

TOWN PLANNING REPORT

DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE



MULTIPLE DWELLING (5 APARTMENTS)

**25 MARINE PARADE, REDCLIFFE
LOT 427 Crown Plan SL1339**

PROPERTY DETAILS

Address:	25 Marine Parade, Redcliffe
Real Property Description:	Lot 427 on Crown Plan SL1339
Current Use of Site:	Vacant (Dwelling house removed)
Zoning (MBRC Planning Scheme - V6):	General Residential Zone - Urban Neighbourhood Precinct
Place Type:	Urban Neighbourhood Place Type
Overlays:	Acid Sulfate Soils Building Heights Coastal Hazard (Storm Tide) – Balance area Flood Hazard – Balance area Infrastructure Buffers Road Hierarchy Scenic Amenity Stormwater Catchment Walking Distance (Centre)
Site Area:	554m ²
Road Frontage:	Marine Parade
Existing Services:	Water, Sewer, Electricity and Telecommunications
Landowner:	S & M Soliman

APPLICATION DETAILS

Type of Application:	Development Permit for Material Change of Use
Proposal:	Multiple Dwelling (5 apartments) in 7-storey building
Category of Assessment:	Assessable development – Code assessment
Residential Density (site):	126 dw/ha
Building Height:	25.034m (max)
Site Cover:	37% (Typical Floor)
Referral Triggers:	Nil
Applicant:	S & M Soliman C/- I.B. Town Planning
Contact Person:	Leanne Rolf
Job Number:	LR2440

1.0 INTRODUCTION

1.1 Application

This application is seeking approval for a Material Change of Use – Development Permit for Multiple Dwelling at 25 Marine Parade, Redcliffe, described as Lot 427 on Crown Plan SL1339. The proposal is to establish a seven (7) storey building containing 5 apartments, 1 apartment per floor, plus ground level parking and rooftop communal recreation area.

The site is located in the General Residential Zone - Urban Neighbourhood Precinct and is affected by a number of Overlays under the MBRC Planning Scheme 2016 (v6). The proposal triggers Assessable development - Code assessment and will be assessed in accordance with the relevant provisions of the *Planning Act 2016*.

1.2 Background / Site History

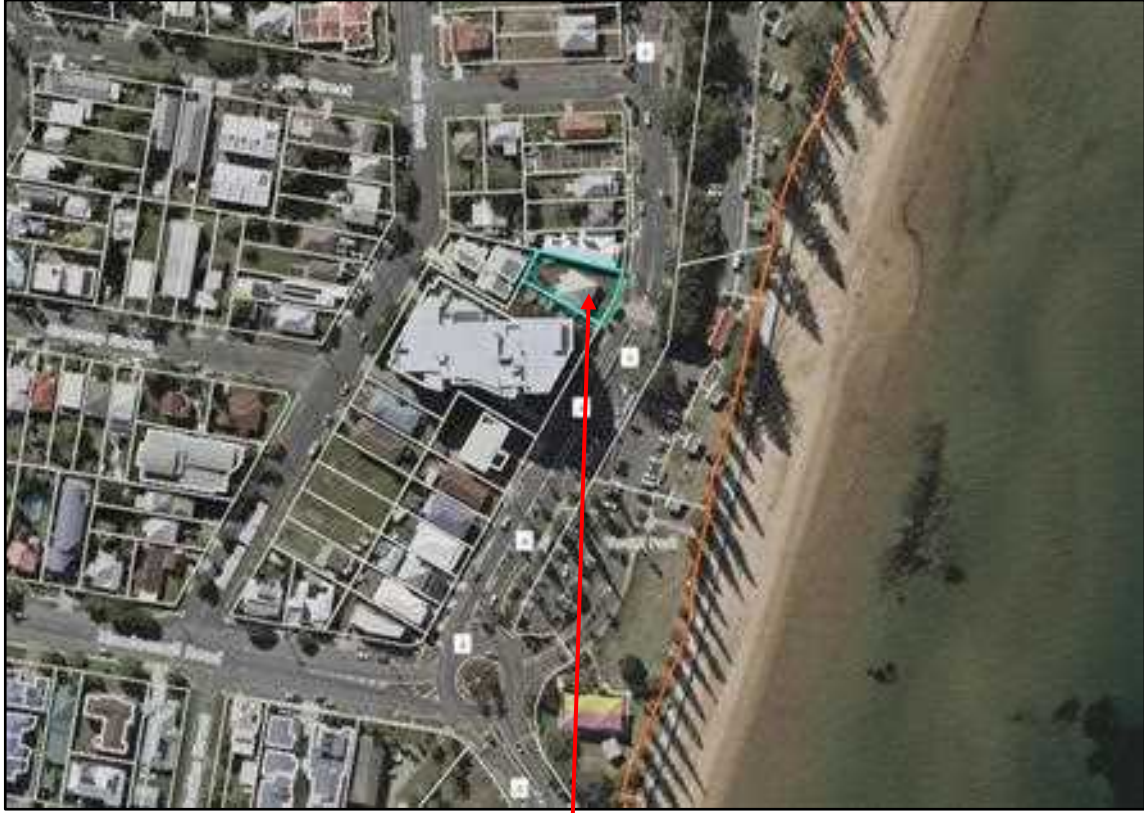
There is no relevant development application history available on Council's online records (DA Tracker). The existing Dwelling house on the site was recently removed and the site is now vacant.

