no requirement for industrial land demand.

Table 13-13 Proportion of Sole Traders and Employing Businesses in the Construction Sector, 2015-16 to 2040-41

	2015	2016	2017	2018	2019
Sole Trader	10.0%	10.0%	10.0%	10.0%	10.0%
Employing Business	90.0%	90.0%	90.0%	90.0%	90.0%

Note: Estimates are rounded to the nearest 5%

Source: ABS Counts of Australia Businesses Cat. 8165.0

The incidence of construction services sector employment requiring industrial land demand at first glance appears high, particularly given that construction service sector activity is often delivered on a site to site basis. However, activity generated by the construction services sector generates demand for off-site storage, which is delivered within an industrial estate or informally on rural residential land.

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Based on this assumption, industrial sector employment accommodated on industrial land is projected to increase from 11,860 workers in 2020-21 to 14,040 workers by 2040-41. Table 13-14 details the total employment projections in employing businesses and sole traders by industry uses in Redland City.

Table 13-14 Revised Employment Estimates by Industry Sector - Sole Traders and Employing Businesses, Redland City, 2015-16 to 2040-41

	2015-16	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
<i>Total Employment in Employing Businesses</i>							
Large Footprint and General Industry	3,383	3,462	3,517	3,665	3,867	4,101	4,373
Service Industry	4,700	5,262	5,283	5,538	5,855	6,051	6,209
Warehousing and Storage	1,391	1,424	1,447	1,495	1,548	1,601	1,659
Transport Uses	1,529	1,577	1,613	1,671	1,723	1,760	1,799
Total	11,003	11,726	11,860	12,369	12,992	13,514	14,040
<i>Total Sole Trader Employment</i>							
Large Footprint and General Industry	-	-	-	-	-	-	-
Service Industry	375	434	434	456	484	501	512
Warehousing and Storage	-	-	-	-	-	-	-
Transport Uses	-	-	-	-	-	-	-
Total	375	434	434	456	484	501	512

Source: CDM Smith Analysis (2020)

Revised Industrial Land Demand Estimates

Our original assessment identified need for an additional 113.6 hectares of industrial land allotments within Redland City between 2018-19 and 2040-41. As requested by Redland City Council, our original estimates and our revised estimates have been presented assuming a base year of 2020-21¹³. This results in the original net incremental industrial land demand estimates reducing to 89.0 hectares between 2020-21 and 2040-41. This significant decline in demand is attributable to the high rate of growth anticipated in the construction sector between 2015-16 and 2020-21 under the QGSO employment projections.

With the revision of industrial land demand estimates for Redland City to account for adjustments to the construction services sector, net incremental industrial land demand estimates are anticipated to decline as follows:

- Net incremental industrial land demand of 74.0 hectares between 2018-19 and 2040-41, representing a 34.9% decline from previous estimates; and
- Net incremental industrial land demand of 69.5 hectares between 2020-21 and 2040-41, representing a 21.9% decline from previous estimates.

Table 13-15 Comparison of Net Industrial Land Demand Estimates – Original Estimates and Revised Estimates, 2018-19 to 2040-41

	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
<i>Net Industrial Land Demand</i>						
Original Estimates	388.6	413.2	443.7	466.6	484.6	502.2
Revised Estimates	385.0	389.5	406.1	426.1	442.6	459.0

¹³ However, we note that the remaining land supply estimate relates to 2019.

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	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
Difference	-0.9%	-5.7%	-8.5%	-8.7%	-8.7%	-8.6%
<i>Net Incremental Industrial Land Demand (on 2020-21 levels)</i>						
Original Estimates	-	-	30.5	53.4	71.5	89.0
Revised Estimates	-	-	16.6	36.6	53.1	69.5
Difference	-	-	-45.6%	-31.4%	-25.7%	-21.9%

Source: CDM Smith estimates

In converting employment estimates to net industrial land demand estimates, our assessment relied on SEQ wide benchmark levels of employment density at the two digit ANZSIC level, which were obtained through comprehensive surveys of over 450 industrial businesses throughout the SEQ region. Should Redland City Council wish to determine Redland specific employment densities, a detailed premise inventory would need to be undertaken, which would identify the nature of activity within zoned industrial land in Redland City (which includes both industrial and non-industrial activity, such as large format retailing on Redland Bay Road). Consideration would also need to be given to industrial activity which is located on non-industrial zoned land (such as Golden Cockerel). The collation of this data on a lot by lot basis, combined with surveying each industrial business to identify employment levels, would allow for the calculation of a Redland specific employment density.

The Land Supply and Development Monitor report briefly provides an overview of remaining industrial land supply and planned employment capacity on this land. Discussions with the State Government have indicated that the remaining supply relies on GIS analysis, whereas the planned capacity is derived from each Council's Local Government Infrastructure Plan (LGIP).

Our review of this data has highlighted that employment densities vary significantly across South East Queensland and are particularly low in Redland City relative to other SEQ Councils. The 2019 data suggests that the remaining supply of 39 hectares of industrial land would provide employment for only an additional 437 persons at build out. Additionally we note a number of Councils are anticipated to achieve employment densities of over 100 employees per hectare which we think is an unrealistic outcome.

Table 13-16 summarises the employment densities assumed in the Land Supply and Development Monitoring report as of 2018 and 2019 for each local government area in South East Queensland.

Table 13-16 LSDM Estimates of Employment Density by Local Government Area, 2018 and 2019

Local Government Area	Remaining Supply (ha)		Planned Capacity (ha)		Assumed Employment Density (emp / ha)	
	2018	2019	2018	2019	2018	2019
Redland	22	39	437	437	19.9	11.2
Moreton Bay	648	907	12,603	12,603	19.4	13.9
Logan	457	172	42,471	42,471	92.9	246.9
Brisbane	774	511	74,492	74,492	96.2	145.8
Gold Coast	304	497	28,043	28,043	92.2	56.4
Ipswich	6,978	4,165	171,247	171,247	24.5	41.1
Lockyer Valley	637	488	2,814	2,184	4.4	4.5
Noosa	17	12	2,906	2,906	170.9	242.2
Scenic Rim	1,359	923	2,412	2,412	1.8	2.6

Section 13 Addendum: Revised Industrial Land Demand Estimates

Local Government Area	Remaining Supply (ha)		Planned Capacity (ha)		Assumed Employment Density (emp / ha)	
Somerset	82	63	944	944	11.5	15.0
Sunshine Coast	223	279	6,495	6,495	29.1	23.3
Toowoomba (urban extent)	942	1,045	48,250	48,250	51.2	46.2
SEQ	12,442	9,100	392,484	392,484	31.5	43.1

Source: Land Supply and Development Monitoring Report

Remaining Industrial Land Supply

As detailed in the Economic Feasibility Assessment for Southern Thornlands Potential Future Growth Area (June 2020), the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) publishes information relating to the availability of industrial land and the take-up of industrial land within each LGA in SEQ.

Take-up of available industrial land has historically been slow within Redland City, with approximately six hectares of developed industrial land taken-up in Redland City between 2011 and 2019 according to the draft LSDM report. The take-up occurred on land zoned for low and medium impact industry. As previously identified, low industrial land take-up is likely reflective of latent capacity within existing industrial land users in Redland City in the 2011 to 2019 period.

As at 2019, there was approximately 44 hectares of planned industrial land in Redland City. The majority of remaining industrial land supply within Redland City was identified within the Redland Bay Industrial Area, with some vacant land also identified within the Capalaba MIBA, Mixed Use zone, North Stradbroke Island (Minjerrabah) and the Southern Moreton Bay Islands, as detailed in Table 13-17.

Table 13-17 Planned Industrial Land Supply, Redland City, 2018

Industrial Land Category	Area (hectares)
Low Impact Industry	14
Medium Impact Industry	30
Total	44

Source: Planning Group, Queensland Treasury draft LSDM (2020)

Revised Supply Demand Balance

As outlined in Table 13-17, there was an estimated 44 hectares of remaining zoned and vacant industrial land within Redland City as of 2019-20, primarily contained within the Redlands Business Park. As noted above this figure is subject to change with additional supply in finalising the LSDM report.

Our assessment has assumed that the remaining industrial land supply in Redland City in 2020-21 remains at 44 hectares in the absence of additional supply additions. Based on the above assumption, there is anticipated to be a shortfall in industrial land supply of 9.1 hectares from 2035-36, increasing to 25.5 hectares by 2040-41.

These revised industrial land demand estimates suggest that the remaining supply of vacant industrial zoned land within Redland City could be insufficient to meet the minimum 15 years of land supply as identified within ShapingSEQ.

Section 13 Addendum: Revised Industrial Land Demand Estimates

Table 13-18 Revised Supply-Demand Balance – Redland City, 2020-21 to 2040-41

	2020-21	2025-26	2030-31	2035-36	2040-41
Supply	44.0	44.0	44.0	44.0	44.0
Demand	-	16.6	36.6	53.1	69.5
Supply-Demand Balance	44.0	27.4	7.4	-9.1	-25.5

Allocation of Future Industrial Land Demand within Redland City

In our original assessment, it was assumed that the shortfall in industrial land provision would be accommodated entirely within the Southern Thornlands Potential Future Growth Area. However, advice from Council has been that locating population serving industrial employment outside the PFGA should be considered on sites adjacent to the Capalaba MIBA and Redland Business Park. Consideration should also be given to the potential to accommodate part of the demand for service industry uses (that form part of the industrial demand) within centres zones where such uses are compatible with a centre location, and the proposed mixed industry and business area (MIBA) and transport precinct within Southern Thornlands as alternatives to accommodate future industrial land demand over and above existing provision.

Appropriateness of Accommodating Service Industry Uses in Centre Zones

In the preparation of industrial land demand estimates in our original report, the assessment was undertaken for the following sub-categories:

- Large Footprint and General Industry;
- Service Industry;
- Warehousing & Storage; and
- Transport Uses.

Under the Planning Regulation 2017, service industry uses :

“means the use of premises for an industrial activity that:

- a) does not result in off-site air, noise or odour emissions; and
- b) is suitable for location with other non-industrial uses.

Examples of service industries-include audio visual equipment repair, bicycle repairs, clock and watch repairs, computer repairs, dry cleaning, film processing, hand engraving, jewellery making, laundromat, locksmith, picture framing, shoe repairs and tailor.

Under the Redland City Plan, service industry uses are code assessable (at most) and supported uses in centre zones.

The following two digit ANZSIC sectors are contained within our definition of service industry:

- Textile, Leather, Clothing and Footwear Manufacturing;
- Printing (including Reproduction of Recorded Media);
- Publishing (except Internet and Music Publishing);
- Construction Services; and
- Repair and Maintenance.

A portion of activity within the textile, leather, clothing and footwear manufacturing and repair and maintenance sub-sectors has the potential to be accommodated within centres zones. Advice from Council has indicated that there is approximately 7.5 hectares of centres zoned land that is either vacant or underutilised (mostly accommodating remnant housing).

Section 13 Addendum: Revised Industrial Land Demand Estimates

It is not anticipated that all vacant centres zoned land would accommodate service industry uses, rather it is intended to accommodate a mix of uses which include retail and commercial uses. Demand within the textile, leather, clothing and footwear manufacturing and repair and maintenance sub-sectors represents only approximately 5% of industrial land demand between 2020-21 and 2040-41.

While service industry uses have the potential to be accommodated within centre zoned land, non-industrial uses also have the potential to be accommodated within industrial areas, such as cafes and indoor sport and recreation facilities. Our industrial land demand estimates for Redland City Council have made no allowance for the provision of non-industrial uses within industrial areas.

Therefore we are of the view that whilst a small portion of industrial uses can potentially be accommodated within centres, mixed use or specialised centres zoned land in Redland City, non-industrial uses can also be accommodated in industrial zones and on balance, the industrial demand profile should not be revised downwards.

Transport Precinct within Southern Thornlands

It is understood that land uses proposed within the Southern Thornlands Potential Future Growth Area include a transport precinct, which would have the capacity to accommodate the following uses:

- Road transport;
- Warehousing and storage services; and
- Transport support services.

Our revised industrial land demand estimates indicate additional allotment demand over and above existing demand for these uses is anticipated to be approximately 7.1 hectares by 2040-41, which would suggest an indicative raw land requirement of approximately 14 hectares to 2040-41.

Table 13-19 summarises the projected incremental demand for transport uses within Redland City Council between 2020-21 and 2040-41.

Table 13-19 Incremental Industrial Land Demand (hectares) – Transport Precinct, 2018-19 to 2040-41

	2018-19	2020-21	2025-26	2030-31	2035-36	2040-41
<i>Incremental Industrial Land Demand (on 2020-21 levels)</i>						
Road transport	-	-	1.6	3.1	4.4	5.7
Warehousing and storage services	-	-	0.2	0.4	0.6	0.8
Transport support services	-	-	0.2	0.3	0.5	0.6
Total	-	-	2.0	3.9	5.5	7.1

Source: CDM Smith Analysis (2020)

MIBA Precinct within Southern Thornlands

Our assessment for the Southern Thornlands Potential Future Growth Area highlighted the potential for a MIBA precinct to be established over the longer term, to ensure redevelopment activity within the Capalaba and Cleveland Principal Regional Activity Centres (PRACs) to occur unhindered. It is also recognised that significant capacity exists within Metroplex at Westgate to accommodate growth in demand for MIBA land in SEQ in the short to medium term.

In Section 9.1.2 of the Economic Feasibility Assessment for Southern Thornlands Potential Future Growth Area, it is suggested that the development of a MIBA precinct within the Southern Thornlands Potential Future Growth Area (STPFGA) occurs over the longer term (~15 years). Therefore, our assessment has assumed that the MIBA precinct would not be established prior to 2035-36.

Section 13 Addendum: Revised Industrial Land Demand Estimates

Between 2035-36 and 2040-41, industrial land demand within Redland City Council is estimated to increase by 16.4 hectares. Of this demand, an estimated 1.6 hectares is anticipated to be accommodated within the transport precinct¹⁴.

The MIBA precinct is likely to be considered suitable to only a proportion of low to medium impact industrial uses, such as small scale manufacturing. If it is assumed that half of industrial demand in Redland City between 2035-36 and 2040-41 can be accommodated within the MIBA precinct (excluding that accommodated within the transport precinct, this translates to 7.4 hectares of net industrial land demand that could be potentially accommodated within the MIBA precinct.

Summary

Based on the employment projections utilised in ShapingSEQ and an average employment density of 30 employees per hectare in Redland City, a minimum of 35.4 hectares of industrial allotments is required to meet industrial land demand over the next 15 years. Based on the LDSM estimated remaining supply of 44 hectares, this would suggest that Redland City has sufficient zoned industrial land to meet the minimum requirement of 15 years of remaining supply.

This addendum has presented industrial land demand estimates for Redland City Council at the two digit ANZSIC level, recognising that employment within the construction and other services sectors is also typically accommodated on industrial land. The construction employment estimates deviate from QGSO estimates, recognising that employment growth in the construction sector has been much more subdued in Redland City than indicated by these estimates.

Whilst it is recognised that some industrial uses have the potential to be accommodated in centres zones, we also recognise that our industrial land demand estimates make no allowance for the accommodation of non-industrial uses within industrial zones.

Therefore we are of the view that whilst a small portion of industrial uses can potentially be accommodated within centre zones, non-industrial uses can also be accommodated in industrial zones and on balance, the industrial demand profile should not be revised downwards to reflect this.

The transport precinct within Southern Thornlands can accommodate approximately 7.1 hectares of the 26.2 hectare shortfall by 2040-41, with the MIBA precinct potentially accommodating up to 7.4 hectares of the 26.2 hectare shortfall by 2040-41.

This suggests a need still exists to accommodate approximately 11.6 hectares of industrial allotments within Redland City Council to 2040-41. It is suggested that raw land of approximately 20-25 hectares is identified to accommodate this future industrial land demand within Redland City to 2040-41.

¹⁴ Industrial land demand within the transport precinct is anticipated to increase from 5.5 hectares in 2035-36 to 7.1 hectares in 2040-41, representing an increase of 1.6 hectares.

Section 14 Appendix A: Working Population Industry Share – Redland City

**Section 14 Appendix A: Working Population Industry Share –
Redland City**

Section 14 Appendix A: Working Population Industry Share – Redland City

Table 14-1 Working Population Industry Share, Redland City, SEQ and Queensland, 2016

Industry Sector	Redland City	SEQ	Queensland
Agriculture, Forestry and Fishing, nfd	0%	0%	0%
Agriculture	1%	0%	2%
Aquaculture	0%	0%	0%
Forestry and Logging	0%	0%	0%
Fishing, Hunting and Trapping	0%	0%	0%
Agriculture, Forestry and Fishing Support Services	0%	0%	0%
Total	1%	1%	3%
Mining, nfd	0%	0%	0%
Coal Mining	0%	0%	1%
Oil and Gas Extraction	0%	0%	0%
Metal Ore Mining	0%	0%	0%
Non-Metallic Mineral Mining and Quarrying	0%	0%	0%
Exploration and Other Mining Support Services	0%	0%	0%
<i>Total</i>	<i>1%</i>	<i>1%</i>	<i>2%</i>
Manufacturing, nfd	1%	0%	0%
Food Product Manufacturing	3%	1%	2%
Beverage and Tobacco Product Manufacturing	0%	0%	0%
Textile, Leather, Clothing and Footwear Manufacturing	0%	0%	0%
Wood Product Manufacturing	0%	0%	0%
Pulp, Paper and Converted Paper Product Manufacturing	0%	0%	0%
Printing (including the Reproduction of Recorded Media)	0%	0%	0%
Petroleum and Coal Product Manufacturing	0%	0%	0%

Section 14 Appendix A: Working Population Industry Share – Redland City

Industry Sector	Redland City	SEQ	Queensland
Basic Chemical and Chemical Product Manufacturing	0%	0%	0%
Polymer Product and Rubber Product Manufacturing	0%	0%	0%
Non-Metallic Mineral Product Manufacturing	0%	0%	0%
Primary Metal and Metal Product Manufacturing	0%	0%	1%
Fabricated Metal Product Manufacturing	0%	0%	0%
Transport Equipment Manufacturing	0%	0%	1%
Machinery and Equipment Manufacturing	1%	0%	0%
Furniture and Other Manufacturing	0%	0%	0%
<i>Total</i>	6%	3%	6%
Electricity, Gas, Water and Waste Services, nfd	0%	0%	0%
Electricity Supply	0%	0%	1%
Gas Supply	0%	0%	0%
Water Supply, Sewerage and Drainage Services	0%	0%	0%
Waste Collection, Treatment and Disposal Services	1%	0%	0%
<i>Total</i>	1%	0%	1%
Construction, nfd	0%	0%	0%
Building Construction	3%	1%	2%
Heavy and Civil Engineering Construction	0%	0%	1%
Construction Services	6%	3%	5%
<i>Total</i>	10%	4%	9%
Wholesale Trade, nfd	0%	0%	0%
Basic Material Wholesaling	1%	0%	1%

Section 14 Appendix A: Working Population Industry Share – Redland City

Industry Sector	Redland City	SEQ	Queensland
Machinery and Equipment Wholesaling	0%	0%	1%
Motor Vehicle and Motor Vehicle Parts Wholesaling	0%	0%	0%
Grocery, Liquor and Tobacco Product Wholesaling	0%	0%	0%
Other Goods Wholesaling	0%	0%	0%
Commission-Based Wholesaling	0%	0%	0%
<i>Total</i>	<i>2%</i>	<i>1%</i>	<i>3%</i>
Retail Trade, nfd	0%	0%	0%
Motor Vehicle and Motor Vehicle Parts Retailing	1%	0%	1%
Fuel Retailing	0%	0%	0%
Food Retailing	5%	1%	3%
Other Store-Based Retailing	7%	2%	5%
Non-Store Retailing and Retail Commission-Based Buying and/or Selling	0%	0%	0%
<i>Total</i>	<i>14%</i>	<i>5%</i>	<i>10%</i>
Accommodation and Food Services, nfd	0%	0%	0%
Accommodation	0%	1%	1%
Food and Beverage Services	8%	3%	6%
<i>Total</i>	<i>8%</i>	<i>3%</i>	<i>7%</i>
Transport, Postal and Warehousing, nfd	0%	0%	0%
Road Transport	1%	1%	2%
Rail Transport	0%	0%	0%
Water Transport	0%	0%	0%
Air and Space Transport	0%	0%	1%

