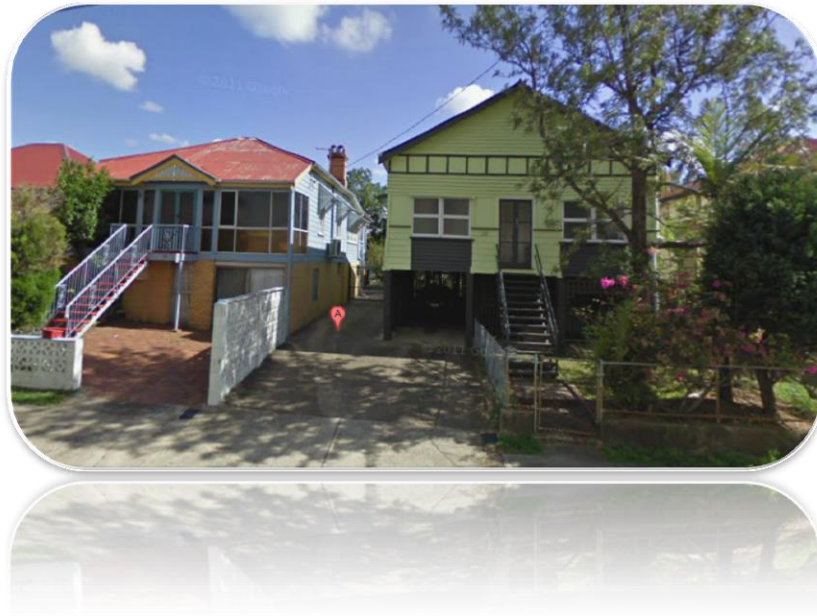


# shelter

architects & planners pty ltd



## Town Planning Assessment Report

24-28 Sample Street, Sample Point

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# BASIS OF REPORT

This Report provides an outline of the development potential of 24-28 Sample Street, Sample Point.

The analysis has been undertaken on the potential redevelopment for the purposes of a Multi-Unit Dwelling.

Given the context of the planning legislation within the Brisbane City Council area at the time of this Report, analysis includes reflection against both the current planning scheme (CityPlan 2000) and against the proposed (draft) new City Plan, which at the time of writing is on public display.

We note that given the stage of development of the proposed (draft) new City Plan (public submission period not yet finalised), the content within the (draft) new City Plan is subject to change. Further review against the proposed new City Plan should be undertaken once the scheme has gone through second Full Council review and endorsement – and closer to gazettal.

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# Proposal

It is proposed to redevelop the subject site (being 24-28 Sample St, Sample Point) for the purposes of a Multi-unit Dwelling.

The site currently comprises two lots, each being approximately 405sqm each. The total parcel size (810sqm) affords redevelopment potential up to 5 storeys and 70% site cover; a 1200sqm parcel size (with adjoining site) would afford the opportunity to obtain up to 8 storeys and 70% site cover, with additional allowances for reduced side boundary setbacks where any adjoining property was non-residential.

Each lot currently contains a dwelling house of pre-1946 vintage; though these are not protected by any Heritage controls, nor captured by the Demolition Control Precinct under the existing CityPlan 2000 – should either of them have been constructed prior to 1900, the Kangaroo Point Neighbourhood Plan makes their demolition or removal subject to a Planning Application (Impact Assessable – generally inappropriate). The proposed (draft) new City Plan does not include the parcels in the pre-1911 Building Overlay, so there are no impediments to removal of the existing dwellings.

The project proposal would be to seek material change of use (development permit) for a Multi-Unit Dwelling.

The approximate total width of the parcel is 20m and the approximate depth is 40m. A survey is required to ascertain exact dimensions and area of the subject parcel.

## Details of the Property

### Address

24 & 28 Sample St, Sample Point

### Real Property Descriptions (RPD)

L.1 & L.2 RP.#%#@# PAR STH  
BRISBANE

### Site Area

Total 810sqm (2 x 405sqm)



## CITY PLAN 2000 SUMMARY

- ▲ **AREA CLASSIFICATION (ZONE)**  
Medium Density Residential Area
- ▲ **NEIGHBOURHOOD PLAN**  
Sample Point South Neighbourhood Plan (Precinct 3)
- ▲ **APPLICATION TYPE**  
Impact Assessable Application (requires Public Notification)
- ▲ **CITY PLAN CODES**
  - RESIDENTIAL DESIGN –MEDIUM DENSITY CODE
  - KANGAROO POINT SOUTH NP CODE
  - LANDSCAPING CODE
  - SERVICES, WORKS & INFRASTRUCTURE CODE
  - STORMWATER CODE
  - TRANSPORT, ACCESS, PARKING & SERVICING CODE

## City Plan 2000

### LAND USE CLASSIFICATION (“ZONING”)

The parcel is contained within the Medium Density Residential Area of the CityPlan 2000.