A prelodgement meeting was held with Council Officers to discuss the current proposal on 15 August 2024 (Council ref: DA/2024/3433). Comments and advice received have been incorporated into the current proposal which is considered to respond appropriately to the requirements of Council's planning scheme as will be outlined further throughout this application.

2.0 THE SITE

2.1 Location and Real Property Description

The subject site is formally described as Lot 427 on Crown Plan SL1339 and is located at 25 Marine Parade in the suburb of Redcliffe on the Redcliffe Peninsula. The site is directly opposite Suttons Beach Parklands.



Subject Site

2.2 Site Characteristics

The subject site consists of a single irregular shaped lot with a total area of 554m², with 21m frontage to Marine Parade on the property's eastern side. The site is currently vacant following the recent removal of the single storey Dwelling house. Vehicle access to the property is via an existing double width driveway crossover located towards the northern side of the property.

The topography has a slight fall away from the street from the NE to SW corner. There is no notable vegetation on the property. There is an existing concrete footpath running along the frontage with a landscaped planter either side of an existing raised pedestrian crossing. There are no existing street trees other than the low level shrubs in the established garden beds.

Overhead power lines were removed along the frontage of the site in association with works carried out for the adjoining high-rise apartment building. There is street light infrastructure along the frontage.

Council's contours map is provided below.



Site Survey

Marine Parade is fully constructed and provides for two-way travel (median divided at the frontage) with dedicated parking on both sides of the street. The street narrows at the site's frontage with no stopping either side of the raised pedestrian crossing. Recessed angled parking is provided just to the south on the opposite side of the street beside the Suttons Beach reserve. The street is identified as a District Collector Street in Council's Road Hierarchy mapping.



Streetscape (source: Google image May 2024)

2.3 Zoning

The subject site is located within the General Residential Zone and the Urban Neighbourhood precinct as are the surrounding properties given the high amenity values associated with the seaside location and proximity to the Redcliffe Major Centre (to the north) and Margate District Centre (to the south).

Land to the east on the opposite side of the street is zoned Recreation and Open Space over the Margate foreshore parkland – Suttons Beach.

Refer image below from Council's Planning Scheme Interactive Mapping.



Subject Site

The site is also recognised under the Strategic Framework as forming part of the Urban Neighbourhood Place Type. The proposal is designed to respond to the outcomes sought for the Urban Neighbourhood by contributing to mix of dwelling types and tenures within a suitable medium to high rise built form.

2.4 Surrounding Land Uses

The site is directly adjoined by a single Dwelling house (newly constructed) to the north, a 2 storey 4 unit development at the rear and a 9 storey apartment complex to the south. The area is generally characterised by a mix of single Dwelling houses, and Multiple dwelling developments of varied density, height, bulk and scale. The area is expected to continually transform over time with a mix of uses and increased residential densities being delivered in the Urban Neighbourhood Precinct.