Section 14 Appendix A: Working Population Industry Share – Redland City

Industry Sector	Redland City	SEQ	Queensland
Other Transport	0%	0%	0%
Postal and Courier Pick-up and Delivery Services	1%	0%	1%
Transport Support Services	0%	0%	1%
Warehousing and Storage Services	0%	0%	0%
<i>Total</i>	3%	2%	5%
Information Media and Telecommunications, nfd	0%	0%	0%
Publishing (except Internet and Music Publishing)	0%	0%	0%
Motion Picture and Sound Recording Activities	0%	0%	0%
Broadcasting (except Internet)	0%	0%	0%
Internet Publishing and Broadcasting	0%	0%	0%
Telecommunications Services	0%	0%	0%
Internet Service Providers, Web Search Portals and Data Processing Services	0%	0%	0%
Library and Other Information Services	0%	0%	0%
<i>Total</i>	1%	1%	1%
Financial and Insurance Services, nfd	0%	0%	0%
Finance	1%	1%	1%
Insurance and Superannuation Funds	0%	0%	1%
Auxiliary Finance and Insurance Services	1%	0%	1%
<i>Total</i>	2%	1%	3%
Rental, Hiring and Real Estate Services, nfd	0%	0%	0%
Rental and Hiring Services (except Real Estate)	0%	0%	0%
Property Operators and Real Estate Services	2%	1%	2%

Section 14 Appendix A: Working Population Industry Share – Redland City

Industry Sector	Redland City	SEQ	Queensland
<i>Total</i>	2%	1%	2%
Professional, Scientific and Technical Services, nfd	0%	0%	0%
Professional, Scientific and Technical Services (except Computer System Design and Related Services)	4%	3%	5%
Computer System Design and Related Services	1%	1%	1%
<i>Total</i>	5%	3%	6%
Administrative and Support Services, nfd	0%	0%	0%
Administrative Services	1%	1%	2%
Building Cleaning, Pest Control and Other Support Services	2%	1%	2%
<i>Total</i>	4%	2%	4%
Public Administration and Safety, nfd	0%	0%	0%
Public Administration	3%	2%	4%
Defence	0%	0%	1%
Public Order, Safety and Regulatory Services	1%	1%	2%
<i>Total</i>	4%	3%	7%
Education and Training, nfd	0%	0%	0%
Preschool and School Education	9%	3%	6%
Tertiary Education	0%	1%	2%
Adult, Community and Other Education	1%	0%	1%
<i>Total</i>	10%	4%	9%
Health Care and Social Assistance, nfd	0%	0%	0%

Section 14 Appendix A: Working Population Industry Share – Redland City

Industry Sector	Redland City	SEQ	Queensland
Hospitals	4%	2%	4%
Medical and Other Health Care Services	4%	2%	4%
Residential Care Services	4%	1%	2%
Social Assistance Services	3%	1%	3%
<i>Total</i>	<i>15%</i>	<i>6%</i>	<i>13%</i>
Arts and Recreation Services, nfd	0%	0%	0%
Heritage Activities	0%	0%	0%
Creative and Performing Arts Activities	0%	0%	0%
Sports and Recreation Activities	1%	0%	1%
Gambling Activities	0%	0%	0%
<i>Total</i>	<i>1%</i>	<i>1%</i>	<i>2%</i>
Other Services, nfd	0%	0%	0%
Repair and Maintenance	2%	1%	2%
Personal and Other Services	3%	1%	2%
Private Households Employing Staff and Undifferentiated Goods and Service-Producing Activities of Households for Own Use	0%	0%	0%
<i>Total</i>	<i>5%</i>	<i>2%</i>	<i>4%</i>
Inadequately described	3.5%	1.5%	3.1%
Not stated	1.1%	0.5%	1.1%
Total	100.0%	100.0%	100.0%

Note: nfd – not further defined

Source: ABS (2016) Census of Population and Housing

Section 15 Appendix B: Projected Industrial Demand by Two Digit ANZSIC Sector

Section 15 Appendix B: Projected Industrial Demand by Two Digit ANZSIC Sector

Section 15 Appendix B: Projected Industrial Demand by Two Digit ANZSIC Sector

Table 15-1 Projected Incremental Industrial Employment and Incremental Land Demand, 2020-21 to 2040-41

Industry Sector	Incremental Employment					Incremental Land Demand (ha)				
	2020-21	2025-26	2030-31	2035-36	2040-41	2020-21	2025-26	2030-31	2035-36	2040-41
Large Footprint and General Industry										
Beverage and Tobacco Product Manufacturing	3	10	20	32	46	0.1	0.3	0.5	0.8	1.1
Food Product Manufacturing	27	99	198	312	445	0.7	2.5	4.9	7.8	11.1
Wood Product Manufacturing	3	10	19	31	44	0.1	0.3	0.6	0.9	1.2
Pulp, Paper and Converted Paper Product Manufacturing	1	4	9	14	20	0.0	0.1	0.2	0.3	0.5
Petroleum and Coal Product Manufacturing	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Basic Chemical and Chemical Product Manufacturing	1	4	7	11	16	0.0	0.1	0.2	0.3	0.5
Polymer Product and Rubber Product Manufacturing	1	4	7	12	17	0.0	0.1	0.2	0.4	0.6
Non-Metallic Mineral Product Manufacturing	1	5	10	15	21	0.1	0.2	0.5	0.8	1.1
Primary Metal and Metal Product Manufacturing	3	10	21	33	47	0.1	0.4	0.8	1.3	1.9
Machinery and Equipment Manufacturing	5	18	36	58	82	0.1	0.4	0.8	1.3	1.8
Fabricated Metal Product Manufacturing	4	13	27	43	61	0.1	0.4	0.8	1.2	1.7
Transport Equipment Manufacturing	3	13	25	40	57	0.1	0.3	0.6	0.9	1.3
Furniture and Other Manufacturing	3	12	25	39	56	0.1	0.4	0.7	1.1	1.6
Service Industry										
Textile, Leather, Clothing and Footwear Manufacturing	2	8	16	25	36	0.0	0.2	0.4	0.6	0.8
Printing (including the Reproduction of Recorded Media)	2	6	12	18	26	0.0	0.1	0.3	0.5	0.7
Publishing (except Internet and Music Publishing)	2	11	23	32	42	0.0	0.3	0.6	0.8	1.0
Construction Services	635	1,285	1,643	1,848	1,996	20.1	40.7	52.0	58.5	63.2
Repair and Maintenance	15	52	87	111	136	0.4	1.5	2.5	3.2	3.9
Warehousing and Storage										
Basic Material Wholesaling	8	26	46	66	89	0.4	1.3	2.3	3.3	4.4

Section 15 Appendix B: Projected Industrial Demand by Two Digit ANZSIC Sector

Industry Sector	Incremental Employment					Incremental Land Demand (ha)				
	2020-21	2025-26	2030-31	2035-36	2040-41	2020-21	2025-26	2030-31	2035-36	2040-41
Machinery and Equipment Wholesaling	5	15	27	38	51	0.2	0.8	1.3	1.9	2.6
Motor Vehicle and Motor Vehicle Parts Wholesaling	2	6	11	16	21	0.1	0.3	0.5	0.8	1.1
Grocery, Liquor and Tobacco Product Wholesaling	2	6	11	16	22	0.1	0.3	0.5	0.7	0.9
Other Goods Wholesaling	3	10	18	25	34	0.1	0.4	0.7	1.0	1.4
Warehousing and Storage Services	3	7	11	15	19	0.1	0.4	0.6	0.7	0.9
Transport Uses										
Motor Vehicle and Motor Vehicle Parts Retailing	-2	-5	-11	-22	-33	-0.1	-0.2	-0.4	-0.7	-1.1
Road Transport	24	65	103	134	167	1.0	2.6	4.1	5.4	6.7
Rail Transport	1	1	2	3	4	0.1	0.1	0.2	0.3	0.4
Transport Support Services	3	8	13	17	22	0.1	0.3	0.4	0.6	0.7
Postal and Courier Pick-up and Delivery Services	9	24	38	49	61	0.3	0.7	1.1	1.4	1.8
Total	769	1,728	2,454	3,034	3,602	24.6	55.1	78.0	96.0	113.6

Note: Incremental estimates are on 2018-19 levels

Source: CDM Smith Estimates

Section 16 Appendix C: Total Exports by Industry Sub-sector, Redland City

Section 16 Appendix C: Total Exports by Industry Sub-sector, Redland City

Section 16 Appendix C: Total Exports by Industry Sub-sector, Redland City

Table 16-1 Total Exports by Industry Sector, Redland City, 2015-16 to 2018-19

Industry	2018-19			2017-18			2016-17			2015-16		
	Domestic	International	Total	Domestic	International	Total	Domestic	International	Total	Domestic	International	Total
Agriculture, Forestry and Fishing	\$19.3	\$14.0	\$33.4	\$26.8	\$19.4	\$46.1	\$26.8	\$22.6	\$49.4	\$27.6	\$20.8	\$48.4
Mining	\$57.5	\$3.9	\$61.4	\$73.3	\$3.4	\$76.8	\$65.2	\$4.0	\$69.3	\$40.0	\$3.3	\$43.3
Manufacturing	\$226.3	\$299.8	\$526.1	\$201.2	\$301.6	\$502.7	\$179.0	\$316.5	\$495.5	\$192.9	\$318.3	\$511.2
Electricity, Gas, Water and Waste Services	\$35.1	\$0.8	\$35.9	\$31.2	\$0.8	\$32.0	\$29.1	\$0.7	\$29.9	\$34.4	\$0.8	\$35.2
Construction	\$0.0	\$6.7	\$6.7	\$0.0	\$7.0	\$7.0	\$0.0	\$6.5	\$6.5	\$0.0	\$6.3	\$6.3
Wholesale Trade	\$34.9	\$30.3	\$65.2	\$37.2	\$32.5	\$69.7	\$33.7	\$33.3	\$66.9	\$26.9	\$35.4	\$62.3
Retail Trade	\$92.7	\$22.1	\$114.8	\$97.9	\$21.3	\$119.2	\$108.2	\$21.8	\$130.0	\$115.6	\$22.1	\$137.7
Accommodation and Food Services	\$13.4	\$35.6	\$49.0	\$11.9	\$32.2	\$44.1	\$12.8	\$35.1	\$47.8	\$12.2	\$34.6	\$46.8
Transport, Postal and Warehousing	\$72.8	\$40.6	\$113.4	\$97.9	\$43.1	\$141.0	\$102.8	\$40.8	\$143.6	\$90.2	\$37.4	\$127.7
Information Media and Telecommunications	\$14.9	\$10.1	\$25.0	\$21.7	\$11.3	\$33.0	\$13.1	\$11.1	\$24.2	\$6.0	\$9.8	\$15.7
Financial and Insurance Services	\$29.1	\$15.0	\$44.1	\$20.1	\$12.5	\$32.6	\$42.7	\$10.2	\$52.9	\$27.6	\$8.3	\$35.9
Rental, Hiring and Real Estate Services	\$7.0	\$19.5	\$26.5	\$6.1	\$17.2	\$23.3	\$3.2	\$17.3	\$20.5	\$6.7	\$14.4	\$21.2
Professional, Scientific and Technical Services	\$78.8	\$10.3	\$89.1	\$46.7	\$9.3	\$56.0	\$39.8	\$8.6	\$48.4	\$106.6	\$9.4	\$116.0
Administrative and Support Services	\$97.4	\$1.4	\$98.9	\$87.7	\$1.3	\$89.0	\$73.7	\$1.3	\$74.9	\$61.6	\$0.9	\$62.5
Public Administration and Safety	\$14.0	\$0.1	\$14.1	\$12.9	\$0.2	\$13.1	\$13.4	\$0.2	\$13.5	\$13.5	\$0.2	\$13.6
Education and Training	\$30.2	\$15.8	\$45.9	\$37.0	\$14.7	\$51.8	\$46.5	\$14.9	\$61.4	\$47.1	\$14.0	\$61.1
Health Care and Social Assistance	\$98.4	\$2.9	\$101.3	\$126.3	\$2.8	\$129.2	\$131.7	\$2.9	\$134.6	\$106.5	\$2.6	\$109.1
Arts and Recreation Services	\$4.4	\$4.9	\$9.3	\$5.1	\$4.1	\$9.2	\$8.6	\$4.3	\$12.9	\$5.9	\$4.5	\$10.4
Other Services	\$108.4	\$2.5	\$110.9	\$101.1	\$2.3	\$103.5	\$98.7	\$2.3	\$101.0	\$100.3	\$2.2	\$102.5
Total industries	\$1,034.6	\$536.3	\$1,570.8	\$1,042.2	\$537.0	\$1,579.2	\$1,029.0	\$554.4	\$1,583.4	\$1,021.7	\$545.3	\$1,567.0

Source: NIEIR (2019) Economy ID



Department of
**State Development, Infrastructure,
Local Government and Planning**

Our ref: DEPBN21/88

Your ref: A4862892

11 March 2021

Mr Andrew Chesterman
Chief Executive Officer
Redland City Council
andrew.chesterman@redland.qld.gov.au

Dear Mr Chesterman

Thank you for your letter of 25 September 2020 to the Honourable Cameron Dick MP, Treasurer and former Planning Minister, in response to the Ministerial Direction issued to Redland City Council (the council) under section 26 of the Planning Act 2016 on 23 July 2020 about the Southern Thornlands Potential Future Growth Area (STPFGA).

Your correspondence was forwarded to the Honourable Steven Miles MP, Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and I am providing a response on his behalf.

As previously communicated to council, the Department of State Development, Infrastructure, Local Government and Planning (the department) seeks to ensure that council has a robust approach to the long-term planning for Redland City's future housing and employment needs. This has been emphasised by the requirement for council to undertake a housing study, to ensure there is appropriately zoned land to accommodate a diverse range of housing, as communicated on a number of occasions including the Ministers letter approving the adoption of the Redland City Plan 2018. The Ministerial Direction about the STPFGA was also made to ensure that future employment land in the local government area is considered on a more strategic basis.

I acknowledge that council officers have worked with the department to seek to achieve the Ministerial Direction's intent and key outcomes. I would also like to thank you for providing the STPFGA investigation report and associated material, including the CDM Smith Economic Feasibility Assessment and the Industrial Land Supply Review in January 2021.

The department has undertaken a preliminary assessment of the material provided against the State Planning Policy and the South East Queensland Regional Plan 2017 (*ShapingSEQ*). This assessment has identified inconsistencies with *ShapingSEQ*'s intent and the methods of the Land Supply and Development Monitoring report.

1 William Street
Brisbane Qld 4000
PO Box 15009 City East
Queensland 4002 Australia
Telephone 13 QGOV (13 74 68)
Website www.dsdlgp.qld.gov.au
ABN 25 166 523 889

There remains a shortfall of industrial employment land when compared to what is required to accommodate the *ShapingSEQ* employment planning baselines. These baselines are intended to be the minimum planned for by local governments in respect of land use and infrastructure planning. Further, the proposed Rural Resident Precinct, conflicts with the intent of *ShapingSEQ*. These matters were raised directly with council officers in a meeting on 13 January 2021.

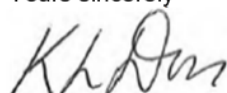
The department's concerns with the proposed Rural Residential Precinct relate to the long-standing position of the department, which has been communicated to council on several occasions. This included a Ministerial Condition in 2015, council's draft *ShapingSEQ* (March 2017) submission reconfirming that the Southern Thornlands area should be retained as a PFGA for employment purposes and correspondence from the department in February 2018 reaffirming that rural residential uses conflicted with *ShapingSEQ*.

I understand council officers also provided a summary of consultation activities and outcomes undertaken between 28 September to 20 November 2020. It is requested that the council provide a copy of the full consultation report, once endorsed. The consultation report should identify consultation activities undertaken by the council, with an emphasis on how the council has complied with the Ministerial Direction's intent and, in particular, how the council has balanced the views of landowners with the outcomes sought by *ShapingSEQ*.

The department welcomes an opportunity to meet with council officers to discuss these matters further.

If you require any further information, please contact Ms Seija Wellington, Executive Director, Regional and Spatial Planning in the department by telephone on (07) 3452 7569 or by email at seija.wellington@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Kerry Doss
State Planner
Planning Group

Attachment 6 – Amendments to the Strategic Framework

Part 1 Strategic framework

Economic growth

Redlands is poised to grow its economy. The planning scheme is a key instrument to engender confidence for the first home buyer, through to investors in major development and infrastructure projects. This is achieved through its strong policy framework, regulatory efficiency and focus on key drivers of good development in line with the city's vision.

Centres are the primary places where people will work and do business. Centres have a hierarchy of functions so that both the private and public sectors can invest with confidence. Centres are expected to accommodate a mix of uses, including, community services, employment, retail, cultural and arts, education and health facilities so they evolve to be much more than shopping centres. Residential and tourist accommodation is also expected in principal, major and district centres. All centres are designed to be readily accessible by public and active transport including walking and cycling and as well-designed places for casual and structured community interaction.

The highest level of day and night time activity and greatest mix of uses are encouraged at Cleveland and Capalaba, as the city's principal centres. These centres are the focus of public transport services within Redlands. Victoria Point (a major centre) also supports mixed use development which is activated at night. The city's district and local centres are important hubs of economic and community life within their catchment areas, both on the mainland and on the islands.

As well, Redlands has a specialised centre based on the Cleveland hospital and other major health care providers, where specialist and general health services, health based education and training and related activities will cluster.

Other precincts provide opportunities for industry and employment generating activities that cannot be accommodated in centres. These include the Cleveland and Capalaba industrial parks, the Redlands Business Park and industry zoned land at Redland Bay, marine industry areas at Beveridge Road in Thornlands and on North Stradbroke Island, and low impact and service industry areas in Capalaba and along Shore Street, Cleveland and on Macleay Island. Land within these areas is to be used efficiently to accommodate economic activity and employment growth.

A special purpose precinct may be established on the Birkdale Commonwealth land, possibly containing a mix of:

- clean, export-oriented industries;
- training and tertiary education facilities; and
- tourism, recreation, open space and sporting activities.

~~An opportunity also exists west of Taylor Road in Sheldon for the establishment of a node of educational and recreational facilities near Sheldon College.~~

Each of the city's important economic hubs will be managed for its intended economic function and will be protected from encroaching sensitive land uses which may compromise or reduce its productivity. Tourism and primary industries will continue to play a significant economic role in the future of Redlands. Tourism will celebrate regionally and internationally significant natural features like Moreton Bay and North Stradbroke Island, the high scenic amenity of rural and bushland landscapes, and native fauna species including the koala.

Tourism infrastructure will be focussed on providing a range of short stay accommodation options on the islands, in rural areas and in centres, and providing places for outdoor recreation and events. However, new tourist facilities will need to ensure they do not significantly detract from the important natural qualities, character and amenity that underpin Redlands' attractiveness.

In rural areas, niche horticulture, livestock breeding and poultry farming enterprises will continue, while activities that have a nexus with, and add value to, rural activities will be supported, including farm- and nature-based tourism and recreation.

Key extractive resource areas and their haul routes will be protected from development that may reduce their current or future use and productivity.

Home-based businesses provide further micro-employment opportunities throughout the city.

3.2.7 Southern Thornlands Potential Future Growth Area

Preliminary planning investigations and community input have assisted with identifying future land uses within the area bounded by Boundary Road, Mount Cotton Road, Eprapah Creek and properties adjoining Springacre Road, within the suburbs of Sheldon and Thornlands until 2041 and beyond. The preferred mix of future land uses are intended to be accommodated within a number of indicative precincts with specific roles and functions. These precincts are shown in Figure 3.2.7 and described below.

- **Mixed Industry Business Area (MIBA) Precinct:** this precinct is intended to accommodate a broad range of commercial and industrial employment opportunities including professional services, higher order industrial uses (e.g. creative industry and advanced manufacturing), education, training and research facilities, information technology and communication services, office services and service trades. The MIBA precinct is not intended to have a strong industrial land use focus, however certain low impact industrial activities will be supported where adverse amenity impacts (namely noise, odour and dust) can be reduced to an acceptable level. A limited range of ancillary convenience uses (e.g. shops and food and drink outlets) could be established to service the precinct. Development within the MIBA will be reflective of the unique natural setting in which it is located, providing a high quality built form and landscaping elements.
- **Rural Precinct:** this precinct will retain its existing role and function, supporting uses that are consistent with the intent of the Rural zone.
- **Education, Training and Recreation Precinct:** this precinct is intended to accommodate tertiary education and training facilities, recreation facilities and ancillary accommodation and services.
- **Transport Uses Precinct:** this precinct is intended to accommodate transport related uses including transport depots and parking stations, which benefit from direct access to the State Road network.
- **Storage and Larger Scale Home Based Enterprise Precinct:** this precinct is intended to accommodate a mixture of uses ranging from vehicle storage facilities, (i.e. a parking station), small scale tourist parks or larger scale home based businesses that exceed the nominal thresholds contained in the Redland City Plan home-based business code.

Further detailed planning investigations will be required before the suitability of this area for development can be confirmed. This will include a consideration of the following at a minimum: physical constraints and values, including koala habitat, ecological functions, natural hazards, scenic quality and infrastructure requirements and costs and alternative growth strategies. Urban residential land uses are inconsistent with the preferred future land use intents for the area.