### LEVEL OF ASSESSMENT & TYPE OF APPLICATION

Proposed Multi-unit Dwelling would trigger a Material Change of Use (MCU) Development Permit and would be Impact Assessable

## NEIGHBOURHOOD PLAN

The parcel is within the **Sample Point South Neighbourhood Plan; Precinct 3 - Raymond Park South**.

Gross Floor Area (GFA) is not prescribed in the Medium Density Residential Area in the Sample Point South Neighbourhood Plan, providing that the minimum site area and frontage requirements are achieved, and development is no higher than 5 storeys. The parcels at 24 & 28 Sample Street, Sample Point combine to achieve the minimum site area and frontage requirements (subject to actual survey of the site).

As Sample Street is identified as "Neighbourhood Street – Major" on the Neighbourhood Plan "Streetscape Hierarchy" map, redevelopment of the site would trigger the requirement to provide a public footpath via a linear land dedication to create a new minimum footway width of 3.75m. Street trees, furniture, lighting, footpath and kerb treatments would also be required, in accordance with Council standards. Ground floor facades are required to be set back between 3m and 6m from the front property boundary, with the space between the façade and the front property boundary to be landscaped to provide a useable and safe space for either public or private recreation.

Ground floor units would need to be designed to have individual entrances directly to Sample Street and landscaped private courtyards behind any front fence. Streets. The development would also need to provide extensive landscaping, including opportunities for deep planting. Deep planting in this instance involves an area with minimum dimensions of 4m, planted with tree species capable of growing to a canopy diameter of 8m and a height of up to 15m.

All units would have expansive indoor/outdoor living spaces such as decks, balconies or verandas with a minimum dimension of 3m - directly accessible from living spaces and oriented to directly overlook public spaces.

Car parking is generally to be provided underground. Car parking rates depend upon the size of the dwelling units proposed and resulting numbers are always rounded up if not a whole number. (e.g. for small 1 bedroom units, 1.25 car spaces per unit is required for tenant parking; other size units require 1.5 car spaces per unit for tenant parking. Each require .25 car spaces per unit for visitor parking – e.g. 1 space per 4 units. On-site refuse collection may be required for more than 10 dwelling units proposed.

## Proposed (draft) new City Plan

### LAND USE ZONING

The parcel is proposed to be within the High Density Residential zone of the (draft) new City Plan.

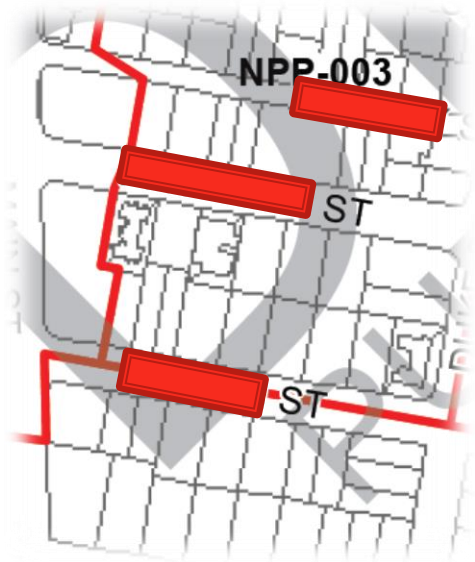
### NEIGHBOURHOOD PLAN

The parcel is within the **Sample Point South Neighbourhood Plan; Precinct 3 - Raymond Park South**. Again,

Provisions are very similar to the current Neighbourhood Plan, with the exception that :

- Car parking is no longer required to be underground (car parking is to be visually unobtrusive and not dominate the streetscape)

Parking is required to be provided at the rate of 1 space per small dwelling,



Extract: Draft new City Plan

## DRAFT NEW CITY PLAN SUMMARY

- ▲ **ZONE**  
High Density Residential Area
- ▲ **NEIGHBOURHOOD PLAN**  
Sample Point South Neighbourhood Plan (Precinct 3)
- ▲ **APPLICATION TYPE**  
Code Assessable Application (does NOT require Public Notification)
- ▲ **CITY PLAN CODES**
  - MULTIPLE DWELLING CODE
  - MEDIUM DENSITY RESIDENTIAL ZONE CODE
  - KANGAROO POINT SOUTH NP CODE
  - PRESCRIBED SECONDARY CODES:
    - LANDSCAPE WORKS CODE
    - MULTIPLE DWELLING DESIGN CODE
    - STORMWATER CODE
    - TRANSPORT, ACCESS, PARKING AND SERVICING CODE

1.25 spaces per medium dwelling, 1.5 spaces per large dwelling, plus 0.25 spaces per dwelling for visitor parking. Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling (e.g. the tenants car spaces).