The site is within easy walking distance to a range of businesses and services being located between the Redcliffe Seaside Village (to the north) and Margate Village (to the south). The site also enjoys a very high level of amenity due to its location on the Margate coastline directly opposite the Suttons Beach parkland and foreshore.

The area is well connected by the historical grid pattern street network, with active transport and public transport options in proximity of the site, along Marine Parade. The primary active transport cycle/pedestrian network runs along the coastline.

Refer Locality Plan below.



Subject Site

3.0 THE PROPOSAL

3.1 Development Proposal

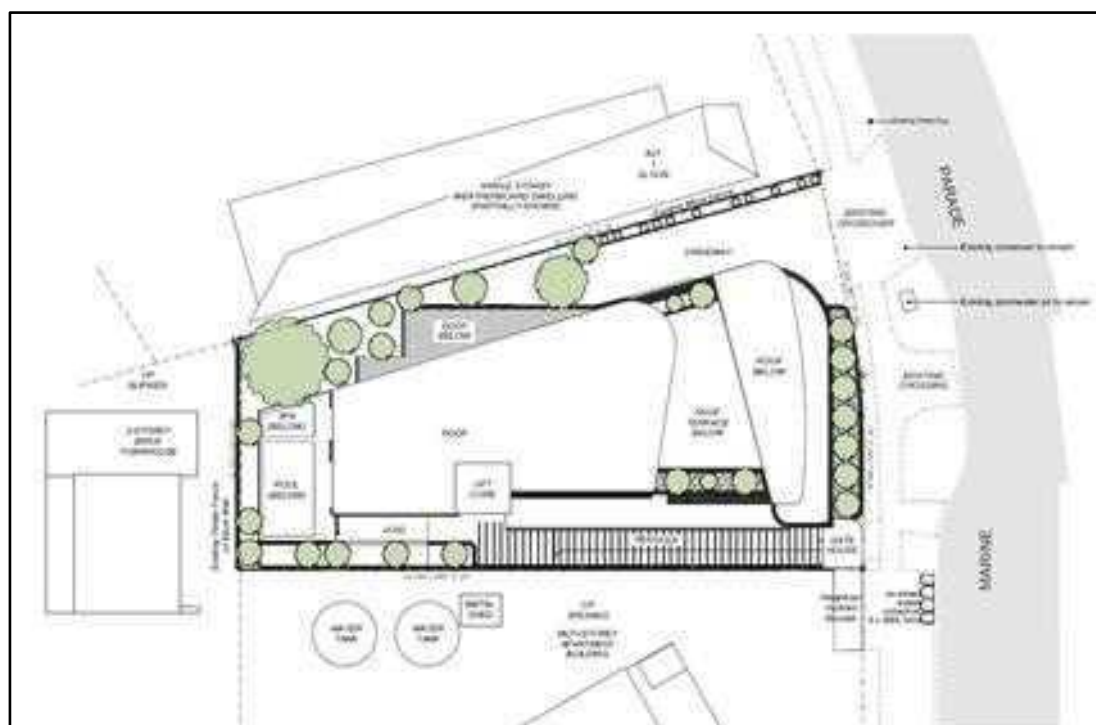
This application is seeking approval for a Material Change of Use – Development Permit for Multiple Dwelling at 25 Marine Parade, Redcliffe, described as Lot 427 on Crown Plan SL1339. The proposal is to establish a seven (7) storey building containing five 5 x 3-bedroom apartments, 1 apartment per floor, plus ground level parking and a rooftop communal recreation area.

The development is architecturally designed and delivers a high-quality residential development with a built form that is appropriate for its coastal setting. With 1 apartment per floor, the boutique development will provide exclusive high-end living spaces with generous floor plans, crossflow ventilation through the apartment and large balconies with north/north-east aspect.

The development has been designed to be consistent with the intent of the Urban Neighbourhood Precinct by achieving a residential (site) density of 126 dwellings per hectare and by contributing to the mix of dwelling types and housing choice in the seaside locality.