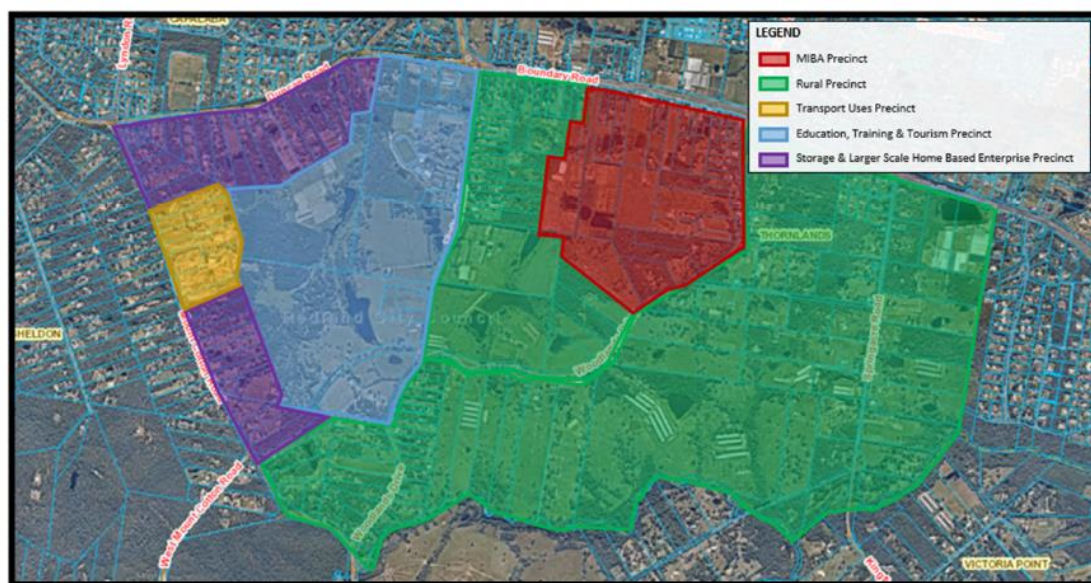


Figure 3.2.7—Southern Thornlands future land use intents

3.3.1.4 Newly developing communities

- (1) New communities are established at Kinross Road, Thornlands, South-East Thornlands, Victoria Point and the area around Double Jump Road which is included in the emerging community zone.
- (2) In these areas, land is used efficiently and development provides a mix of lot sizes and housing forms, including detached housing on a mix of lot sizes and attached housing within well-structured and walkable neighbourhoods.
- (3) Neighbourhoods are designed to integrate with surrounding transport and open space networks to form connected, convenient and safe systems.
- (4) Development facilitates the retention or enhancement of significant waterway and habitat corridors and other areas of environmental significance.
- (5) Development makes provision for local services and social infrastructure to meet community needs, including public open space and recreational facilities, schools and child care facilities and neighbourhood centres.
- (6) Provision is made for public transport services from an early stage of the development of these areas.
- (7) Development does not proceed until odour impact from nearby poultry farms has been reduced to levels that are consistent with a reasonable level of residential amenity.
- (8) Unless included within the priority infrastructure area, development does not proceed until all local and trunk infrastructure requirements (both state and local) can be met by the development proponents, and an agreed funding mechanism established.
- (9) The Southern Redland Bay area has been identified as a possible option for longer term, future urban growth. Substantial investigations will be required of physical constraints and values, including koala habitat, ecological functions, natural hazards, mosquito risk, scenic quality and infrastructure requirements and costs and alternative growth strategies before the suitability of this area for development can be determined.
- (10) The area bounded by Taylor Road, Woodlands Drive and Springacre Road within the Thornlands area has been identified as a possible option for longer term, future urban growth. Substantial investigations will be required of physical constraints and values, including koala habitat, ecological functions, natural hazards, scenic quality and infrastructure requirements

and costs and alternative growth strategies before the suitability of this area for development can be determined.

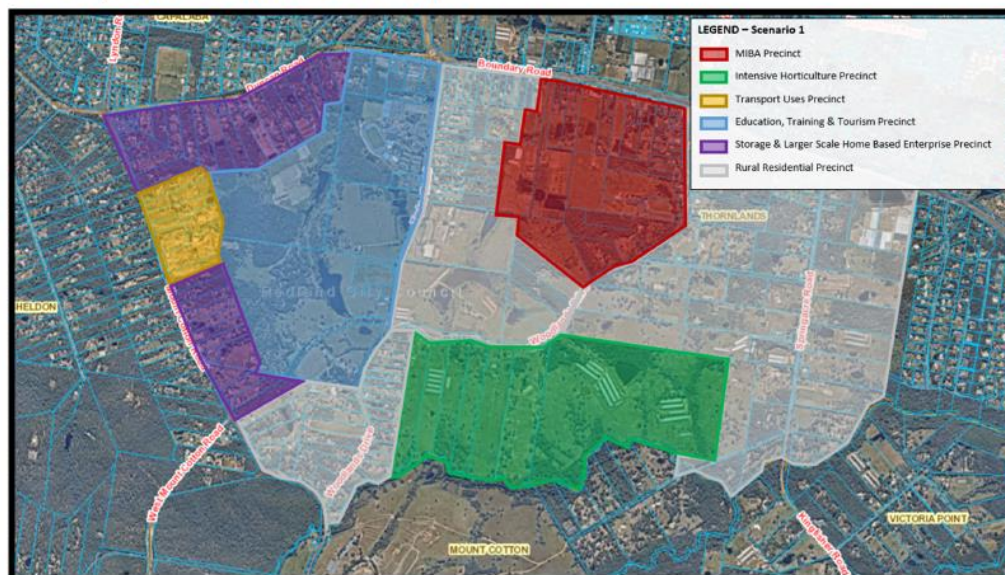
- (11) Future development on North Stradbroke Island should recognise and reflect indigenous land use values and the economic and social needs of the indigenous community.

3.4.1.10 Rural zone

- (1) Redlands has a strong and diverse rural economy with a mix of agricultural and horticultural uses, animal husbandry, and value-adding and complementary activities associated with rural production. A wide range of activities, including composting operations, biodigesters, cropping (including forestry and horticulture), intensive horticulture and wholesale nurseries, aquaculture and intensive animal industries (including poultry farms and niche livestock) may occur on rural zoned land.
- (2) Industry uses occurring in non urban areas are those which are directly related to farming activities or natural resources, or which require separation from urban areas.
- (3) Development which facilitates outdoor recreation or tourism (including accommodation, dining, "farm-door" sales and function venues) occurs provided that it does not significantly disturb the landscape character or rural amenity, and is not likely to be impacted upon by extractive resource areas, existing or approved poultry farms and other incompatible uses.
- (4) Tourist- and recreation-related development generally has a limited building footprint and does not involve significant modification of the natural landform. Short-stay accommodation may occur in the form of bed and breakfasts, farm stay facilities, eco-tourist cabins and camping, as well as larger scale accommodation facilities.
- (5) The siting of tourism, recreation, and rural industries does not negatively impact on the productivity of adjoining land.
- (6) Home-based businesses occur at a scale that is consistent with the amenity and character of the surrounding area.
- (7) In order to protect the landscape character, rural and semi rural amenity, biodiversity values and opportunities for primary production, further fragmentation of rural land is avoided. All rural land is protected from fragmentation, regardless of whether it is identified as agricultural land class A or B.
- (8) Intensive animal industries, intensive horticulture and other larger scale and higher impacting activities are protected from encroachment by sensitive land uses.
- (9) Intensive animal industries, intensive horticulture and other larger scale and higher impacting activities are not located where they would adversely impact on urban areas and minimise impacts on tourist and recreation facilities established on rural land.
- (10) Development does not significantly impact on the amenity of small rural lifestyle lots which are used primarily for residential purposes.
- (11) Intensive animal industries are generally limited to the poultry industry, smaller scale niche livestock facilities or aquaculture.
- (12) Development avoids or mitigates impacts on the natural environment, and maintains a connected network of habitat areas and ecological corridors.
- ~~(13) Land west of Taylor Road proximate to Sheldon College could accommodate tertiary education and training facilities, recreation facilities and ancillary accommodation and services.~~

Attachment 7 – Scenario 1

STPFGA preferred future land use map



Amendments to the Strategic Framework

3.2.3 Economic growth

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- training and tertiary education facilities; and
- tourism, recreation, open space and sporting activities.

An opportunity also exists west of Taylor Road in Sheldon for the establishment of a node of educational and recreational facilities near Sheldon College.

Each of the city's important economic hubs will be managed for its intended economic function and will be protected from encroaching sensitive land uses which may compromise or reduce its productivity. Tourism and primary industries will continue to play a significant economic role in the future of Redlands. Tourism will celebrate regionally and internationally significant natural features like Moreton Bay and North Stradbroke Island, the high scenic amenity of rural and bushland landscapes, and native fauna species including the koala.

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- **Intensive Horticulture Precinct:** this precinct is intended to facilitate development that complements rural values and protects scenic amenity, including the viewshed from Sirromet Winery. Smaller lot sizes (i.e. less than 100 hectares) will be facilitated where it can be demonstrated that the subdivision is necessary to support agricultural activities.
- **Transport Uses Precinct:** this precinct is intended to accommodate transport related uses including transport depots and parking stations, which benefit from direct access to the State Road network.

- Education, Training and Recreation Precinct: this precinct is intended to accommodate tertiary education and training facilities, recreation facilities and ancillary accommodation and services.
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- Rural Residential Precinct: this precinct is intended to facilitate rural residential development for lifestyle choice that protects, maintains and positively contributes to rural residential amenity and environmental values by enabling reconfiguration of lots below 100 hectares.

Further detailed planning investigations will be required before the suitability of this area for development can be confirmed. This will include a consideration of the following at a minimum: physical constraints and values, including koala habitat, ecological functions, natural hazards, scenic amenity, infrastructure requirements and costs, minimum lot sizes and alternative growth strategies. Urban residential land uses are inconsistent with the preferred future land use intents for the area.

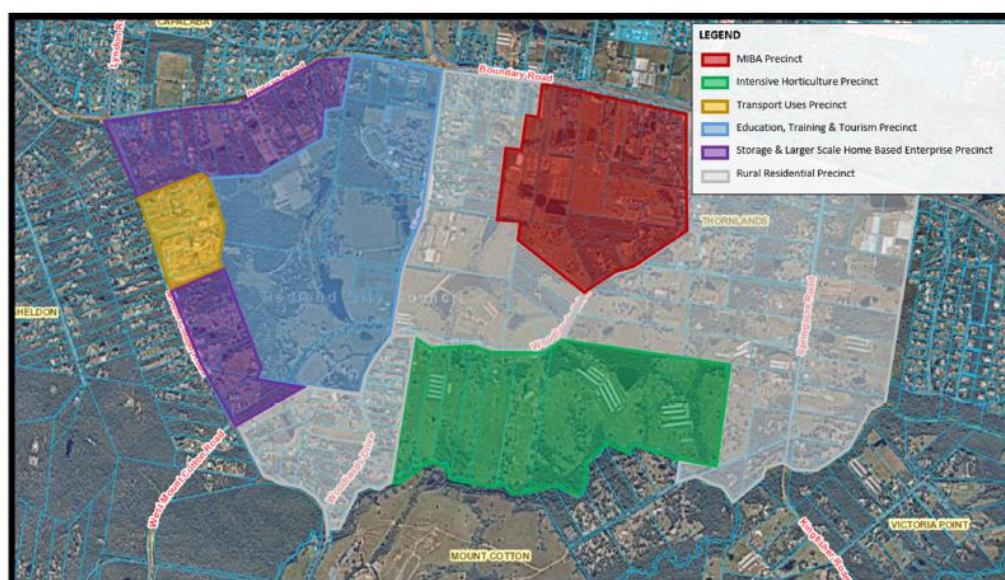


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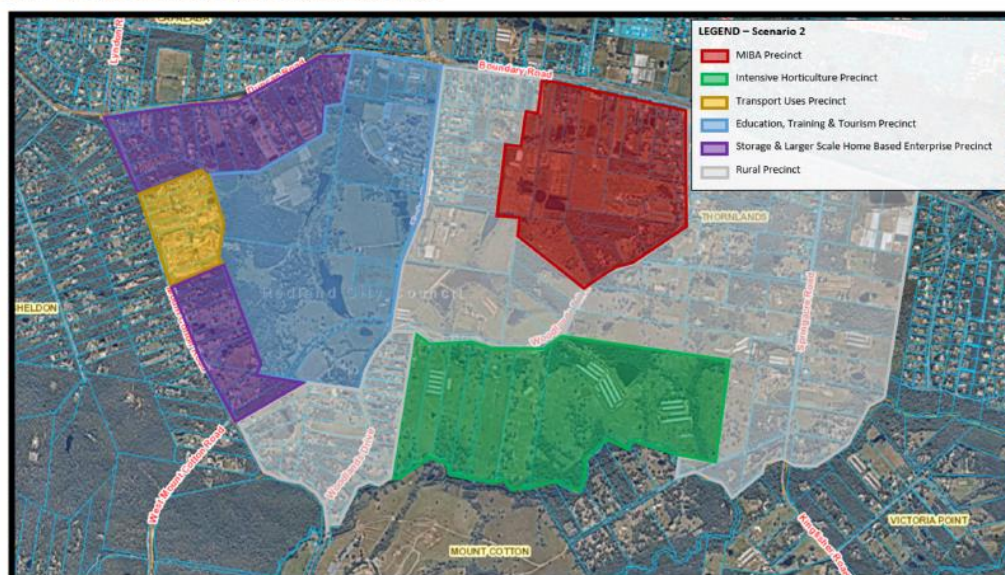
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Attachment 8 – Scenario 2

STPFGA preferred future land use map



Amendments to the Strategic Framework

3.2.3 Economic growth

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An opportunity also exists west of Taylor Road in Sheldon for the establishment of a node of educational and recreational facilities near Sheldon College.

Each of the city's important economic hubs will be managed for its intended economic function and will be protected from encroaching sensitive land uses which may compromise or reduce its productivity. Tourism and primary industries will continue to play a significant economic role in the future of Redlands. Tourism will celebrate regionally and internationally significant natural features like Moreton Bay and North Stradbroke Island, the high scenic amenity of rural and bushland landscapes, and native fauna species including the koala.

Tourism infrastructure will be focussed on providing a range of short stay accommodation options on the islands, in rural areas and in centres, and providing places for outdoor recreation and events. However, new tourist facilities will need to ensure they do not significantly detract from the important natural qualities, character and amenity that underpin Redlands' attractiveness.

In rural areas, niche horticulture, livestock breeding and poultry farming enterprises will continue, while activities that have a nexus with, and add value to, rural activities will be supported, including farm- and nature-based tourism and recreation.

Key extractive resource areas and their haul routes will be protected from development that may reduce their current or future use and productivity.

Home-based businesses provide further micro-employment opportunities throughout the city.

3.2.7 Southern Thornlands Potential Future Growth Area

Preliminary planning investigations and community input have assisted with identifying future land uses within the area bounded by Boundary Road, Mount Cotton Road, Eprapah Creek and properties adjoining Springacre Road, within the suburbs of Sheldon and Thornlands until 2041 and beyond. The preferred mix of future land uses are intended to be accommodated within a number of indicative precincts with specific roles and functions. These precincts are shown in Figure 3.2.7 and described below.

- **Mixed Industry Business Area (MIBA) Precinct:** this precinct is intended to accommodate a broad range of commercial and industrial employment opportunities including professional services, higher order industrial uses (e.g. creative industry and advanced manufacturing), education, training and research facilities, information technology and communication services, office services and service trades. The MIBA precinct is not intended to have a strong industrial land use focus, however certain low impact industrial activities will be supported where adverse amenity impacts (namely noise, odour and dust) can be reduced to an acceptable level. A limited range of ancillary convenience uses (e.g. shops and food and drink outlets) could be established to service the precinct. Development within the MIBA will be reflective of the unique natural setting in which it is located, providing a high quality built form and landscaping elements.
- **Intensive Horticulture Precinct:** this precinct is intended to facilitate development that compliments rural values and protects scenic amenity, including the viewshed from Sirromet Winery. Smaller lot sizes (i.e. less than 100 hectares) will be facilitated where it can be demonstrated that the subdivision is necessary to support agricultural activities.
- **Education, Training and Recreation Precinct:** this precinct is intended to accommodate tertiary education and training facilities, recreation facilities and ancillary accommodation and services.
- **Transport Uses Precinct:** this precinct is intended to accommodate transport related uses including transport depots and parking stations, which benefit from direct access to the State Road network.

- **Storage and Larger Scale Home Based Enterprise Precinct:** this precinct is intended to accommodate a mixture of uses ranging from vehicle storage facilities, (i.e. a parking station), small scale tourist parks or larger scale home based businesses that exceed the nominal thresholds contained in the Redland City Plan home-based business code.
- **Rural Precinct:** this precinct will retain its existing role and function, supporting uses that are consistent with the intent of the Rural zone

Further detailed planning investigations will be required before the suitability of this area for development can be confirmed. This will include a consideration of the following at a minimum: physical constraints and values, including koala habitat, ecological functions, natural hazards, scenic amenity, infrastructure requirements and costs and alternative growth strategies. Urban residential land uses are inconsistent with the preferred future land use intents for the area.

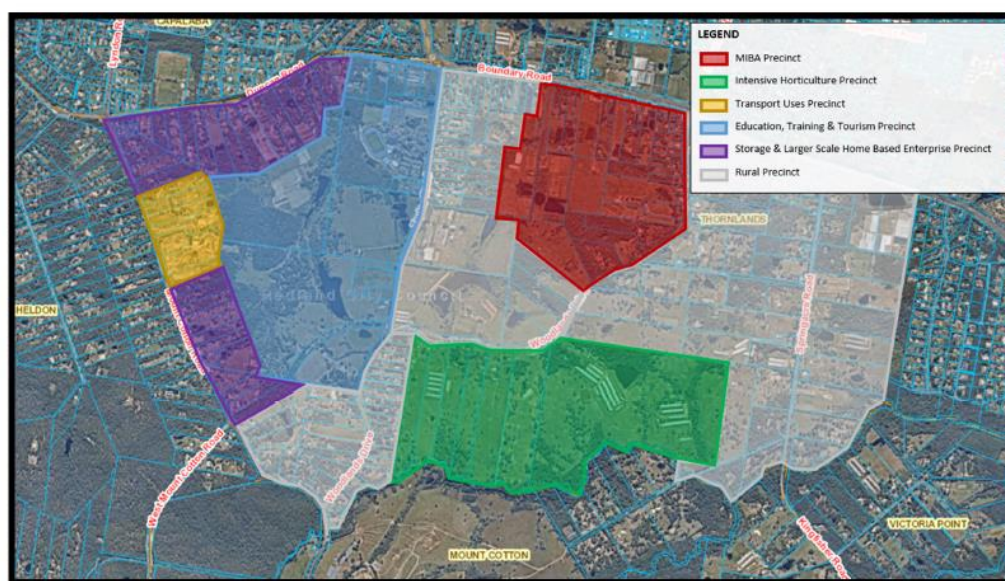


Figure 3.2.7—Southern Thornlands future land use intents

3.3.1.4 Newly developing communities

- (1) New communities are established at Kinross Road, Thornlands, South-East Thornlands, Victoria Point and the area around Double Jump Road which is included in the emerging community zone.
- (2) In these areas, land is used efficiently and development provides a mix of lot sizes and housing forms, including detached housing on a mix of lot sizes and attached housing within well-structured and walkable neighbourhoods.
- (3) Neighbourhoods are designed to integrate with surrounding transport and open space networks to form connected, convenient and safe systems.
- (4) Development facilitates the retention or enhancement of significant waterway and habitat corridors and other areas of environmental significance.
- (5) Development makes provision for local services and social infrastructure to meet community needs, including public open space and recreational facilities, schools and child care facilities and neighbourhood centres.
- (6) Provision is made for public transport services from an early stage of the development of these areas.
- (7) Development does not proceed until odour impact from nearby poultry farms has been reduced to levels that are consistent with a reasonable level of residential amenity.