(draft) nCP – MCU for Multiple Dwelling up to 5 storeys is CODE assessable. (under Table 5.5.4—High density residential zone. The NP does not change the level of assessment unless the proposed building height/number of storeys exceeds that allowable for this precinct in the NP.

## OVERLAYS

The subject parcel is affected by the following Overlays:

- Airport environs overlay QPP-AEO (Procedures for Air Navigation Services—Aircraft Operational Surfaces (PANS-OPS) sub-category and Bird Bat Strike zone – Distance from airport 8-13km sub-category).

The Airport environs overlay deals with issues dealt with by State Planning Policy 1/02: Development in the Vicinity of Certain Airports and Aviation Facilities. It is a requirement of the State Government. The applicable Code is the Airport Environs overlay code.

- Critical infrastructure and movement network overlay (Critical infrastructure and movement planning area sub-category).

The Critical infrastructure and movement network overlay identifies critical assets and movement networks. The applicable Code is the Critical infrastructure and movement network overlay code.

- Dwelling house character overlay

No relevant requirements unless keeping and extending existing houses.

- Potential and actual acid sulfate soils overlay. (Potential and actual acid sulfate soils sub-category - Land above 5m AHD and below 20m AHD).

The Potential and actual acid sulfate soils overlay deals with areas of land identified by State Planning Policy 2/02: Planning and Managing Development involving acid sulfate soils. It may include areas of land identified within Brisbane as having potential or actual acid sulfate soils. The applicable Code is the Potential and actual acid sulfate soils overlay code.

*(NOTE: a land survey should be undertaken to accurately determine the levels of the land in Australian Height Datum (AHD). This is because where the natural ground level is greater than 20m Australian height datum (AHD), the Potential and actual acid sulfate soils overlay code does not apply).*

- Road hierarchy overlay (Neighbourhood roads sub-category).

The Road hierarchy overlay applies to the existing and future road networks, including state controlled roads. All streets/roads within Brisbane are affected by this overlay, they are just categorized into different sub-categories, depending upon the road/street's function within the hierarchy. The applicable Code is the Road hierarchy overlay Code.

- Streetscape hierarchy overlay (Neighbourhood street - major sub-category)

## What are Overlays?

Overlays identify areas within the planning scheme that reflect distinct "themes" and may include one of the following:

- areas sensitive to the effects of development;
- areas of constrained land or development;
- areas subject to valuable resources;
- areas which present opportunities for development.

Some overlays can change the level of assessment for a particular development proposal. Some overlays are only included for information purposes only – the State Government may have required this of the planning scheme. This may result in no change in level of assessment or no additional assessment criteria.

The assessment criteria for an overlay may be contained in one or both of the following:

- a map for an overlay;
- a code for an overlay.

Where development is proposed on premises affected by an overlay, the assessment criteria for the overlay only relates to the part of the premises affected by the overlay.

The applicable Code is the Streetscape hierarchy overlay Code. It provides for the assessment of the suitability of development in the Streetscape hierarchy overlay. The purpose of the code will be achieved through the following overall outcomes:

- Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.
  - Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover.
  - Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.
  - Development ensures that verges comprise consistent and high-quality treatments appropriate to their anticipated pedestrian use and where the use will change from the current zone.
  - Development maintains options for the safe movement of wildlife along a corridor.
- Transport noise corridor overlay (Queensland Development Code MP4.4 Noise Category 2 sub-category).

The Transport noise corridor overlay deals with areas of land identified as being affected by transport noise as established under Chapter 8B of the Building Act 1975. It may include areas of land affected by noise from:

- State controlled roads
- Franchised roads
- Local government controlled roads
- Railway land

Residential development on land located within a transport noise corridor must comply with Queensland Development Code Part 4.4 – Buildings in a Transport Noise Corridor. Note—This overlay is provided for information purposes only and does not regulate development under the planning scheme. Further information and specifications are available from the Building Codes Queensland Division of the Department of Local Government and Planning ([Queensland Development Code](#)).

## Where to from here?

The process could now be considered at the stage for tabling potential 'design' options and outcomes. To discuss further planning and design ideas for the site, please contact Markus Pye, Shelter Architects & Planners Pty Ltd on 0434 631 555.