The building is designed to address the Marine Parade frontage, with vehicle access into the site from the northern side and dedicated pedestrian entrance from the southern side. The ground level parking provides for a total of 10 car parking spaces with a small basement level for apartment storage and bicycle parking spaces.

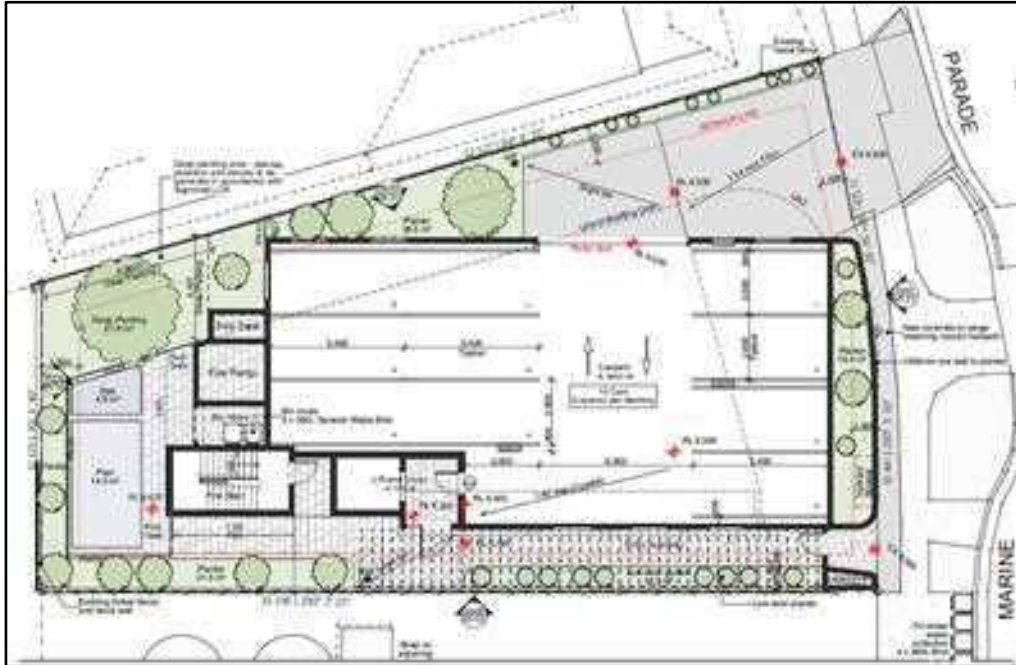
The site plan of the development is shown below in Figure 1.



Proposed Site Plan

The ground level provides the car park for the development, foyer entry / lift and services, bin storage room, and a communal recreation (swimming pool and spa) at the rear of the

building. The main entry/foyer is easily identifiable and accessible from Marine Parade with a defined pedestrian pathway located on the southern side of the building separated from the vehicle access. Landscaping at the ground level designed to complement the built form will be provided around the perimeter of the building, generally in accordance with the relevant requirements including dedicated minimum deep planting areas. A small basement level accessible from the lift core/stairs provides for secure bicycle storage and bulky good storage.



Proposed Ground floor plan

Each apartment is carefully designed to achieve an optimal level of residential amenity, with a generously sized floor plan, north/east aspect and high ceilings to take in the sea breezes. 1 x 3-bedroom apartment per floor is proposed across Levels 1 to 5, all having an internal floor area of 170sqm. The apartment of Level 1 does enjoy an extended balcony over the podium level to define the bottom of the building and ensure the unit has a positive interface with the street. Every apartment contains a generous combined living/dining area, kitchen and amenities with separate walk-in laundry with electric dryer.

Each apartment is provided with a suitably sized balcony and area of private open space off the living area exceeding the minimum requirements. Balconies extend across the full width of the building to overlook the Marine Parade frontage providing casual surveillance of the street/public space.