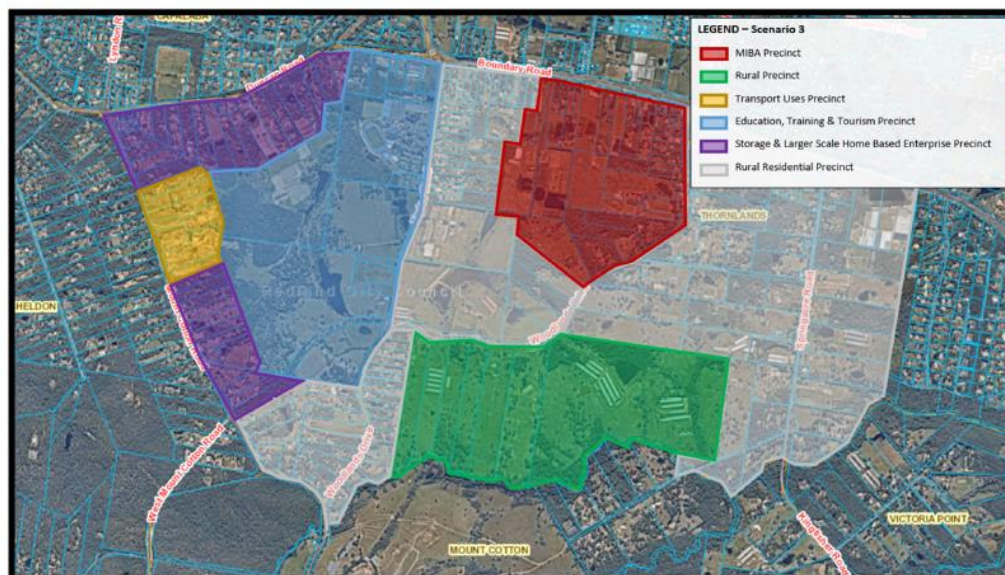
- (8) Unless included within the priority infrastructure area, development does not proceed until all local and trunk infrastructure requirements (both state and local) can be met by the development proponents, and an agreed funding mechanism established.
- (9) The Southern Redland Bay area has been identified as a possible option for longer term, future urban growth. Substantial investigations will be required of physical constraints and values, including koala habitat, ecological functions, natural hazards, mosquito risk, scenic quality and infrastructure requirements and costs and alternative growth strategies before the suitability of this area for development can be determined.
- (10) The area bounded by Taylor Road, Woodlands Drive and Springacre Road within the Thornlands area has been identified as a possible option for longer term, future urban growth. Substantial investigations will be required of physical constraints and values, including koala habitat, ecological functions, natural hazards, scenic quality and infrastructure requirements and costs and alternative growth strategies before the suitability of this area for development can be determined.
- (11) Future development on North Stradbroke Island should recognise and reflect indigenous land use values and the economic and social needs of the indigenous community.

3.4.1.10 Rural zone

- (1) Redlands has a strong and diverse rural economy with a mix of agricultural and horticultural uses, animal husbandry, and value-adding and complementary activities associated with rural production. A wide range of activities, including composting operations, biodigesters, cropping (including forestry and horticulture), intensive horticulture and wholesale nurseries, aquaculture and intensive animal industries (including poultry farms and niche livestock) may occur on rural zoned land.
- (2) Industry uses occurring in non urban areas are those which are directly related to farming activities or natural resources, or which require separation from urban areas.
- (3) Development which facilitates outdoor recreation or tourism (including accommodation, dining, "farm-door" sales and function venues) occurs provided that it does not significantly disturb the landscape character or rural amenity, and is not likely to be impacted upon by extractive resource areas, existing or approved poultry farms and other incompatible uses.
- (4) Tourist- and recreation-related development generally has a limited building footprint and does not involve significant modification of the natural landform. Short-stay accommodation may occur in the form of bed and breakfasts, farm stay facilities, eco-tourist cabins and camping, as well as larger scale accommodation facilities.
- (5) The siting of tourism, recreation, and rural industries does not negatively impact on the productivity of adjoining land.
- (6) Home-based businesses occur at a scale that is consistent with the amenity and character of the surrounding area.
- (7) In order to protect the landscape character, rural and semi rural amenity, biodiversity values and opportunities for primary production, further fragmentation of rural land is avoided. All rural land is protected from fragmentation, regardless of whether it is identified as agricultural land class A or B.
- (8) Intensive animal industries, intensive horticulture and other larger scale and higher impacting activities are protected from encroachment by sensitive land uses.
- (9) Intensive animal industries, intensive horticulture and other larger scale and higher impacting activities are not located where they would adversely impact on urban areas and minimise impacts on tourist and recreation facilities established on rural land.
- (10) Development does not significantly impact on the amenity of small rural lifestyle lots which are used primarily for residential purposes.
- (11) Intensive animal industries are generally limited to the poultry industry, smaller scale niche livestock facilities or aquaculture.
- (12) Development avoids or mitigates impacts on the natural environment, and maintains a connected network of habitat areas and ecological corridors.
- (13) Land west of Taylor Road proximate to Sheldon College could accommodate tertiary education and training facilities, recreation facilities and ancillary accommodation and services.

Attachment 9 – Scenario 3

STPFGA preferred future land use map



Amendments to the Strategic Framework

3.2.3 Economic growth

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Centres are the primary places where people will work and do business. Centres have a hierarchy of functions so that both the private and public sectors can invest with confidence. Centres are expected to accommodate a mix of uses, including, community services, employment, retail, cultural and arts, education and health facilities so they evolve to be much more than shopping centres. Residential and tourist accommodation is also expected in principal, major and district centres. All centres are designed to be readily accessible by public and active transport including walking and cycling and as well-designed places for casual and structured community interaction.

The highest level of day and night time activity and greatest mix of uses are encouraged at Cleveland and Capalaba, as the city's principal centres. These centres are the focus of public transport services within Redlands. Victoria Point (a major centre) also supports mixed use development which is activated at night. The city's district and local centres are important hubs of economic and community life within their catchment areas, both on the mainland and on the islands.

As well, Redlands has a specialised centre based on the Cleveland hospital and other major health care providers, where specialist and general health services, health based education and training and related activities will cluster.

Other precincts provide opportunities for industry and employment generating activities that cannot be accommodated in centres. These include the Cleveland and Capalaba industrial parks, the Redlands Business Park and industry zoned land at Redland Bay, marine industry areas at Beveridge Road in Thornlands and on North Stradbroke Island, and low impact and service industry areas in Capalaba and along Shore Street, Cleveland and on Macleay Island. Land within these areas is to be used efficiently to accommodate economic activity and employment growth.

A special purpose precinct may be established on the Birkdale Commonwealth land, possibly containing a mix of:

- clean, export-oriented industries;
- training and tertiary education facilities; and
- tourism, recreation, open space and sporting activities.

An opportunity also exists west of Taylor Road in Sheldon for the establishment of a node of educational and recreational facilities near Sheldon College.

Each of the city's important economic hubs will be managed for its intended economic function and will be protected from encroaching sensitive land uses which may compromise or reduce its productivity. Tourism and primary industries will continue to play a significant economic role in the future of Redlands. Tourism will celebrate regionally and internationally significant natural features like Moreton Bay and North Stradbroke Island, the high scenic amenity of rural and bushland landscapes, and native fauna species including the koala.

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- **Rural Residential Precinct:** this precinct is intended to facilitate rural residential development for lifestyle choice that protects, maintains and positively contributes to rural residential amenity and environmental values by enabling reconfiguration of lots below 100 hectares.

Further detailed planning investigations will be required before the suitability of this area for development can be confirmed. This will include a consideration of the following at a minimum: physical constraints and values, including koala habitat, ecological functions, natural hazards, scenic amenity, infrastructure requirements and costs, **minimum lot sizes** and alternative growth strategies. Urban residential land uses are inconsistent with the preferred future land use intents for the area.

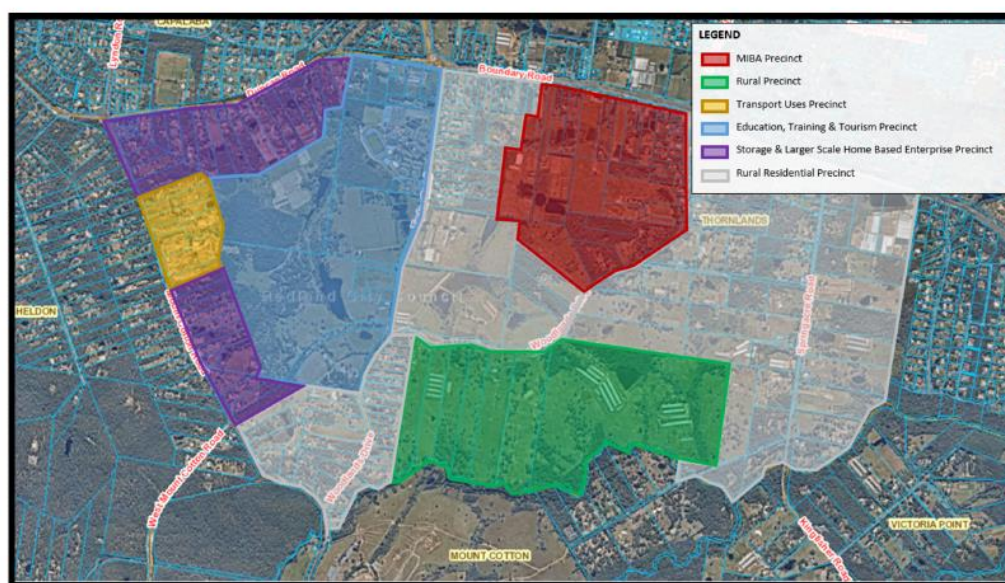


Figure 3.2.7—Southern Thornlands future land use intents

3.3.1.4 Newly developing communities

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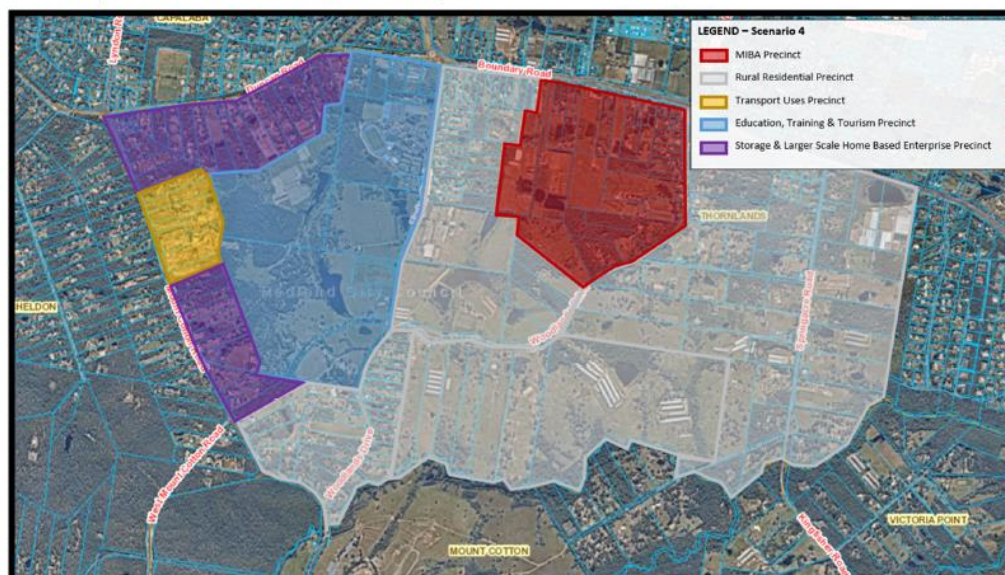
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Attachment 10 – Scenario 4

STPFGA preferred future land use map



Amendments to the Strategic Framework

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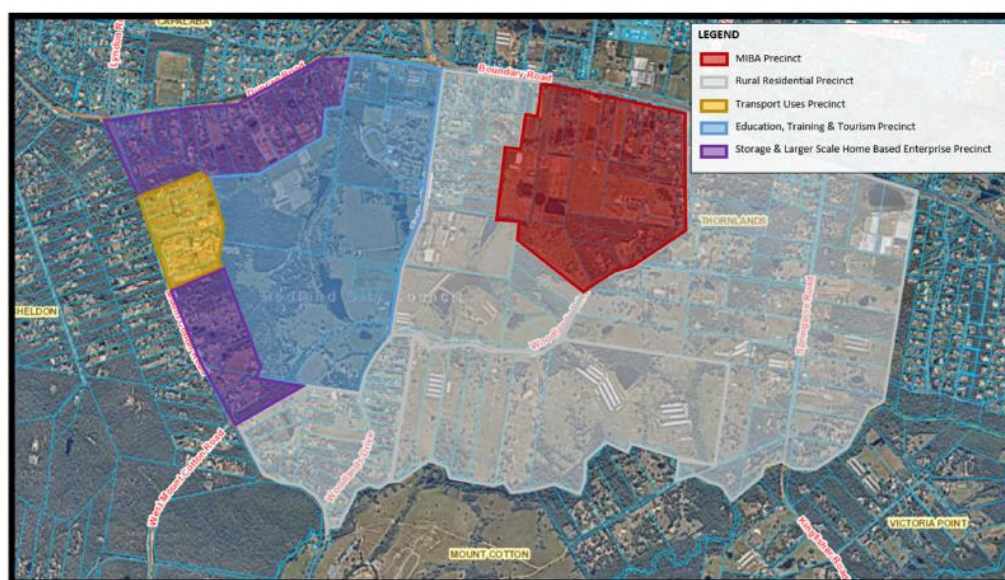


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14.7 WILLARD'S FARM - STATE HERITAGE LISTING

Objective Reference: A6239768

Authorising Officer: Louise Rusan, General Manager, Community & Customer Services

Responsible Officer: Graham Simpson, Group Manager Environment & Regulation

Report Author: Cameron Mackay, Project Manager Birkdale Community Land

Attachments: 1. Department of Environment and Science Recommendation - State Heritage Listing [↓](#)

PURPOSE

To provide an update regarding the heritage recommendation from the Department of Environment and Science (DES) in response to recent application for entering Willard's Farm into the Queensland Heritage Register (QHR).

BACKGROUND

Previous application

On 13 July 2015, the then Department of Environment and Heritage Protection (DEHP) received an application from the Birkdale Progress Association to enter Willard's Farm into the Queensland Heritage Register. This application only related to 302 Old Cleveland Road East, Birkdale (Lot 2 on RP211270).

Subsequently, the DEHP undertook a cultural heritage significance assessment and submitted a recommendation in regards to the application. On 8 September 2015, the Queensland Heritage Council concluded that Willard's Farm did not meet the threshold required for State level heritage significance under specific criteria and other considerations outlined in the *Queensland Heritage Act 1992*.

Under the provisions for considering applications to enter a place on the Queensland Heritage Register, a further application could not be considered for a period of five years from the date of the previous decision.

Local heritage listing

On 8 June 2016, Council adopted to include Willard's Farm into the Heritage Places Register within Schedule 4 of the then Redlands Planning Scheme, as a property of local heritage significance. This local heritage listing protected the heritage elements of the property through the provision of planning controls.

On 14 December 2016, Council adopted the Willard's Farm Conservation Management Plan (CMP 2016) developed as a consequence of Council's purchase of the site on 9 March 2016. Council's purchase of the property was notably undertaken to save Willard's Farm from approved demolition (by a private certifier) and development into residential housing.

The CMP 2016 provides a detailed description and analysis of the property and associated heritage features, including articulating the chronology of the heritage buildings present. As such, the CMP 2016 has been the basis for Council's planning and management of Willard's Farm.

Council Report - Willard's Farm – State Heritage Listing Application

On 15 September 2021, a report was presented to Council in response to an application received by DES to consider listing Willard's Farm and the adjoining land parcel into the QHR.

The report provided information to allow a submission from Council with respect to a current State Heritage Listing Application for Willard's Farm and adjacent land at Birkdale located at 302 Old Cleveland Road East (Lot 2 on RP211270) and 362-388 Old Cleveland Road East (Lot 2 on SP146445).

As such, Council resolved to:

1. *To note Council purchased Willard's Farm to save it from demolition and residential housing redevelopment protecting its heritage values for the community.*
2. *To manage, and continue to manage heritage values within the precinct appropriately as informed by the relevant Conservation (Heritage) Management Plans developed by expert heritage consultants.*
3. *To note the third party application for the State heritage listing of Willard's Farm (Lot 2 RP211270) and adjoining land parcel (Lot 2 SP146445) into the Queensland Heritage Register, and provide an initial submission in regards to the issues identified in this report by 1 October 2021.*
4. *To make a further submission, at the relevant time, in regards the application for State heritage listing, upon receipt of the recommendation by the Department of Environment and Science in regards the application and before final determination by the Queensland Heritage Council.*
5. *To provide a copy of this report to the Department of Environment and Science and the Queensland Heritage Council.*

On 30 September 2021, Council provided a written submission to the DES in regards to the application for State Heritage Listing, which included a copy of the report to Council of 15 September 2021.

DES Heritage Recommendation – Willard's Farm

On 19 October 2021, DES officers undertook a site assessment with Council officers in preparing a recommendation in response to the current application. The site assessment included:

- Visual inspection of Willard's Farm (Lot 2 RP211270)
- Visual inspection across adjoining land parcel (Lot 2 SP146445)

On 3 December 2021, DES under the provisions of the *Queensland Heritage Act 1992*, recommended to enter Willard's Farm (former) into the QHR. Council received recommendation via a Notice of Chief Executive Recommendation, which included formal assessment for Statement of Significance against relevant legislation and associated criteria (refer Attachment 1).

A decision by the Queensland Heritage Council (QHC) to enter Willard's Farm into the QHR is expected by March 2022 and, if accepted, will carry additional planning, design, assessment and construction implications for consideration by Council for the building restoration.

Elements of state level significance identified within Willard's Farm (Lot 2 RP211270) include a residence (i.e. main house), milking and cream sheds, garage / shed, water tank and stand in-ground water tank (i.e. brick cistern), and former gate and fence remnants.

Recommended state level significance elements identified within the adjoining land parcel (Lot 2 SP146445) are located adjacent to Tingalpa Creek, within the conservation area and include metal brackets, large and small timber posts, metal sheets and channel and soft ground and depressions.

In essence, Willard's Farm provides a surviving example of an early dairy farm complex in Queensland and constructed between c1860s to c1910. It provides examples of industry evolution, developing technologies and associated policy of successive Queensland governments.

The proposed heritage register boundary is comprised of Lot 2 RP211270 and a small section of Lot 2 SP146445 as shown in Figure 1 below.

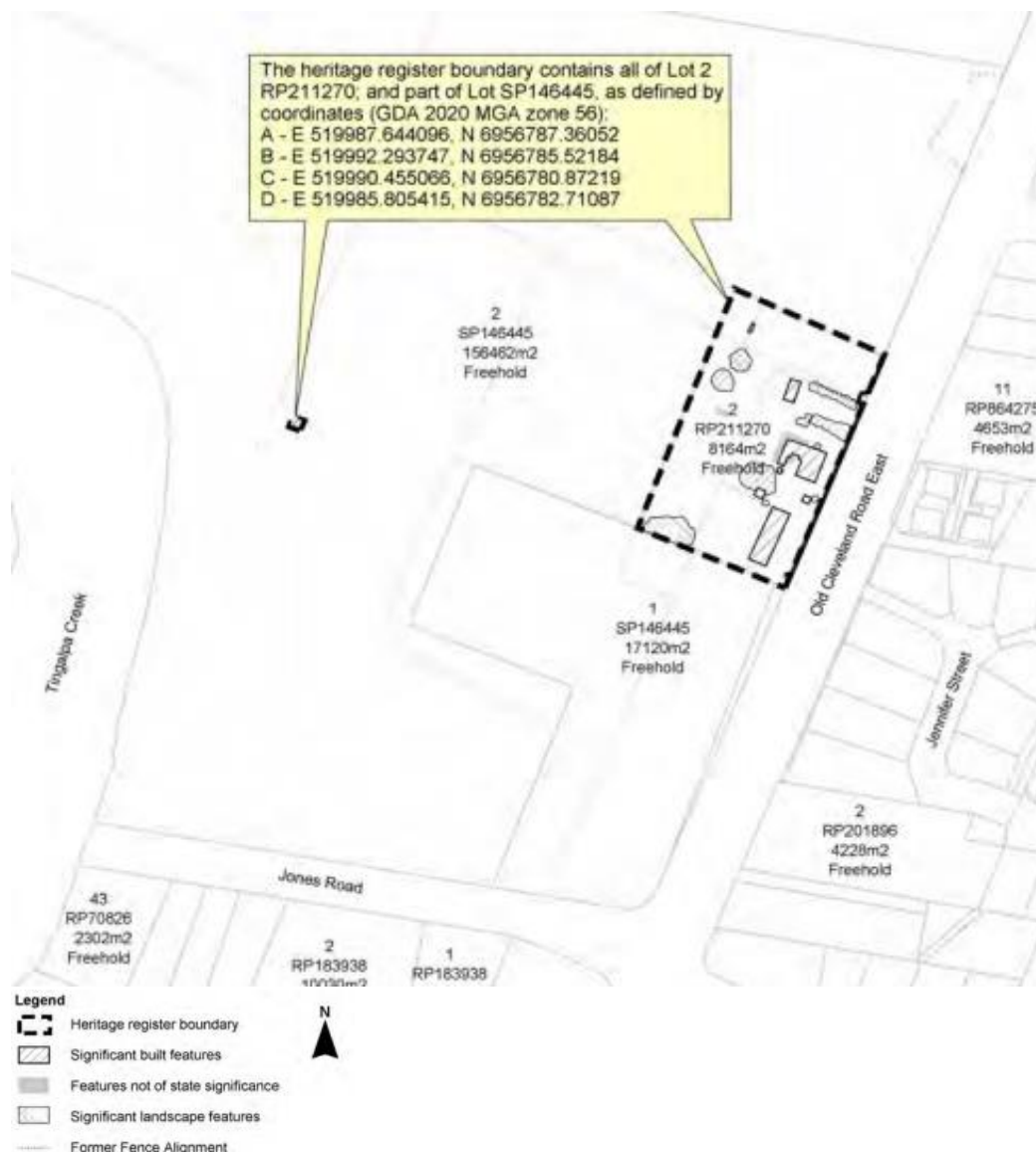


Figure 1: Proposed heritage register boundary ('the heritage boundary')

ISSUES

State Level Significance

In order for a place to be entered into the QHR, the QHC must be satisfied that it meets the required thresholds for state significance under Section 35 of the *Queensland Heritage Act 1992*. Section 35 includes eight specific assessment criterion that must be individually addressed.