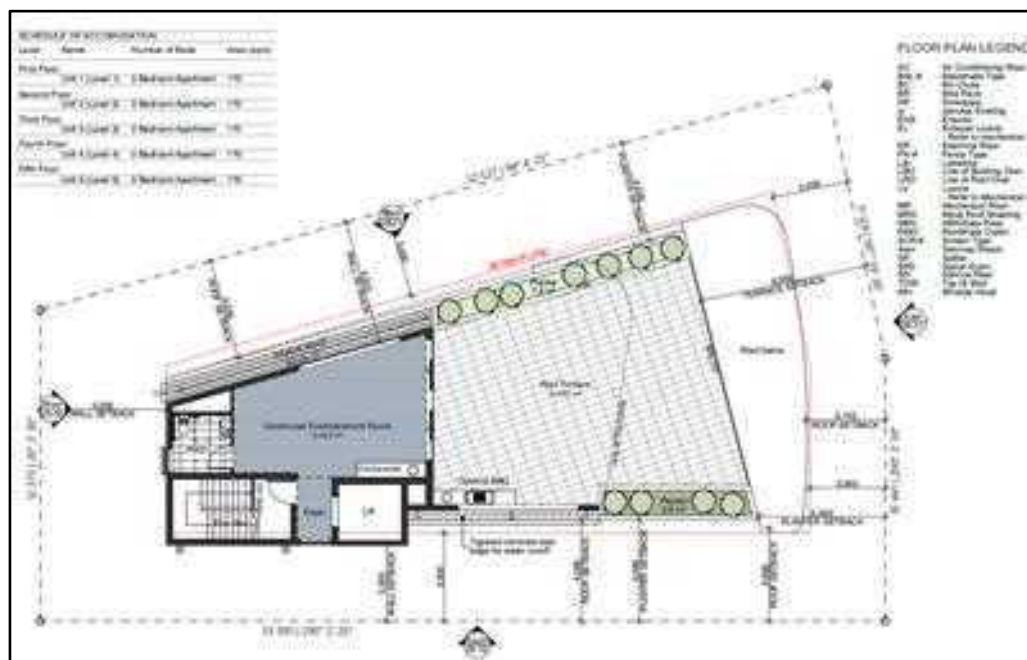
Level 1 Floor Plan



Level 2-5 Floor Plan

Proposed Typical Floor Plans

The 7th storey contains a rooftop communal recreation area with indoor recreation room with PWD amenities room and kitchenette, with a roofed outdoor terrace with outdoor BBQ facilities to be enjoyed by residents and their invited visitors. The lift extends to the rooftop to provide secure access to the level and landscaping is provided in planter boxes to both sides.



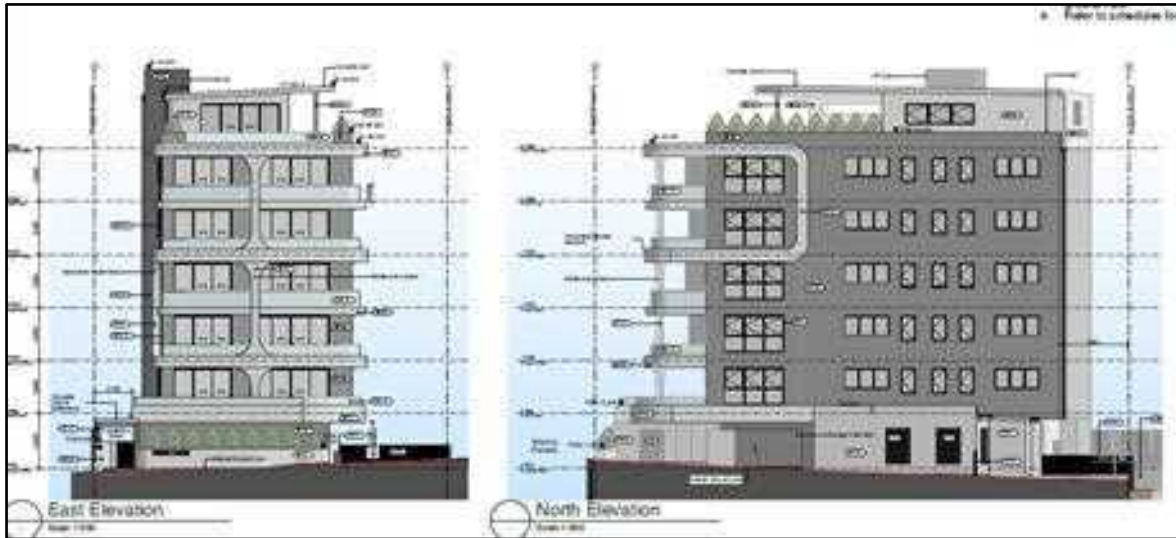
Rooftop Communal Recreation

As shown on the plans, the building is generally set back from all boundaries in accordance with the relevant *Examples* of the planning scheme with very minor exceptions for a small section of the car parking level on the northern side and part of the building on the southern side. The building addresses the street frontage and maintains suitable setbacks from the side boundaries and provides screening measures to maintain residential amenity to adjacent residential properties (where required). The site cover at each level is fully compliant with Council's requirements across each level, ranging from 52.7% at ground level to 37% for the typical floor, and 13.5% for the rooftop.

The seven-storey building has a built form which is typical of a medium density apartment building with a very high standard of visual design and architectural merit. With an overall height of 25.03m, the building is below the maximum building height in the Overlay and provides an appropriate transition of building height from the adjacent 9 storey building on the southern side to the Dwelling house on the northern side.

The design incorporates a variety of high-quality materials, colours and finishes add visual interest to break up the bulk of the building ensuring it contributes positively to the locality. The architecture clearly defines the top, middle and base of the building consistent with the planning scheme outcomes. The generous balconies with glass balustrading create depth and variation to the façade at the street frontage. A schedule of materials is provided on the elevation drawings.

The elevations and perspectives which capture some of the proposed details of the built form are provided below. For the full set of elevations and perspectives, refer to the proposal plans provided with the supporting information to this application.



East (Marine Pde) & North Elevations

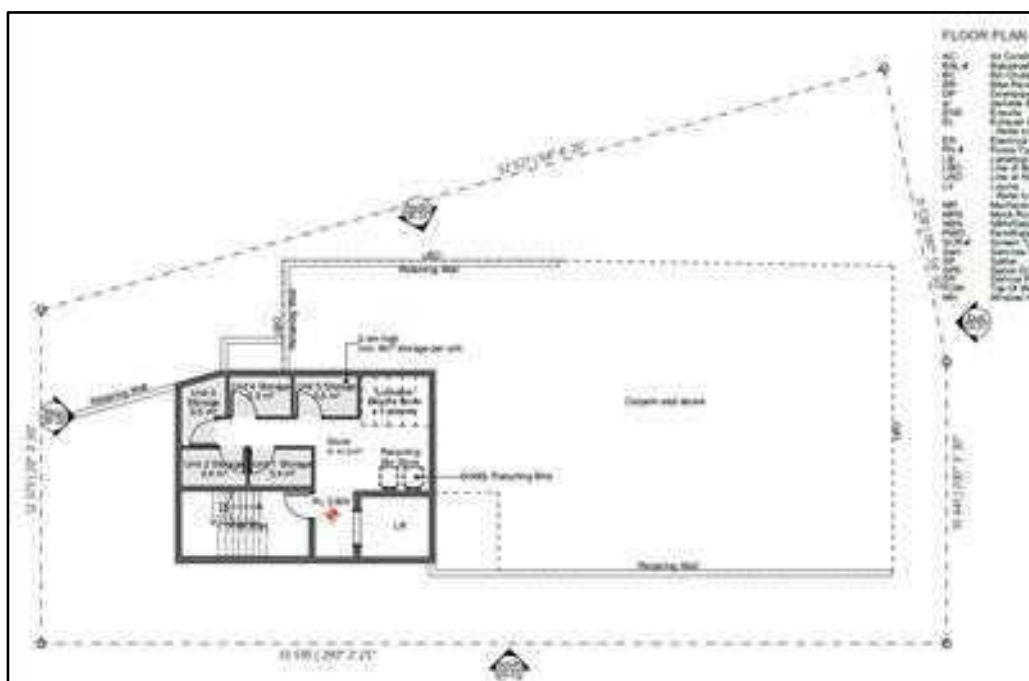


Perspectives

Access & Servicing

All vehicle access to the development is proposed via a single crossover from Marine Parade. The proposal is to re-use the existing crossover which is located on the northern side boundary.