In order for a heritage place to be considered for state level significance, it must satisfy a minimum of one assessment criteria.

Assessment criteria are outlined below in Table 1:

Queensland Heritage Act 1992 (Section 35) - Statement of Significance	
Criterion	Description
A	The place is important in demonstrating the evolution or pattern of Queensland's history.
B	The place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage.
C	The place has potential to yield information that will contribute to an understanding of Queensland's history.
D	The place is important in demonstrating the principal characteristics of a particular class of cultural places.
E	The place is important because of its aesthetic significance.
F	The place is important in demonstrating a high degree of creative or technical achievement at a particular period.
G	The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.
H	The place has a special association with the life or work of a particular person, group or organisation or importance in Queensland's history.

Table 1: Assessment Criteria

DES Heritage Recommendation

DES's recommendation proposes that Willard's Farm meets two of the eight available assessment criterion (i.e. **A** and **C**).

In relation to Criterion A, Willard's Farm is comprised of the former residence, various outbuildings including milking and cream sheds, and water supply infrastructure constructed between c1863 and c1910. These elements provide surviving evidence of the policy of successive Queensland governments from 1860 until mid-20th century, of raising revenue and enabling closer settlement through the lease and sale of land for agricultural purposes, a key catalyst in the development of Queensland. More specifically, outbuildings provide important examples illustrating the evolution of Queensland's dairy industry.

In relation to Criterion C, Willard's Farm has the potential to contribute to information about the development of the Queensland timber building construction techniques in the late 19th and early 20th centuries. These particularly relate to the transition from construction techniques using slab, rough-hewn, adzed and hand-sawn timber (milking shed, garage, part of the residence), to milled construction timber construction (cream shed, part of the residence).

Concurrent Heritage Assessment

Council commissioned a recent assessment undertaken by an external heritage subject matter expert (Extent Heritage), which also summarised that Willard's Farm would, in their opinion, meet the required threshold for state level significance and broadly aligns with conclusions made by DES. The assessment process undertaken by Extent Heritage included a site inspection, review of previous heritage studies and assessment for state level significance against the *Queensland Heritage Act 1992*, Section 35. Upon completion of assessment, Extent Heritage concluded that it would be likely that Willard's Farm would satisfy criteria **A**, **C** and **D**.

In relation to Criterion D, the Extent Heritage assessment generally aligns with DES Heritage recommendation that Willard's Farm is good example of an early farm complex developed from the mid-nineteenth century to the mid-twentieth century in Queensland when considering principal characteristics such as locations, materials, construction techniques and so on.

However, the Extent Heritage assessment also notes that functional relationships between the house and outbuildings are still able to be read in the layout of the site and semi-rural setting (in current state), meaning it is likely to satisfy additional criterion (D).

Previous Heritage Assessments

As part of completing a draft updated Conservation Management Plan for Willard's Farm, as prepared by external subject matter experts (Australian Heritage Specialists), it was indicated that heritage values within Willard's Farm are considered threshold at state level significance and should be considered for re-entry into QHR. It must be noted that whilst this opinion was supported through comparative analysis with other similar QHR places, it did not specifically address relevant criteria within legislation required for consideration of state level significance.

In order to identify consistencies with respect to heritage value and associated alignment with thresholds for state level significance, a summary of assessments completed to date are provided within Assessment Matrix below:

Subject Matter Expert (SME)	Queensland Heritage Act 1992 - Section 35 (Statement of Significance)								
	Criteria								
	A	B	C	D	E	F	G	H	Notes
Extent Heritage (2021)									
Department of Environment & Science (2021)									
Australian Heritage Specialist (2021)									

Table 2: Assessment Matrix

Queensland Heritage Council Process

The next steps in regards to the QHC process for assessing the current application, involve the following:

- The QHC will review DES's recommendation within 60 days (100 days if an additional response received from Council) and is currently scheduled to consider the recommendation at its meeting of 28 January 2022.
- Council was required to advise DES that it was to make a further written submission or that it would make an oral submission to the QHC by 20 December 2021.
- QHC has the discretion to make decision which differs from DES's recommendation
- Council will be advised of QHC's decision to enter Willard's Farm into QHR once available (expected March 2022)

No Submission

It is noted that the Council resolution of 15 September 2021 indicated that, at the relevant time, Council make a further submission in regards to the application for State heritage listing upon receipt of the recommendation by DES in relation to the application, and before final determination by the Queensland Heritage Council. DES requested any written submission or any intention to make an oral submission to the QHC, be provided by 20 December 2021.

Given the timeline provided by DES, and the heritage review findings, no submission is considered necessary as originally sought by the Council resolution.

This is due to the impracticality of doing so in the timeline, but also due to there being no difference between the recommendation of DES and Council's heritage experts.

In summary and based on the above timeframes and the finalisation date and recommendations of the Extent Heritage review (16 December 2021), Council officers determined not to make a submission due to the following reasons:

- Studies completed to date by external heritage subject matter experts support entry of Willard's Farm into QHR.
- The proposed heritage boundary generally aligns with the existing local heritage boundary extent.
- The proposed heritage extent does not include adjacent lot (Lot 2 on RP146445) with exception to a small portion of land within the Conservation area.
- The DES recommendation has minimal impact on the physical extent of planned restoration works or broader site planning objectives associated with the Birkdale Community Precinct.

Implications of a State Heritage listing

Should all or part of the nominated site subject to the application be listed in the QHR, any future site planning will need to consider the documented heritage values. In most ways this is not dissimilar to current obligations under the local heritage listing.

However, in addition to this, where development is proposed within a State heritage boundary (or 75 metres or less from it), it will generally also require assessment by the State pursuant to Schedule 10 of the *Planning Regulation 2017*. The impact of the State heritage listing in a planning sense means that any development will be assessed by the State Assessment and Referral Agency (SARA) against the State Development Assessment Provisions – specifically State Code 14: Queensland Heritage.

The exception to any State involvement in the development assessment process is where an exemption certificate is given. Such matters would generally only relate to minor maintenance work and would be reflected in the current Conservation (Heritage) Management Plan applicable to the site.

Willard's Farm Restoration

Council has budgeted \$250K in financial year 2021/22 to undertake primarily detailed design works for the restoration of Willard's Farm, in accordance with the CMP 2016 and a yet to be adopted updated Conservation Management Plan.

Unfortunately, the application for State heritage listing created a level of uncertainty in regards to both the scope and extent of works and the assessment/approval process for these works. It is proposed that planning for design work will now re-commence, whilst remaining cognisant that additional design and approval requirements may come into effect in early 2022 should Willard's Farm be entered into the QHR. There still may also flow-on effects in regards to eligibility for grant funding or future capital funding opportunities, as well as detailed planning necessary to integrate Willard's Farm into the Birkdale Community Precinct program.

STRATEGIC IMPLICATIONS

Legislative Requirements

Planning Act 2016

Willard's Farm is currently protected through existing provisions under City Plan, managed under the heritage overlay code. This code generally aims to ensure that:

- Heritage places are not demolished, removed or altered in any way that removes or reduces their heritage values.
- Heritage places are not used in a way that is incompatible with their cultural heritage values.

Queensland Heritage Act 1992

The State heritage nomination and listing process is governed by the *Queensland Heritage Act 1992*. As stated above, a land owner is provided with the opportunity to make written submissions to DES at the application stage and when the DES officer recommendation is made. In addition, Council has a right of appeal against the QHC's decision if necessary.

In making representations or starting an appeal, the grounds must specifically relate to the place satisfying or not satisfying the State cultural heritage criteria. Should Willard's Farm be entered into the QHR, it would then be protected under the *Queensland Heritage Act 1992*.

In order for a place to be entered into the QHR, the QHC must be satisfied that it meets required threshold under Section 35 of the *Queensland Heritage Act 1992*. Section 35 includes eight specific assessment items, which must be individually addressed as part of establishing State level significance.

Risk Management

The current risks associated with the application and the potential entering of Willard's Farm and adjoining land into the QHR include:

- Additional design, state approvals and construction requirements associated with restoration of state listed heritage buildings.
- Potential delays in continuing building maintenance requirements and associated expenditure whilst a decision is pending.
- Delays that are a reputational risk given Council's desire to move forward with restoration of Willard's Farm as quickly as possible.
- Escalations in project delivery costs associated with extended project delivery timeframes.

Financial

A budget of \$250K is allocated to Willard's Farm this financial year for the completion of design packages required to support building restoration works in accordance with an updated Conservation (Heritage) Management Plan. This work is essential to enable eligibility for grant funding opportunities or future capital funding budgets.

The potential listing of Willard's Farm will not impact on potential grant funding opportunities and could potentially increase eligibility. However, State listing may diminish opportunities to repurpose the existing buildings to facilitate use by community groups or other tenants. Guidance around the flexibility of use of existing buildings will be determined through the current design work that has now been commissioned.

People

Council has a Project Officer for the Birkdale Community Precinct who coordinates the management of Willard's Farm, including heritage related matters. A State heritage listing will require additional resourcing to manage the process. Site maintenance operations will continue as scheduled with no additional resources required at this stage.

Environmental

The impact of any State heritage listing is likely minor but would potentially add further approval requirements for site enhancement works.

Social

The amalgamation of the Willard's Farm land parcel into the broader Birkdale Community Precinct is essential in providing an integrated planning outcome for the site. Willard's Farm represents a core value within the precinct and remains a centre-point for the Vision document, supporting community engagement activities and future site master planning outcomes.

Human Rights

No adverse impacts on human rights have been identified at this stage.

Alignment with Council's Policy and Plans

Willard's Farm and the Birkdale Community Precinct are a strategic catalyst project within Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond*, specifically Goal 2 Strong Communities:

Birkdale Community Land, Willard's Farm and Tingalpa Creek Corridor

Create a shared vision for the end use of the land recognising the rich and diverse history of the site, building those values into creating an iconic landmark for the Redlands Coast.

Council has also identified Willard's Farm and all heritage values in the Birkdale Community Precinct as being a priority for protection in the Birkdale Community Precinct Vision.

Council is and will continue to manage heritage values within the precinct appropriately, as informed by the relevant Conservation (Heritage) Management Plans developed by expert heritage consultants.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
External heritage specialist consultant	29 November 2021	Preliminary advice with respect to state listing implications, relocation of buildings and alignment with legislative thresholds for state level significance.
Program Director – Birkdale Community Precinct	October, November 2021	Restoration design scope, state listing implications and broader integration into Birkdale Community Precinct
External heritage specialist consultant	28 October 2021	Site inspection with respect to draft updated Conservation Management Plan. Preliminary discussions regarding recent application for state listing to DES and potential implications.
DES Officers	19 October 2021	Site inspection with respect to application for state listing. Additional heritage items (as noted in DES Recommendation) identified.

OPTIONS**Option One**

That Council resolves to note this report and attachment.

Option Two

That Council resolves to seek further information in regards the State Heritage Listing recommendation.

OFFICER'S RECOMMENDATION

That Council resolves to note this report and attachment.



Department of
Environment and Science

**Notice of Chief Executive Recommendation –
to enter a place in the Queensland Heritage Register as a State Heritage Place**

Notice given under s.46 Queensland Heritage Act 1992

Ref: HRN 650011

Mr Andrew Chesterman
Chief Executive Officer
Redland City Council
e: rcc@redland.qld.gov.au

cc Mr Cameron Mackay
Project Manager–Birkdale Community Land
Redland City Council
e: Cameron.Mackay@redland.qld.gov.au

Dear Mr Chesterman

You are receiving this notice as the Redland City Council owns and is the local government for a place identified on the application to enter **Willard's Farm and Lot 2 SP146445, 302 & 362-388 Old Cleveland Road East, Birkdale** in the Queensland Heritage Register (Heritage Register) as a State Heritage Place.

The Queensland Heritage Council (Heritage Council), an independent body, decides whether a place is or is not entered in the Heritage Register.

In making its decision on a heritage recommendation, the Heritage Council must consider: the application to which the heritage recommendation relates, written submissions made on the application, written representations, oral representations and heritage response, if given.

On **3 December 2021** the delegate for the Chief Executive of the Department of Environment and Science (the Department) recommended to the Heritage Council that **Willard's Farm (former)** be entered in the Heritage Register as a State Heritage Place.

The Heritage Council has 60 business days (100 business days with owner consent or if a heritage response is made) from the heritage recommendation date to decide whether a place is or is not entered in the Heritage Register. The Heritage Council has the discretion to make a decision which differs from the Department's heritage recommendation.

A copy of the heritage recommendation is enclosed, as are copies of the public submissions received in relation to the application.

The heritage recommendation relates to the property at 302 & 362-388 Old Cleveland Road East, Birkdale and comprises:

Lot	Plan
2	RP211270
2	SP146445

Oral representation

You may request to make an oral representation to the Heritage Council (either in person or via teleconference) about the heritage recommendation. If you wish to do so please refer to the enclosed *Fact sheet – Oral representation to the Queensland Heritage Council* for details.

It is anticipated the Heritage Council will hear any oral representations in response to the Department's heritage recommendation at its meeting to be held on 28 January 2022.

A request to make an oral representation should be made on the enclosed form and must be received no later than **20 December 2021**.

Heritage response

If you wish to make a written response (a heritage response) to the Department's heritage recommendation please advise the Heritage Council by **20 December 2021**. Please note that if you advise that you will be making a heritage response the date by which the Heritage Council must make a decision is extended from 60 business days to 100 business days.

The form should be posted to:

Executive Officer
Queensland Heritage Council
Department of Environment and Science
GPO Box 2454
BRISBANE QLD 4001

or emailed to heritage.council@des.qld.gov.au

Yours sincerely



Nicole Mulholland
Manager
Queensland Heritage Council & Heritage Register
Heritage Branch

Date: 6 December 2021

Enquiries:
Rosemary Shields
Senior Heritage Officer Heritage Branch
GPO Box 2454
BRISBANE QLD 4001
e: rosemary.shields@des.qld.gov.au

Enclosed:

- The Chief Executive's recommendation
- Fact sheet – *Oral representation to the Queensland Heritage Council*
- Application Form - *Request to make Oral Representation about a Heritage Recommendation*
- Public submissions received

Heritage Recommendation**650011***Queensland Heritage Act 1992*

Under delegation from the Chief Executive, Department of Environment and Science, and under the provisions of s.44 of the *Queensland Heritage Act 1992*, I, Delegated Authority, Catherine Chambers:

Recommend to Enter this place in the Queensland Heritage Register as a State Heritage Place

Catherine Chambers DIRECTOR

Recommendation Date: 03-Dec-2021

Delegate Name/Position: Delegated Authority, Catherine Chambers

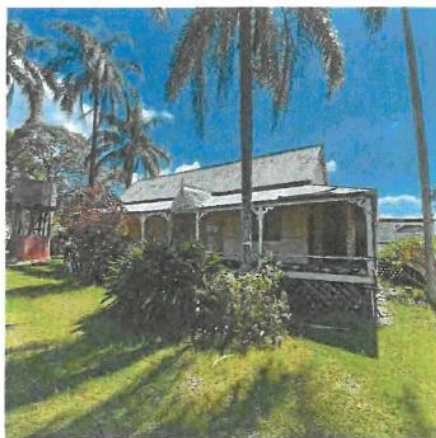


Figure 1: Willard's Farm, Residence (Main House) from northeast (Queensland Government, 2021)



Figure 2: Proposed heritage register boundary (Queensland Government, 2021) (see attached map)

Place name	Willard's Farm (former)	
Address	302 & 362-388 Old Cleveland Road East, BIRKDALE, 4159	
LGA	REDLAND CITY COUNCIL	
RPD	2 RP211270	2 SP146445

Queensland Theme(s)

02.04 Exploiting, utilising and transforming the land. Agricultural activities

06.04 Building settlements, towns, cities and dwellings: Dwellings

650011
Willard's Farm (former)
Assessment of significance

Statement of Significance

Criterion A

The place is important in demonstrating the evolution or pattern of Queensland's history

Willard's Farm (former) (established 1863), comprising a Residence (c1860s-c1910), outbuildings (c1860s-c1904) and farm and water supply infrastructure, is an early dairy farm complex in Queensland. It is important surviving evidence of the policy of successive Queensland Governments from 1860 until the mid-20th century, of raising revenue and enabling closer settlement through the lease and sale of land for agricultural purposes, a key catalyst in the development of Queensland.

The Milking Shed (c1860s-1880s) and Cream Shed (c1904) are important in illustrating the evolution of Queensland's dairy industry, as new technologies were adopted and government legislation to regulate product safety in the industry were implemented.

The whole of Lot 2 SP146445 is not important in representing the development of agricultural or pastoral settlement in Queensland. While the lot formed part of Willard's landholding, most of the formerly cleared areas of the lot are now dominated by regrowth and exotic species and the paddocks and formerly cultivated areas are no longer readily discernible or defined.

Lot 2 SP146445 does not provide a rare connection to the National Security Act as many properties throughout Queensland were requisitioned by the Australian Military Forces and the US Military Forces during World War Two (WWII) and is not important in demonstrating this pattern of Queensland's history.

No physical evidence was found on Lot 2 SP146445 which demonstrates the US Army's radio receiving / monitoring communications of the adjacent site during WWII, nor does it demonstrate the post-war utilisation of the adjacent site for communications.

Criterion B

The place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage

Nineteenth century farm complexes, wells, underground freshwater springs, and WWII 'CA' huts are not rare in Queensland and do not demonstrate rare, uncommon or endangered aspects of Queensland's cultural heritage.

No physical evidence was found of rhombic antenna arrays on either Lot 2 RP211270 or Lot 2 SP146445, which might demonstrate the US Army's radio receiving / monitoring communications of the adjacent site.

The place does not satisfy this criterion.

Criterion C

The place has potential to yield information that will contribute to an understanding of Queensland's history

Analysis of fabric at Willard's Farm (former) has the potential to contribute to information about the development of Queensland timber building construction techniques in the late 19th and early 20th centuries, in particular the transition from construction techniques using slab, rough-hewn, adzed and hand-sawn timber (Milking Shed, Garage / Shed, and part of the Residence), to milled timber construction (Cream Shed, and part of the Residence).