All car parking spaces, driveways, aisles etc have been designed to meet AS2890. Car parking is provided in a single level under the building with provision for 10 designated



Waste management on site is proposed using 4 x wheelie bins stored in bin rooms under the building as shown on the plans. The bins will be wheeled to the kerbside for collection – the collection point is proposed just beyond the frontage of the site before the raised pedestrian crossing on the southern side. The arrangements are considered suitable and appropriate for the small 5 unit development proposed and given the limitations on regular truck movements in Marine Parade.

The concrete pedestrian footpath will be widened along the frontage within the existing verge.

4.0 LEGISLATIVE REQUIREMENTS

4.1 Planning Act 2016

The *Planning Act 2016* identifies that approval is necessary for assessable development that is declared as such under the 'local categorising instrument' (the Local Authority's Planning Scheme (under Part 1 of Chapter 3).

The proposal triggers Assessable Development – Code Assessment under the *MBRC Planning Scheme 2016*. Therefore, the application will be assessed in accordance with the code assessment provisions of the *Planning Act 2016*.

4.2 Planning Regulation 2017 (Development Assessment under Sch 10)

A review of the referral triggers under the *Planning Regulation 2017* confirms that the application will not require referral to any Concurrence or Advice agencies. Relevant parts of Schedule 10 are noted below.

4.2.1 Clearing Native Vegetation (Part 3)

Vegetation clearing on the property is not assessable development under the Regulation. The site is not mapped with any vegetation regulated under the Vegetation Management Act (Category X only) and no further assessment is required under the *Planning Regulation 2017*.

4.2.2 Koala Habitat Area (Part 10)

The site is not located in a Koala Priority Area and does not contain any mapped Koala Habitat and no further assessment is required under the *Planning Regulation 2017*.

4.2.3 South East Queensland Regional Plan 2023 (Part 16)

The subject site is contained within the Urban Footprint of the *SEQ Regional Plan 2023 (ShapingSEQ2023)*. In accordance with Schedule 10 of the *Planning Regulation 2017*, the proposal for a Multiple Dwelling in the Urban Footprint does not trigger Assessable development and is consistent with the outcomes of the Regional Plan.



SEQ Regional Plan Designation (source State DA Mapping)

4.3 State Planning Instrument Assessment

4.3.1 State Planning Policy

On 3 July 2017, the State Planning Policy (SPP) came into effect. There are 17 State interests arranged under five broad themes. Within these state interests there are five sets of assessment benchmarks applicable to the assessment of development applications.

Where applicable, these are discussed below:

State interest – Liveable communities and housing		
Applicable to Development	SPP Assessment Benchmarks	Comment
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<u>Housing supply and diversity</u> (1) Development ensures fire hydrants are installed and located to enable fire services to access water safely, effectively and efficiently, and (2) Road widths, and construction within the development, are adequate for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied, and (3) Fire hydrants are suitably identified so that fire services can locate them at all hours.	Complies – the proposal for Multiple dwelling will utilize the existing fire hydrants, or provide a booster pump in accordance with the relevant provisions. Allowance for these services are shown on the proposal plans with access from Marine Parade. The proposal is consistent with the assessment benchmarks of this State interest.
State interest – Mining and extractive resources		
Applicable to Development	SPP Assessment Benchmarks	Comment
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<u>Mining and extractive resources</u> Not applicable – the proposed development application does not involve a use within a key resource area (KRA) or separation area of a KRA.	
State interest – Water quality		
Applicable to Development	SPP Assessment Benchmarks	Comment
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<u>Water quality</u> Not applicable – the proposed development does not exceed the thresholds for assessment against the State Interest. Best practice measures will be incorporated into the development.	