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650011
Willard's Farm (former)
Assessment of significance

	<p>No physical evidence was found of South Sea Islander labour, or the World War II (WWII) use of the site as a US Army Radio Receiving Station, on Lot 2 RP 211270 or Lot 2 SP 146445. Dairy operations in Queensland, and the function and construction of dip sites as a means of pest control in the state are well documented. Given the dip has been demolished, the place does not have the potential to contribute new knowledge, or knowledge that will lead to a greater understanding, about these aspects of Queensland's history; or the potential to contribute knowledge that will aid in comparative analysis of similar places in regard to these aspects.</p> <p>While the former Wells and Windmill Remnants may reveal further information regarding specific water supply infrastructure implemented on site at Willard's Farm (former), this information is unlikely to contribute knowledge that will lead to a greater understanding regarding this period and type of infrastructure used in Queensland. The former reticulation routes connecting the former Wells and Windmill Remnants to the Elevated Tank (and subsequently to paddocks) are documented in historic plans and correspondence files.</p> <p>There are substantial and comprehensive written records and information related to the US Army Radio Receiving Station (former), including the reasoning behind the site selection (in particular, the site's damp, swampy ground and relative isolation), and the place's compulsory acquisition by the Commonwealth Government. In this regard, the place does not have potential to contribute new or extend existing knowledge about Queensland's history; and does not have the potential to contribute knowledge that will aid in comparative analysis of similar places.</p>
<p>Criterion D</p> <p>The place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	<p>Willard's Farm (former), an early farm complex developed from the mid-19th century to the mid-20th century in Queensland, has a high degree of integrity and is important in demonstrating the principal characteristics of its type. These include: its location in a historical agricultural region; use of locally-sourced timber for construction, crafted using early carpentry techniques (slabs, rough-hewing, adzing and hand-sawing); a farmhouse (Residence); outbuildings for agricultural use (Milking Shed, Cream Shed, and Garage / Shed); water infrastructure (Water Tank and Stand, In-ground Water Tank, and former Wells and Windmill Remnants); the fenced separation of residential and agricultural functions (fence remnants); and mature trees and gardens in close proximity to the house. An understanding of the functional relationships between the farmhouse and outbuildings is facilitated by their surrounding open setting.</p> <p>While Lot 2 SP146445 formed a part of Willard's land holding, most of the formerly cleared land is now dominated by regrowth and exotic species and the paddocks and formerly cultivated areas are no longer readily discernible or defined. With the exception of the former Wells and Windmill Remnants, the whole of Lot 2</p>

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650011
Willard's Farm (former)
Assessment of significance

	<i>SP146445 does not contain features that contribute to the principal characteristics of the class of place and does not satisfy this criterion.</i>
Criterion E The place is important because of its aesthetic significance	<p><i>While the place is valued locally for its environmental values / bushland setting and may be considered a local landmark in Birkdale, particularly due to its tall pine trees and early buildings, Willard's Farm (former) and Lot 2 SP146445 do not demonstrate or possess attributes or qualities to be important at a state level because of their aesthetic significance. The place has not been recognised for its aesthetic qualities beyond the local area. Its environmental values / bushland setting do not have a strong association with the agricultural use of the site (having been cleared for most of its farming use), and have not been recognised beyond a local level for their aesthetic qualities or natural beauty.</i></p> <p><i>The place does not meet the threshold indicator for state-level cultural heritage significance and does not satisfy this criterion including the degree of intactness/integrity, degree of deterioration, its setting and location context, or by demonstrated representation.</i></p> <p><i>The place does not satisfy this criterion.</i></p>
Criterion F The place is important in demonstrating a high degree of creative or technical achievement at a particular period	<p><i>Willard's Farm (former) does not display any particular artistic, architectural, or creative qualities or any technical, construction or design qualities to be sufficiently important in demonstrating a high degree of creative or technical achievement at a particular period. The place does not display a sufficient degree of artistic value, architectural excellence, it is not innovative or develops new technology; it does not represent a breakthrough in design or a construction technique and is not a solution to a technical problem that extends the limits of existing technology.</i></p> <p><i>The place does not satisfy this criterion.</i></p>
Criterion G The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	<p><i>Willard's Farm (former) does not have sufficient demonstrated length, extent, or degree of a strong or special association – former or present – with a particular community or cultural group for social, cultural or spiritual reasons. They do not display a length of association, demonstrated extent and degree of community association or a significant former association.</i></p> <p><i>The place does not satisfy this criterion.</i></p>
Criterion H The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history	<p><i>Willard's Farm (former) does not have a sufficient degree or extent, length or influence of a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.</i></p> <p><i>The place does not satisfy this criterion.</i></p>

650011
Willard's Farm (former)
Assessment of significance

History

Willard's Farm (former) is a farm complex comprising a timber-framed, timber-clad farmhouse. Located in the now-suburban, but formerly agricultural, area of Birkdale within the boundary of Redland City Council, the former farm was built in phases from the c1860s, as shown by its construction materials and methods, as well as associated farm elements (slab milking shed, former cream shed, storage shed (garage/shed) and water supply infrastructure), which also demonstrate early construction materials and methods. It occupies a large site that slopes gently to the west from the road and includes the house yard and part of an adjacent paddock. It has mature trees and plantings, and original fencing. It is rare early evidence of government-promoted agricultural settlement in Queensland.

Prior to European settlement, the Birkdale area was part of the traditional land of the Quandamooka People.[1] One of the first places in the Moreton Bay district where country land was sold soon after Separation was the locality of Capalaba. Situated about 14 miles (22.5 km) southeast of Brisbane, but close to Cleveland, the once-favoured port for the colony, it included fertile agricultural land.[2] A mail service from Brisbane to Cleveland commenced in 1861 and the town of Tingalpa was surveyed on the Brisbane side of Tingalpa Creek in 1863.[3]

James Willard, the original owner of the property, arrived at Moreton Bay from Plymouth on the ship *Ascendant* in June 1858, aged 22 years, with his younger brother, Stephen, aged 18 years. Both were labourers from Sussex. They had followed their brother, Edward, who arrived in Brisbane in August 1857, aged 19, on the *Mary Pleasants*. All were assisted immigrants, sought by employers to fulfil the shortage of labourers in the future Colony of Queensland. According to family history, James worked at Kedron Brook splitting timber and fencing; and took various jobs in bushwork before purchasing land.[4]

On 19 May 1860 James Willard married Margaret Jones at St John's pro-cathedral in Brisbane. Margaret, a domestic servant, from Kilteagan in County Wicklow, Ireland, had arrived from Ireland on the *British Empire* in February 1859, aged 20 years. Her occupation was also sought after in the region and the focus of immigration initiatives. Their marriage resulted in 11 children between 1861 and 1881.[5]

When Queensland became a self-governing colony in 1859, it had a population of about 25,000 people, no financial support and no money in its treasury. The government needed to generate income, so did this through the leasing and sale of land. Among the first actions of the inaugural Queensland Parliament when it met in May 1860 was the creation of four land acts to regulate the leasing and purchase of Crown land. The *Alienation of Crown Lands Acts 1860* governed the sale of Crown lands, establishing the means of selling town, suburban and country land, and land in agricultural reserves.[6]

Entrenched in this government legislation was the policy of promoting closer settlement of the land by suitable migrants, creating a class of yeoman farmers (farmers who owned and operated small farms), first in the Moreton Bay district and later throughout Queensland. This concept had been championed by Dr John Dunmore Lang in the 1840s and practised by David McConnel when he subdivided and sold land from his Bulimba estate to his farm workers in the 1850s. As an agricultural labourer, James Willard was an immigrant who fitted the desired profile of this yeoman ideal and was one of the many men who came to the colony for this purpose.[7]

The land on which Willard's Farm is sited was purchased by James Willard and Mark Blundell of Brisbane, as tenants-in-common on 17 August 1863, after it failed to sell at auction. This land, Portion 46, comprised 45 acres (18.2 ha) bounded by Tingalpa Creek on

650011
Willard's Farm (former)
Assessment of significance

the west and by the Cleveland road on the east. The Deed of Grant (Land Purchase Certificate) was dated 31 December 1863.[8] Evidence suggests that James Willard was living in the Capalaba area in the 1860s, after the land purchase. Family history reports that Willard built a hut near the creek and lived there until he built a house using timber removed from the block.[9]

In the second half of 1865 he and his brother Edward applied for timber licences which were granted for hardwood removal in January 1866. Local history states that the Willard's bullock wagons took timber from Capalaba to the sawmill at Cleveland Point; which was operating from c1860s.[10] In August 1866 transfer of the whole of Portion 46 to James Willard was recorded, and the following month Willard mortgaged the land to the Queensland Building Society for £50.[11]

Willard's house was constructed in stages and some of the techniques employed are a variant of conventional vernacular methods. Willard is likely to have built some of his growing family's new house himself, with assistance from his neighbour, Daveson, possibly as early as the late 1860s.[12] Willard had bush carpentry skills, materials readily available through his timber licence and on his property, and a steam sawmill operating at nearby Cleveland.

Elevated on stumps, the first stage of the house appears to have comprised two rooms with an enclosed back verandah and a detached kitchen at the rear and possibly a front verandah. This early core of the house is supported on a grid of large log bearers, half-notched over large timber stumps and adzed square on top, with pit sawn floor joists and flooring. The perimeter bearers also function as wall plates upon which the wall cladding sat within a frame of large adzed squared posts.[13]

Simple two-room cottages such as this were a very common house form throughout Australia in the second half of the 19th century. One room was made slightly larger than the other, with a centred front door opening into it, and was used as a living room. The other was the bedroom. Verandahs were located across the front, and sometimes across the back or around the house. Kitchen and washing areas were housed in separate detached structures at the rear and sometimes linked to the rear verandah by a covered walkway.[14]

The milking shed and garage/shed were also constructed using materials and techniques consistent with vernacular construction techniques and Willard's bush carpentry skills. Both of these early outbuildings were constructed of timber slab, with adzed top and bottom plates. Tie beams and structural posts combined substantial square-adzed and rough-hewn timbers, and the longevity of these structures reflects their solid construction. Later modifications such as weatherboard cladding to gable ends, milled-timber roofs with corrugated metal cladding and various phases of cow bails in the milking shed, facilitated the continued use of these structures as part of the farm complex.

By the late 1880s Willard's farm was a successful operation, which was praised in a contemporary source. A biography of James Willard in *The Aldine History of Queensland* states he:

'purchased some land at Capalaba, on which he afterwards settled his wife and family. Here he devoted his energies, especially to the improvement of his land, cultivating farm produce to some extent, although dairy farming formed the chief element in his progress. Being very successful, and becoming more and more practically experienced with the capabilities of the land he had acquired, Mr Willard was soon in a position to increase his property.' [15]

This had occurred in 1871 when Willard selected nearby agricultural land (Portion 41) to the north of his original land purchase, (fronting the Cleveland road).[16] He then purchased the adjacent subdivisions: Subdivision 2 of Portion 42, 18 acres (7.28 ha) in June 1873 and Subdivision 1 of Portion 42, 96 acres (38.85 ha) in July 1876.[17] These were located

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between his first two holdings, Portion 46 and Portion 41.[18]

Development of the Capalaba-Cleveland area during the 1870s and 1880s was steady. In 1872 tenders were called to construct a bridge over Tingalpa Creek (upstream from Willard's property), replacing the ford.[19] In 1876 Cleveland was described as a small watering place on the shores of Moreton Bay, 21 miles (34 km) from Brisbane, with a population of 250 people.[20] In 1879 divisional boards were established as a means of local government throughout Queensland, with the Tingalpa Divisional Board administering the area in which Willard's Farm was established.[21] A branch railway line to Cleveland opened in 1889, providing access to Brisbane markets for farmers in the district. During the 1870s and 1880s, James Willard was active in the Capalaba-Tingalpa community. In 1871 he became a member of the Road Trust for the Cleveland Road, which was a local community organisation responsible for organising its upkeep. In 1879 he subscribed to the Capalaba School building fund in an effort to establish a school in the area, which occurred in July 1880; and in 1881 he was Chairman of the Capalaba Primary School Committee. In 1880 he nominated for election to the Tingalpa Divisional Board and served as a Board member in 1880 and 1881. In 1888 Willard was the successful tenderer for the forming and gravelling of 12 chains (0.24km) of the main Wellington Point Road and for erecting a guard fence for the Cleveland Divisional Board.[22]

In 1881, James Willard gained title to his selection, Portion 41. At this time he had made the following improvements to his land including on Portion 46: erection of a slab house with a shingle roof (it is unclear if this is referring to the earlier slab house or the current house), clearing of 20 acres of undergrowth, excavation of a waterhole, and fencing of the whole with a two-rail fence of split posts and rails. The associated Lands Department paperwork showed that James Willard had fulfilled the requirement of continuous residence during the ten year duration of the lease from February 1871, by residing on Portion 46.[23] Further evidence suggesting the site of the house in its current position on Portion 46 is a map of the district locating the homes of potential students at the proposed Capalaba Primary School, dating from April 1879.[24]

Willard increased his land holdings during the 1880s, selecting 418 acres of grazing land to the south of his property, near Coolnwynpin Creek at Capalaba, in July 1881 and his eldest son, William, selected 160 acres nearby.[25]

The description of the farm in *The Aldine History of Queensland* goes on to state,

...his property...gives evidence of the skilful management bestowed upon it...certainly his farm more closely resembles those in the old country than any around it for many miles. As a proof of the great results to be achieved by patient and steady industry, Mr Willard's prosperity affords a striking instance. He...can now fairly estimate the value of his properties at over £10,000.[26]

In the early 20th century, Willard's farm included maize and sweet potato crops and a dairy herd.[27] From 1899 Willard took a leading role in the Cleveland Division when inoculation of cattle against tick fever was introduced, by serving on the Capalaba district committee and being one of the largest cattle owners who submitted stock for the demonstration of inoculation. Subsequently, Willard operated a cattle dip on his land adjacent to Old Cleveland Road (East) from 1904. A local resident recalled that 'everybody brought their cattle to be dipped for ticks. It was always known as Willard's dip'.[28] By 1958 dip had been filled in and by 2002 the associated structures had been removed.[29]

Later additions were made to the house c1910 and consisted of the construction of a rear wing, connected to the house by a covered walkway. Initially this provided two extra rooms and also connected to the original detached kitchen.[30]

A panoramic photograph of the property taken c1910 from the northeast, illustrates: the main

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wing of the house enlarged to its current form with bay window opening onto its northern verandah; the two room wing at the rear connected to the house by a covered walkway. It also reveals the absence of northern stair and northwest verandah. Most of the detailing visible in this photograph survives except for the roof shingles, front stair porch with double staircase and eastern verandah balustrade, replaced with a bench seat. Other photographs taken c1920 show the house, outbuildings and garden, including the front fence and entry gate posts.[31]

The milking shed shows evidence of evolving dairying practices. The overall form of the building has remained relatively consistent since at least the early 20th century, when images show the gable-roofed timber slab structure painted white.[32] However, changes in milking practices (from hand milking to mechanisation) are reflected in the fabric and layout of the milking shed. Timber notches in posts along the eastern slab wall indicate the locations of rails for the stall divisions. The stalls were offset from the timber slab wall to accommodate feed boxes. Cows were secured / released from the hitching uprights by means of a movable timber batten that was held in place by a timber peg.[33]

The concrete floor slab, which occupies the length of the main gable-roofed milking area, is possibly related to a later milking arrangement, as the concrete is formed to finish at the timber bottom plate and is clear of the feed box area. The concrete floor slab provided an impervious surface, with a drain running the length of the shed enabling washing of the milking area. Other modifications relate to the introduction of a mechanised milking system. Metal pipes run above the bails for the length of the shed. Remnant machinery remains mounted on a timber platform in the rafters at the northern end of the milking area, and a room in the northwest corner of the building - set lower than the milking area - has a concrete slab and upstand mount.[34]

The addition of the gable-roofed cream shed to the complex in the early 20th century also reflects the upgrade of farm infrastructure to adapt to evolving farming practice. In 1904, the *Dairy Produce Act 1904* was introduced, which regulated premises where dairy produce was manufactured and prepared.[35] In accordance with this legislation, the cream shed was constructed away from the milking shed and had a washable concrete floor. The timber-framed building was lowset on timber posts, with the concrete floor elevated on timber tongue-and-groove boards supported by rough-hewn log joists and adzed bearers. The shed had wide eaves and ventilation openings on the east and west sides to keep the cream cool. A skillion extension and decorative metal hood over the door were added later.[36]

The garage/shed, originally of timber slab construction, located at the end of the unsealed driveway, also retains evidence of previous modifications and uses. The gable-roofed structure is visible in early 20th century images of the farm. In one image from c1920s, a horse and cart are standing on the unformed driveway at the northern end of the shed. The shed has an open layout and open ends to the north and south. A loft located at the southern end is constructed of logs and is lit by a six-light casement window in the gable end wall, which appears to have replaced a painted door evident in photos from the early 20th century.[37] A doorway and window on the east wall, both of later construction, are modifications which demonstrate how these functional structures were adapted to facilitate their ongoing use.

James Willard died on 2 October 1914 and his property was transferred to his wife, Margaret. With her death on 15 June 1916, the property was transferred to the Willards' eldest son, William, and their unmarried daughter, Margaret, as tenants-in-common.[38] The *Queenslander* in 1916 described the property:

for years travellers to Cleveland during the coaching days – and more recently in increasing numbers since the advent, of the motor car – after journeying the great part of the distance through the seemingly endless bush on either side, came suddenly upon

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the picturesque Willard homestead, with its delightful bit of old-world-looking garden, its weather-worn outbuildings, its landmark of tall sentinel-like Norfolk pines, and, more striking still, the broad, spacious, well-grassed paddocks of some hundreds of acres, gently sloping toward Capalaba [sic] Creek, winding its course below, a welcome change of scene on this forest-shrouded road over hill and dale.[39]

After William's death in 1923, his estate was transferred to his brother, James Willard, Jr.[40] In early 1924, Willard's Farm was offered for lease and its furniture and stock were offered at auction on 8 February 1924. At this time there were approximately 30 cows on the farm. From 1927 to 1937 Margaret and James Willard leased Willard's Farm to several share farmers. The Toms family resided there during the 1930s and a newspaper report in 1933 reported the family had bought the property, but there is no title evidence for this. The name, 'The Pines', was adopted for Willard's Farm by the Toms family.[41]

In November 1938 Willard's Farm (Portions 46, 42 and 41) was transferred to Herbert Clive Daniel. He is attributed with replacing the shingle roof with metal sheeting. In April 1940, all of his dairy herd, pigs and farm machinery were sold as part of a 'genuine dispersal sale'. Daniel subsequently sold the property to Rosemary Innes Cotton in June 1941.[42]

World War II (WWII) brought dramatic change to Willard's Farm. Most of its land, primarily on Portion 42, was requisitioned by the United States of America (US) Army during the war for the establishment of a vital radio receiving station. Constructed in early 1943 by the US Signal Corps, it became an integral part of the South West Pacific Area (SWPA) Campaign General Headquarters' communications network, under the direction of US Supreme Commander, General Douglas MacArthur. As part of the then technologically advanced global Army Command and Administration Network (ACAN), the US Army Radio Receiving Station was one of the main centres for radio communications during the South West Pacific campaign. The station worked in conjunction with the Hemmant Transmitting Station, located 9km northwest. At war's end, the Commonwealth's Post Master General's Department (PMG) took over the station. It continued to be used as a radio receiving and frequency testing facility until its closure in 2017. The Cotton family remained on the farm through the war but their farming lands were considerably reduced due to the possible interference of the radio signals as well as high-level security on the radio receiving site.[43]

After the war, the Commonwealth Government's Postmaster General's department acquired the approximately 159 acres (64 ha) of the former communications centre, being most of Portions 46 and 41, and subdivisions 1 and 2 of Portion 42.[44] Following negotiations between the Cottons and the Commonwealth Government, an agreement was reached which would see the Cottons compensated £4000 for the compulsory acquisition of Portions 41, 42 and most of 46 in 1951. Within Portion 46, the Cottons would retain 4 acres, 3 roods and 16 perches on which the farmhouse and auxiliary structures were located. A lease agreement for the rental of the farm land that had been acquired by the government was given to the Cottons for £170 per annum, specifically for the grazing of the dairy herd and not for other agricultural purposes, which might disrupt the radio signals at the communications centre.[45]

At this time, the farm layout was indicated in a survey of the adjacent radio receiving complex.[46] The survey noted that three paddocks to the southwest had been cultivated. A narrow paddock that aligned east-west connected to the northwest corner of the farm, where water troughs and a shed were located. While these built elements are no longer extant, two substantial timber fence posts (one recently fallen) and a low stone wall remain in-place in the vicinity of where the paddock connected to the yard and indicate the former layout of the farm complex. Water infrastructure documented in the 1951 survey included the elevated tank, which operated as part of a gravity-fed system across the larger farm. Water was pumped to the elevated tank from wells closer to the creek. Likely remnants of the wells and

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windmill remain approximately 200m west of the farm house, close to Tingalpa Creek, as detailed in the 1947 valuation, 'two wells have been sunk in the vicinity of the creek and water is engine pumped from them by a windmill to an elevated G.I storage tank near Residence'. The concrete (brick and concrete rendered) in-ground water tank located adjacent to the kitchen, which, at this time, provided a reserve supply of water, was described as having 'a diameter of 13 feet [3.96m] and a depth of approximately 18 feet [5.4m]'. [47]

The Cotton family sold the remaining property in 1980. The property was described as follows: 'The house...is divided into two sections. There are three bedrooms, a lounge and bathroom in the front section. An open verandah connects the back section where the kitchen has been built in true pioneer style. There is also a large dining room.... "The Pines" is set on two hectares of land. There is an old dairy and stables made from slab timber. They are still solid buildings and make useful storage areas'. [48] Another article stated that outbuildings included 'a two-bedroom cottage, a maid's cottage, a coach and harness shed and stables'. [49]

From 1957, part of the northern part of the original farm was leased as grazing land to Mrs Winifred Jean Porter, who ran a small dairy. By the early 1970s she had been residing in a caravan beside the former cattle dip site. In 1971 Mrs Porter purchased a small WWII Allied Works Council (AWC) 'CA' type building which had previously been located on Portion 41, and had it relocated to where she was residing along Old Cleveland Road East. This structure was part of the Department of Civil Aviation's brick receiving station, established in 1959 to the north of the US Army Radio Receiving Station (former), and the small building was referred to as a 'temporary equipment building', its dimensions being 19ft x 15ft. Its original location is unknown, however, the hut was not located on the US Army's receiving station during WWII. [50] This hut became Mrs Porter and her daughter, Ann's, home, who continued to graze their herds of cattle and goats. On her passing in 2019, Ann was affectionately known in the local area as the goat lady. [51]

Willard's Farm was sold again in 1985. At this time a detailed description of the farmhouse and its associated farm elements was recorded by The National Trust of Queensland. The following description is a summary.

The cladding in parts is 10 inch wide weatherboard. The early origins of the building are evidenced by such things as adzed stumps, pit-sawn timbers on log bearers. Other site features include a well, a water tank on high stumps and 4 sheds... Of these items the cow bails appears to be the oldest structure with evidence of a shingled roof and adzed vertical slabs to the walls. The garden is replete with ancient mango trees and Norfolk Pines. It is probably the oldest residence in the district. [52]

The land was subdivided in 2004 and the southern section (Lot 1 SP146445), without farm buildings, sold. The remaining property was purchased in March 2015 and retained the early farmhouse set in a large garden with mature trees, the slab milking shed with remnant cow bails, the former cream shed, garage/shed, an elevated stand with water tank, front fence with pedestrian and vehicle gates, and the remnant stone wall and gate posts within the property.

In 2015, following community efforts to save the farm buildings from possible demolition, the Redland City Council bought the property and included Willard's Farm (Lot 2 RP211270) in the Redland City Plan 'Heritage Overlay'. In 2019 Lot 2 SP146445, which was in Commonwealth Government ownership was also sold to the Redland City Council. [53] In 2021 it remains in the ownership of Redland City Council.

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Description

Willard's Farm (former) is a farm complex situated on Old Cleveland Road East, Birkdale, approximately 21km southeast of Brisbane central business district (CBD). It occupies a large site that slopes gently to the west from the road and includes a house yard and part of an adjacent paddock. The farm complex is located close to the road and comprises a residence with several associated outbuildings, structures and landscape features.

Features of Willard's Farm (former) of state-level cultural heritage significance include:

- Residence (c1860s-c1910), comprising:
 - Main House
 - Hip-roofed Wing
 - Kitchen
- Milking Shed (c1860s-1880s)
- Cream Shed (c1904)
- Garage / Shed (c1860s-1880s)
- Water Tank and Stand (by 1947)
- In-ground Water Tank (by 1947)
- Grounds and Setting, comprising:
 - Fences
 - Gardens
 - Mature trees
- Remnants of former wells and windmill (by 1947).

Residence (c1860s-c1910)

The residence consists of three timber structures connected by covered walkways and verandahs: a gable-roofed Main House facing the road to the east; a Hip-roofed Wing to the northwest; and a low-profile skillion-roofed Kitchen to the southwest.

Main House

The Main House is located a short distance from the entrance gate which aligns with the front stairs. The house is a single storey building, rectangular in plan with open verandahs to the east (front) and north, and an enclosed verandah along the west (rear). The front verandah features a gabled pediment centred over the front door and timber steps; and there is a faceted bay window to the north verandah. Recycled materials are evident, including a (former) stair stringer incorporated as a verandah floor beam at the southern end.

The earliest portion of the main house is supported on a grid of large log bearers half-notched over stumps and adzed square on top to carry pit-sawn floor joists and flooring. The extension to the south has square rough-hewn transverse bearers, supporting mill-sawn joists and flooring. The front and north verandah floor height appears to have been altered, joists replaced and floor boards overturned.

The house core is rectangular in plan and comprises three front-facing rooms under the gable roof, and two rooms on the rear enclosed verandah separated by an enclosed porch. In the central front room, the front door aligns with the rear door and the northern wall has a large opening into the adjacent room. Doors at the north and south ends of the house connect the front rooms to the rear enclosed verandah rooms.

Features of the Main House also of state-level cultural heritage significance include:

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- location within the complex
- highset, gable-roofed form with a separate hip roof to the verandahs, featuring an east-facing gable-roofed pediment
- roof, including its: corrugated metal cladding (replaced timber shingles, c1930s); turned timber finials to each end of the ridgeline; decorative timber bargeboards; and shingle battens (visible above the verandah rafters and under the eaves to the gable ends; and likely also concealed under roof cladding)
- pediment, including its: turned timber finial; decorative timber fretwork infill; decorative timber bargeboards; and decorative metal ridge cap
- east (front) and north verandahs, including:
 - stop-chamfered timber posts, with collars and decorative brackets
 - timber floor boards
 - unlined ceiling, with exposed roof frame
 - decorative cast-iron balustrade with timber top rail to north verandah
 - timber board valance to south end of front verandah
 - front stair location, centred with the front door
- exterior wall cladding of timber boards of varying profiles and widths reflecting the various phases of modification and additions, including:
 - To the core:
 - wide (285mm) chamferboards to front wall
 - 150mm weatherboards to north and south walls, and gable ends
 - 185mm chamferboards to northern bay window
 - single-skin V-jointed (VJ), tongue-and-groove (T&G) vertical boards with exposed mid-rails to west wall
 - To the enclosed verandah:
 - single-beaded 140mm vertical boards that finish on an adzed bottom plate
- adzed timber posts to northeast and northwest corners of core
- early interior layout:
 - three front rooms (north, central and south), including their:
 - double-beaded, horizontal timber board wall lining (central and north rooms)
 - double-beaded, vertical timber board wall lining (south room)
 - timber board-lined, coved ceilings
 - enclosed verandah, with central entrance porch, north and south rooms, including:
 - unlined, single skin walls
 - timber board-lined, raked ceiling
- bay to north room, including narrow, low-waisted, glazed doors to the faceted corners; and fixed, four-light central window
- timber panelled front (east) door; timber ledged and battened door to enclosed west verandah; and narrow, boarded timber doors connecting the front rooms and enclosed verandah at its north and south ends
- double-hung timber-framed windows (two-light to the east and north, six-light to the west); timber frame to the south (sash has been removed); and timber-framed casement windows (two-light) to the enclosed verandah's south end

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- timber shutters to western and northern windows
- extensive early timber joinery, including:
 - turned finials to the gable roof and pediment
 - decorative fretwork features to the verandah post brackets, gable bargeboard and the pediment infill
 - chamfered posts and a low timber bench balustrade to the front verandah
- timber lattice gates between Main House and Hip-roofed Wing
- timber floor boards (most are concealed by recent linings)
- western verandah connection to Hip-roofed Wing
- early timber sub-floor frame: log bearers, rough-hewn bearer, pit-sawn floor joists, and some mill-sawn joists
- timber lattice screens enclosing the understory to north, east and west sides

Hip-roofed Wing

The Hip-roofed Wing is highset and aligned at right angles to the Main House and Kitchen. There are open verandahs on the north and west sides, and covered walkways to the south and east.

The interior layout comprises two rooms of unequal size, with the western room larger than the eastern room. The eastern room has been converted for use as a bathroom, and there is evidence that the western room has been enlarged (c1941-46) (marks in the ceiling and floor linings, and change in the sub-floor frame details). Both rooms have coved ceilings.

The sub-floor structure comprises early hand-sawn bearers and joists, supported by a combination of recent posts and stumps. Recent fabric partly-enclosing the understorey is not of cultural heritage significance.

Features of the Hip-roofed Wing also of state-level cultural heritage significance include:

- location within the complex
- highset, hip-roofed form
- corrugated metal roof cladding
- single-skin exterior walls with vertical timber board lining (140mm), and externally-exposed framing: cross braced to the south, east and part of the north wall; and with mid-rails to the west and remainder of the north wall
- timber beaded board-lined, coved ceilings to interiors
- southern verandah, including its: timber chamfered timber posts with timber collars; timber floor, timber double-beaded board ceiling lining
- northern verandah's decorative cast-iron balustrades with timber top rails (may have been re-used from Main House)
- early timber sub-floor frame: hand-sawn bearers and joists

Kitchen

The Kitchen is a highset, timber-framed, and skillion-roofed structure that is aligned approximately north-south (parallel to the Main House). It is connected to, but set lower than, the Main House and Hip-roofed Wing.

The interior layout comprises a single room, with a pantry addition to the northwest corner, and a small porch with a stair in the northeast corner.

The sub-floor structure comprises recent timber stumps supporting square adzed perimeter

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bearers and log floor joists adzed square top and bottom.

Features of the Kitchen also of state-level cultural heritage significance include:

- location within the complex
- highset, skillion-roofed form
- corrugated metal roof cladding
- single-skin exterior walls with vertical board lining and externally-exposed framing: cross braced to the south and north (partially concealed by pantry); and with mid-rails to the east and west
- pantry to northwest (c1890s-1910s), including its beaded timber board exterior and interior wall linings, and narrow opening into the Kitchen interior
- northeast porch, with its timber frame, stair (including vertical timber board lining to the subfloor of the landing; alignment likely altered) and floor board
- beaded board timber, ledged door to the east (accessing the porch)
- timber-framed double-hung window, and its straight, timber-framed, corrugated metal-clad hood to the south; and timber-framed colonial-hung windows to west (six-light), and to north of pantry (two-light)
- timber French doors to south verandah
- triple-beaded timber board ceiling lining
- timber skirting boards
- timber floor boards (concealed)
- early timber sub-floor frame: adzed perimeter bearers, and log joists adzed square top and bottom

Features of the Residence not of state-level cultural heritage significance include:

- recent floor linings, including carpet and linoleum
- recent electrical fittings and fixtures, including air-conditioning unit to Main House, and fuse box, cables and conduit to east elevation
- PVC downpipes, poly-pipes, and recent drains
- to the Main House:
 - front (east) stair (replaced in the same location, but to a different alignment)
 - seat balustrade to front (east) verandah
 - stair to north verandah (c1980s)
 - recent plywood sheets concealing timber floor board damage
 - recent metal stumps
 - plywood sheets concealing doors and windows
- to the Hip-roofed Wing:
 - northern and western verandahs (c1980-85), with their roof, floor, and structural frame; and the northern verandah's decorative cast-iron balustrades with timber top rails (match the Main House, but appear to be of more recent construction)
 - eastern room: recent toilet and basin fixtures and lacquer and drain to timber floor to accommodate a shower
 - western room: recent decorative wallpaper finish, dado rail and ceiling rose
 - interior partition (c1980s)

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- non-original skirting and architraves
- timber French doors to the north and west verandahs
- two-light, timber-framed, double-hung windows to west verandah
- enclosed understorey, including timber posts on stirrups; metal rectangular hollow section (RHS) posts; CCA treated stumps; timber lattice; plywood sheeting; concrete-block retaining walls; brick retaining walls; and concrete slab floor
- to the Kitchen:
 - CCA treated timber stump
 - bi-fold timber French door to the west (former chimney and hearth location)
 - skillion-roofed extension over stair and landing to the northeast (c2000s)
 - western verandah (continuous from Hip-roofed Wing), including its roof, floor, frame and balustrades (c2000s)
 - timber-framed double-hung windows fixed to the inside of square window openings to the north and west
 - recent fixtures and fittings, including gas stove, rangehood, sink and its associated benchtop and pipes, and wall-hung shelves
 - treated timber retaining wall to the east and south of understorey, and excavation to this area

Milking Shed (c1860s-1880s)

The milking shed is a long (approximately 24m x 7m) slab timber, gable- and skillion-roofed structure situated to the south of the Residence and aligned approximately north-south. The main shed section has a gable roof, and a skillion roof runs along the western side where the floor level is at a lower (approximately 550mm lower) level. The south and north walls are open below a tie beam, with timber weatherboard wall cladding and centred doorways above. The north elevation features a half-height door and the wall under the skillion is clad with timber slabs and weatherboards.

The interior layout reflects the functional requirements of the milking process. The milking bails, comprising 11 stalls, are located along the eastern wall and occupy approximately two-thirds of the main shed section. This section has a concrete slab floor that slopes down to the west toward a drain running along the length of the shed. Timber posts, some with two-rail balustrades between, align along the western edge of the concrete slab and support the junction of the gable and skillion roofs. A concrete ramp accesses the main shed section from the western skillion-roofed space. A room at the north end of the western skillion-roofed space has a concrete slab floor with an up-stand.

The milking bails retain fabric from various phases of construction and use. The bails comprise an alignment of 11 timber log posts (offset from the eastern wall by approximately 550mm and set at 1600mm centres) supporting a square adzed top rail. The top rail has slots where vertical timber battens (two remaining) slide across (to keep the cow's heads in place) and are secured / released by round timber pegs. Posts along the eastern wall (also spaced at approximately 1600mm centres) have two mortices, which indicate the location of previous stall division rails.

Features of the Milking Shed also of state-level cultural heritage significance include:

- location within the complex
- lowset, gable roof form, with western skillion
- corrugated metal roof cladding (replaced timber shingles)

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- gable ends, including their: timber weatherboard cladding; centred doorways (the southern of which retains hinges and a small section of a timber boarded door); and square adzed external tie-beams
- timber structure: posts and bearers (combination of round and square adzed); square milled rafters; and rough-hewn log tie-beams
- vertical timber slab walls, with square adzed top and bottom plates to east and north walls (below the tie beam)
- timber-framed window to north (mullions and glazing have been removed)
- half-height boarded timber door to north
- northwest corner enclosure: timber weatherboard and timber slab cladding to the northern wall
- concrete slab floors, drains and upstands
- concrete ramp to western side of main shed
- early dairy machinery and pipes, including: metal pipes in the roof space extending the length of the bails, and remnant machinery mounted on tie-beams at the north end of the main shed section

Features of the Milking Shed not of state-level cultural heritage significance are:

- polycarbonate roof sheets (replacing corrugated metal sheets)
- chicken wire fence to southwest end
- non-dairying related tools and machinery
- northwest corner enclosure's: corrugated metal wall cladding to the west; and flat sheet and timber board wall cladding to the east
- recent timber frames (including battens and props)
- recent signs

Cream Shed (c1904)

The Cream Shed is a lowset, gable-roofed, timber-framed structure to the northwest of the Milking Shed. Its north (front) elevation features an off-centre door (its small access stair has been removed, however a timber stump indicates its former location). To the east and west elevations are centred casement windows, and low-level ventilation openings.

Internally, the shed comprises a single room (approximately 3.5m x 2m). It has a flat ceiling and a concreted timber floor.

Features of the Cream Shed also of state-level cultural heritage significance include:

- location within the complex
- lowset, gable roof form
- corrugated metal roof sheets (no gutters)
- unlined soffits
- single-skin, timber-framed walls, with internally exposed timber frame and cross-braces, and clad externally with vertical VJ timber boards, and
- VJ timber ceiling lining
- timber boarded front (north) door
- evidence of timber stair to north (timber stump)
- timber-framed, single, four-light casement windows to east and west elevations

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- ventilation openings, set at a low level to the east and west walls
- elevated concrete slab floor on T&G timber boards
- rough-hewn log joists and adzed bearers
- round timber stumps
- open, skillion-roofed lean-to extension to west, including its roof frame and corrugated metal roof sheets

Features of the Cream Shed not of state-level cultural heritage significance are:

- recent timber posts and timber lattice screen to skillion-roofed extension
- metal sunhood over front door (not original)
- recent electrical fittings and fixtures; pipes; and conduits

Garage / Shed (c1860s-1880s)

The Garage / Shed is a long (approximately 11.5m x 4.5m) timber-framed, gable-roofed structure sited to the northwest of the Residence and aligned approximately north-south. Timber slabs cladding to the east and west walls, and a loft at the southern end of the structure (including its timber floor) have been removed.

The interior layout comprises a single open-plan space, with timber framing exposed to the roof space. The shed is open to all sides (originally only to the north and south ends).

Features of the Garage / Shed of state-level cultural heritage significance include:

- location within the complex
- lowset, gable roof form
- corrugated metal roof cladding (most timber roof framing has been replaced)
- gable ends, including their timber weatherboard cladding, and centred openings (boarded timber door to the north; and two timber-framed, six-light casement windows to the south)
- rough-hewn timber log tie beams (140mm); and squared timber tie beam indicating the northern extent of the former loft
- squared length of timber set into the earth floor, indicating the northern extent of the former loft above
- earth floor

Features of the Garage / Shed not of state-level cultural heritage significance are:

- recent square timber structural posts on metal stirrups; their concrete footings and timber struts
- recent concrete blocks at ground level to east and west sides

Water Tank and Stand (by 1947)

Located between the Residence and the Milking Shed, the water tank is set on a 5-6m high timber stand. The base of the stand is enclosed to form an outdoor shower.

Features of the Water Tank and Stand of state-level cultural heritage significance include:

- location within the complex
- tank stand, comprising six rough-hewn timber posts in a square plan, with a platform of milled timber bearers, joists and boards (posts are cross-braced with milled timbers)
- cylindrical, corrugated metal tank

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Willard's Farm (former)
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- narrow-profile corrugated metal-clad outdoor shower enclosure

Features of the Water Tank and Stand not of state-level cultural heritage significance are:

- water heater (associated with shower)

In-ground Water Tank (by 1947)

South of the Residence (Kitchen) is a cylindrical In-ground Water Tank that is approximately 4m in diameter. Constructed of brick, with concrete render to the upper section and in patches to the lower section, it is deep with its walls extending approximately 500mm above the ground level.

Features of the In-ground Water Tank of state-level cultural heritage significance include:

- cylindrical form and location within the complex
- brick and concrete render construction: render to the upper 600mm, and face brick below (the upper courses of bricks are deteriorated and damaged, with missing and replaced bricks and patchy render)
 - some face bricks are loose and feature circular machine-made marks and the maker's mark 'B' in their rectangular frog
- indentation in the concrete render to north side of the tank

Features of the In-ground Water Tank not of cultural heritage significance are:

- PVC pipe diverting rainwater from the Kitchen roof, and PVC pipe connected to the east side of the tank below ground level
- recent safety fences surrounding the In-Ground Water Tank
- timber planks and debris

Grounds and Setting

The established grounds, comprising lawn areas and mature plantings, provide an understanding of the place's landscaped, rural setting. Early perimeter fences and gates define the front (Old Cleveland Road East) boundary, and other built features within the site contribute to the interpretation of its historical functions as part of a working dairy farm. The buildings and mature vegetation are largely concentrated on the eastern side of the site, while the western side generally comprises open areas of lawn with scattered mature trees.

Features of the Grounds and Views of state-level cultural heritage significance include:

- painted, scalloped, timber picket fence along the front (Old Cleveland Road East) boundary, including evidence of early gate entrances:
 - pedestrian entrance (centred with the entry stair to the Residence): square timber posts, topped with a wide cap and ball finials (gate and southern ball finial removed)
 - driveway entrance (north of the Residence (Main House)): square and round timber posts, with fence tapering in away from the road (gates removed)
 - south of the Milking Shed: fence return away from road (timber-rail and braced gates and round posts removed)
- evidence of early timber and wire fences running east-west to the northwest of the Milking Shed
- alignment of former unsealed driveway (clear of structures), entering from Old

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Cleveland Road and running around the northeast, north and west sides of the Garage / Shed

- low stone wall with two timber posts (one no longer standing) at the northwest corner of the site, indicating a former gate from the pastures to the farm yard
- open areas of lawn at the western side of the site
- mature trees, including:
 - a row of three mature Norfolk pine trees (*Araucaria heterophylla*) running east-west, to the north of the Residence
 - mature Chinese fan palm tree (*Livistona chinensis*) between the Residence and the Norfolk pine trees
 - mature mango tree (*Mangifera indica*) to northwest of Cream Shed
 - three mature frangipani trees (*Plumeria* sp.) to northwest, northeast and southeast of Cream Shed
 - mature Camphor Laurel (*Cinnamomum camphora*) to the southwest corner of the site
 - mature piccabee palm trees (*Archontophoenix cunninghamiana*): one east of the Water Tank and Stand, one north of the Residence, and ten in a row along the southern side of the former driveway
 - two mature Bunya pine trees (*Araucaria bidwillii*) to the west of the Garage / Shed

Features of the Grounds and Views not of cultural heritage significance are:

- recent chain- and barbed-wire security fences to site perimeter
- security spot-lights and associated wires and poles
- vegetation not previously mentioned
- metal storage container at the western side of the site
- recent timber pergola east of the Garage / Shed
- recent un-milled timber at the northern end of the site
- recent septic system and its surrounding safety fences

Former Wells and Windmill Remnants (by 1947)

Historical documents indicate two wells and a mill were extant in the vicinity of Tingalpa Creek by 1947, with water pumped to the elevated metal storage tank near the residence. The likely Former Wells and Windmill Remnants are located approximately 200m west of the Residence, on a level site above the steep eastern banks of Tingalpa Creek. The remnants comprise timber posts arranged around a depression in the ground, and various metal components visible on and in the ground.

Features of the Former Wells and Windmill Remnants of cultural heritage significance include:

- timber posts, including:
 - three round posts arranged in a triangular plan, standing approximately 1.25 metres high, one post retains a large metal bolt near its top
 - small post to the west side of the site
 - large round post to the east side of the site
- metal components, including: large U-Shaped metal bracket, cut and folded flat metal sheets, long curved narrow metal L-profile channel visible on and below ground surface

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on eastern side of site

- evidence of former wells: soft ground and depression indicating the location of well shaft (filled), and potential subsurface well shafts and linings

Features of the Former Wells and Windmill Remnants not of cultural heritage significance are:

- recent in-ground L-profile metal pegs
- piles of cleared vegetation

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Illustrations



Figure 3: Residence (Main House), from southeast (Queensland Government, 2021)



Figure 4: Residence (Main House left, and Hip-roofed Wing right), from northeast (Queensland Government, 2021)

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Figure 5: Residence (Main House) sub-floor framing, using early carpentry techniques (Queensland Government, 2021)



Figure 6: Residence (Kitchen left, and Hip-roofed Wing centre), with In-ground Water Tank (left foreground), from south (Queensland Government, 2021)

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Figure 7: Milking Shed, from northeast (Queensland Government, 2021)



Figure 8: Cream Shed, from northwest (Queensland Government, 2021)

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Figure 9: Garage / Shed, from south (Queensland Government, 2021)

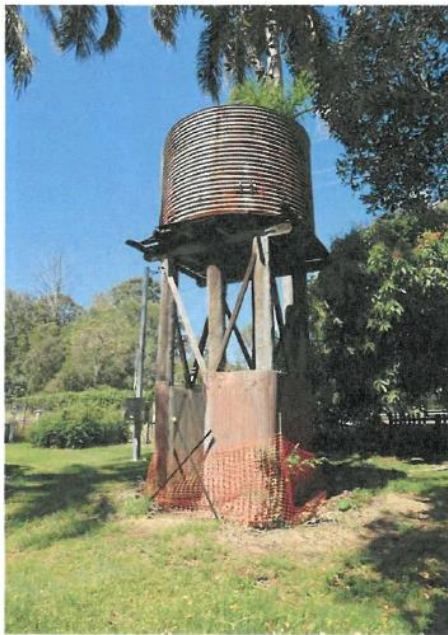


Figure 10: Water Tank and Stand (centre), and front fence (background), from west (Queensland Government, 2021)

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Figure 11: In-ground Water Tank, from southeast (Queensland Government, 2021)



Figure 12: Former Well and Windmill Remnants, from southeast (Queensland Government, 2021)

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Plans

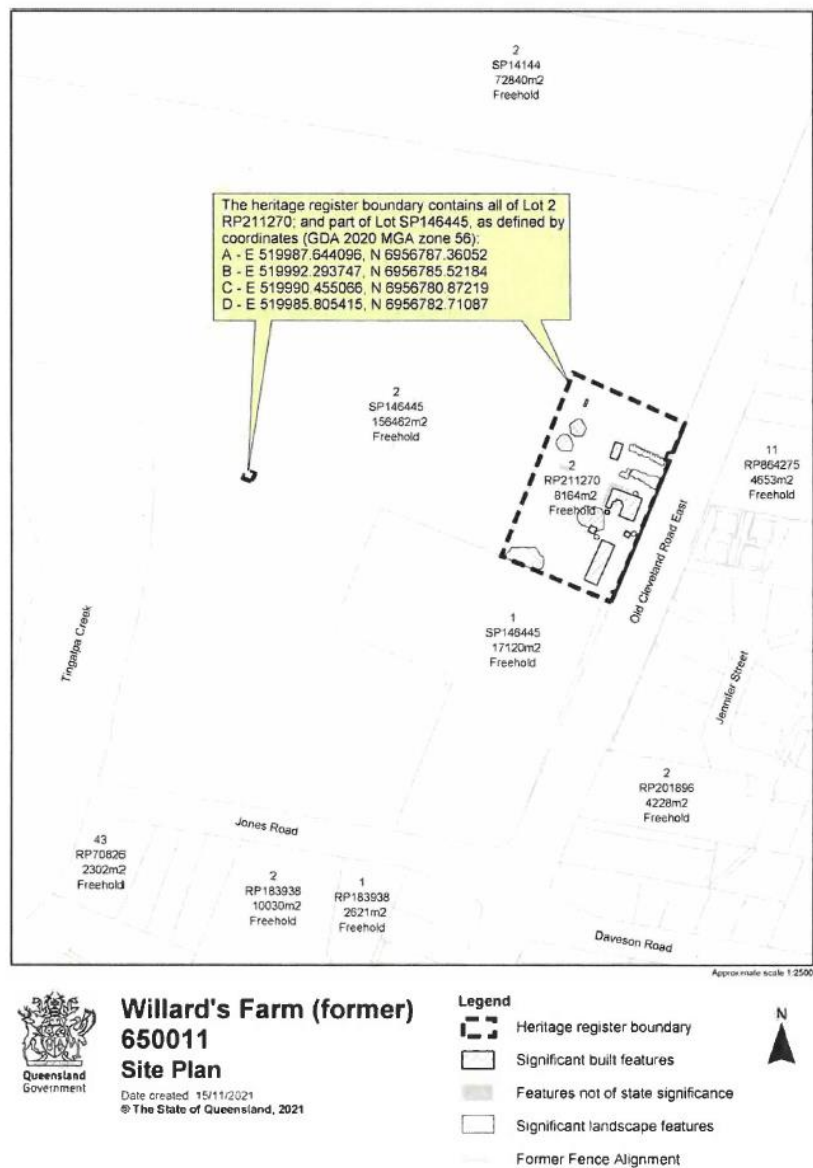


Figure 13: Indicative site plan (Queensland Government, 2021)

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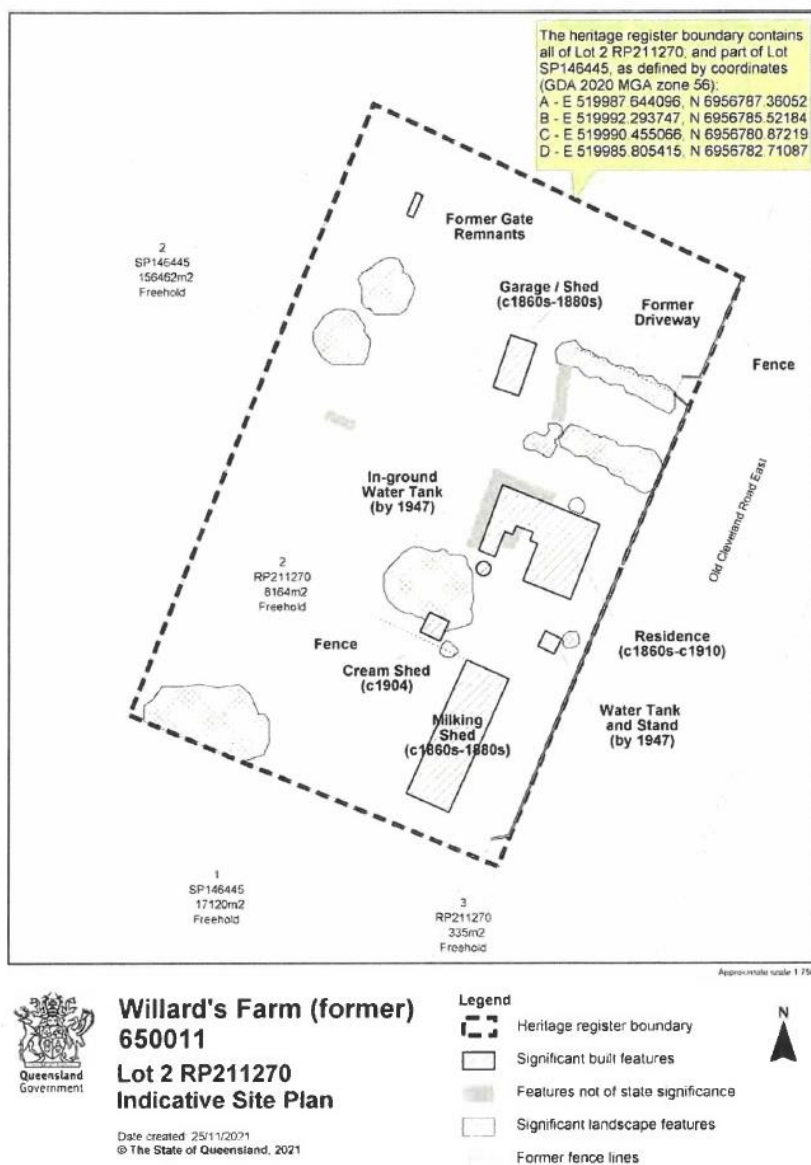


Figure 14: Indicative site plan – Lot 2 RP211270 (Queensland Government, 2021)

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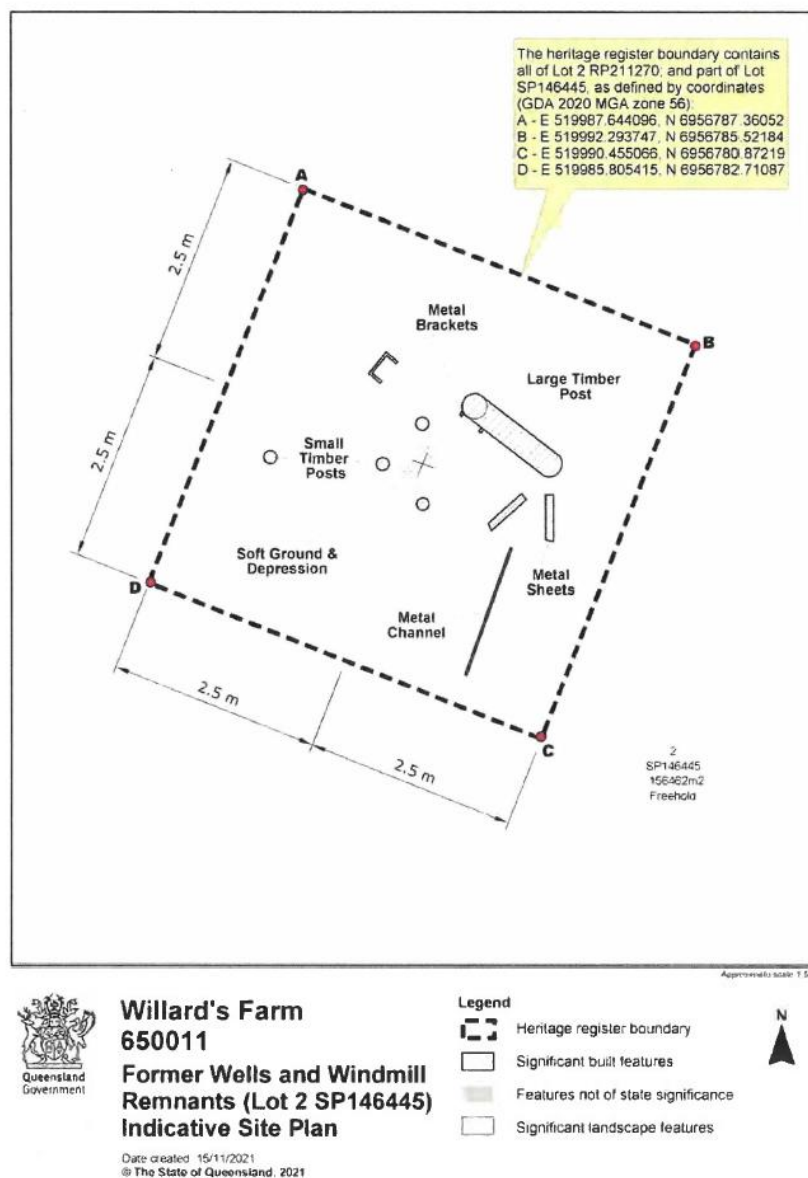


Figure 15: Indicative site plan – Lot 2 SP146445 (Queensland Government, 2021)

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**Willard's Farm (former)
650011
Residence
Indicative Floor Plan**

Date created 15/11/2021
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Legend

- Significant Fabric
- Removed Fabric
- Introduced Fabric (not of state-level cultural heritage significance)
- Significant landscape features



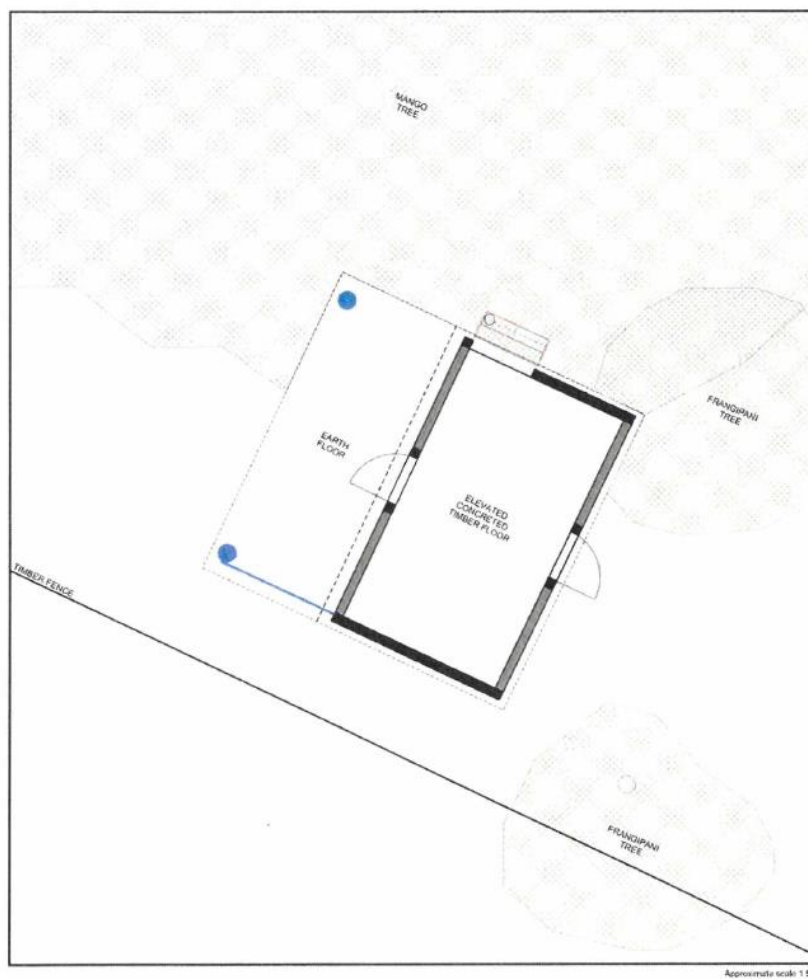
Figure 16: Indicative floor plan – Residence (Queensland Government, 2021)

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Figure 17: Indicative floor plan – Milking Shed (Queensland Government, 2021)

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**Willard's Farm (former)
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Cream Shed
Indicative Floor Plan**
Date created: 15/11/2021
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Legend

- Significant Fabric
- Removed Fabric
- Introduced Fabric (not of state-level cultural heritage significance)
- Significant landscape features



Figure 18: Indicative floor plan – Cream Shed (Queensland Government, 2021)

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Figure 19: Indicative floor plan – Garage / Shed (Queensland Government, 2021)

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Proposed heritage register boundary

The heritage boundary contains all of Lot 2 RP211270; and part of Lot 2 SP146445 as defined by coordinates A-D.

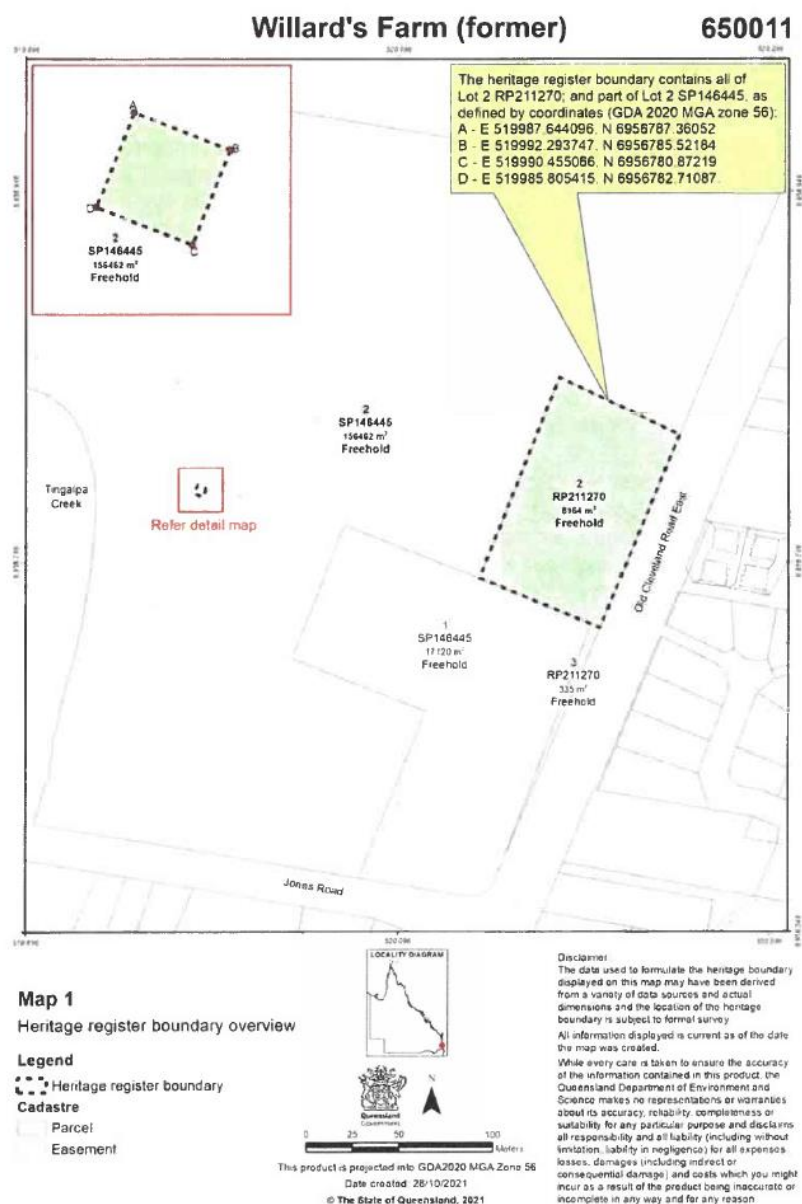


Figure 20: Proposed heritage register boundary (Queensland Government, 2021)

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15 REPORTS FROM INFRASTRUCTURE & OPERATIONS

Nil

16 NOTICES OF INTENTION TO REPEAL OR AMEND A RESOLUTION

In accordance with *s.262 Local Government Regulation 2012*.

17 NOTICES OF MOTION**17.1 CR PAULE GOLLÉ - INVESTIGATION TO PURCHASE OF LAND IN THORNLANDS FOR OPEN SPACE****Objective Reference: A6387460**

In accordance with section 6.16 of Council Meeting Standing Orders, at the General Meeting scheduled for Wednesday, 19 January 2022, notice is hereby given that Cr Paul Gollé intends to move the motion as follows:

MOTION**That Council resolves as follows:**

- 1. To request officers investigate the options for purchase of land in Thornlands for Open Space purpose.**
- 2. That a briefing note be brought to Councillors by February 2022.**

BACKGROUND

The background around this matter is considered to be Confidential under Section 254J(3)(c) and Section 254J(g) of the *Local Government Regulation 2012*, and the Council is satisfied that the discussion of this matter in an open meeting would, on balance, be contrary the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interest of the local government.

17.2 CR JULIE TALTY - INVESTIGATION INTO THE PURCHASE AND DISPERSAL OF LAND ON RUSSELL ISLAND**Objective Reference: A6394240**

In accordance with section 6.16 of Council Meeting Standing Orders, at the General Meeting scheduled for Wednesday, 19 January 2022, notice is hereby given that Cr Julie Talty intends to move the motion as follows:

MOTION

That Council resolves that a confidential report be tabled at a future General Meeting of Council, investigating the purchase and dispersal of land on Russell Island.

BACKGROUND

The background around this matter is considered to be confidential under Section 254J(3)(g) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

18 URGENT BUSINESS WITHOUT NOTICE

In accordance with s.6.17 of Council Meeting Standing Orders, a Councillor may bring forward an item of urgent business if the meeting resolves that the matter is urgent.

Urgent Business Checklist	YES	NO
To achieve an outcome, does this matter have to be dealt with at a general meeting of Council?		
Does this matter require a decision that only Council make?		
Can the matter wait to be placed on the agenda for the next Council Meeting?		
Is it in the public interest to raise this matter at this meeting?		
Can the matter be dealt with administratively?		
If the matter relates to a request for information, has the request been made to the CEO or a General Manager Previously?		

19 CONFIDENTIAL ITEMS

COUNCIL MOTION

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 254J of the *Local Government Regulation 2012*:

19.1 Redland Investment Corporation Financial Report for Period Ending 30 September 2021 and Annual Financial Statements for 2020-2021

This matter is considered to be confidential under Section 254J(3)(g) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

Overview

To present Redland Investments Corporation's (RIC's) management accounts to Redland City Council (Council) as required by the Service Level Agreement between RIC and Council.

19.2 Business Case and Three Year Funding Allocation for Potential Materials Recovery Facility for the Sub-Regional Waste Alliance

This matter is considered to be confidential under Section 254J(3)(g) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

Overview

To present the business case and seek the continued commitment from Council for participation in the Sub Regional Waste Alliance and the associated required funding allocation for the potential regional Materials Recovery Facility (MRF).

19.3 Potential Additional Land for the Purpose of Sport and Recreation

This matter is considered to be confidential under Section 254J(3)(g) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

Overview

To provide an update on potential additional land to meet Redlands Coast's strategic sport and recreation needs.

19.4 Expression of Interest - Redlands Coast Basic Camping Ground - Short Stay Facility of Self - Contained Recreation Vehicles and Caravans

This matter is considered to be confidential under Section 254J(3)(g) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

Overview

To advise Council on the outcomes of an Expression of Interest (EOI) process for a potential basic camping ground for the short stay of self-contained recreation vehicles (RVs) and caravans; and provide an update on the facilitation and advocacy for basic camping ground opportunities on other sites outside of the EOI process.

20 MEETING CLOSURE