State interest - Natural Hazards, risk and resilience		
Applicable to Development	SPP Assessment Benchmarks	Comment
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p><u>Erosion prone areas within a coastal management district:</u> Not applicable.</p> <p><u>Bushfire, flood landslide, storm tide inundation, and erosion prone areas outside of the coastal management district:</u></p> <p>(3) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risk to people and property to an acceptable or tolerable level.</p> <p><u>All natural hazard areas:</u></p> <p>(4) Development supports and does not hinder disaster management response or recovery capacity and capabilities, and</p> <p>(5) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties, and</p> <p>(6) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided, and</p> <p>(7) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.</p>	<p>In accordance with the SPP mapping, the site is mapped in a flood hazard area (local government flood mapping).</p> <p>A review of Council's mapping confirms the site is mapped in Council's Balance Flood Planning Area.</p> <p>Council Officers have confirmed there is no applicable flood planning level for this site and that development at the existing ground levels satisfies the Flood Code with no flooding impacts.</p> <p>The assessment benchmarks are considered to be satisfied in this instance by the proposal.</p>
State interest – Strategic airports and aviation facilities		
Applicable to Development	SPP Assessment Benchmarks	Comment
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p><u>Strategic airports and aviation facilities:</u></p> <p>(1) Development and associated activities do not create a permanent or temporary physical or transient intrusion into a strategic airport's operational airspace, unless the intrusion is approved in accordance with the relevant legislation, and</p> <p>(2) Development and associated activities do not include light sources or reflective surfaces that could distract or confuse pilots within a light restriction zone or lighting area buffer, and</p> <p>(3) Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in a strategic airport's operational airspace, and</p> <p>(4) Development and associated activities do not attract wildlife or increase wildlife hazards within a wildlife hazard buffer zone, and</p>	<p>In accordance with the SPP mapping, the site is mapped in an 'area of interest' of an aviation facility (Brisbane Airport).</p> <p>The proposed development:</p> <ul style="list-style-type: none"> • will not encroach into the operational airspace of a strategic airport • does not involve land within the 20 ANEF contours or greater • is not within the public safety area of a strategic airport • will not increase

	<p>(5) Development and associated activities within a building restricted area do not interfere with the function of aviation facilities, and</p> <p>(6) Development does not increase the risk to public safety within a public safety area, and</p> <p>(7) Development within the 20 ANEF contour or greater is appropriately located and designed to prevent adverse impacts from aircraft noise.</p>	<p>wildlife hazards within a wildlife habitat buffer zone and</p> <ul style="list-style-type: none">• does not encroach into the building restricted area of an aviation facility. <p>The relevant assessment benchmarks of the SPP State interest have been achieved.</p>
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The proposal complies, or can be conditioned to comply, with the relevant State Interests.



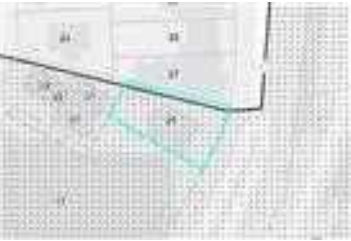
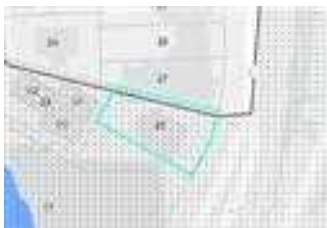
5.0 MORETON BAY PLANNING SCHEME (VERSION 6)

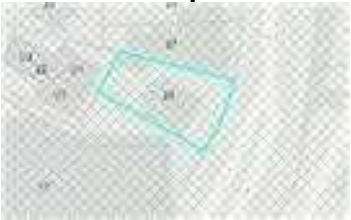




5.1 Category of Assessment & Zoning

The subject site is contained in the General Residential Zone and the Urban Neighbourhood Precinct under the *Moreton Bay Planning Scheme 2016 (v6)*. In accordance with the relevant Tables of Assessment, the proposal triggers Assessable development - Code assessment.

5.2 Overlays

The Moreton Bay Regional Council Mapping identifies that the site is affected by the following overlays. A description of how these overlays apply to the development site is summarised in the table below, with a detailed assessment provided in the supporting planning scheme code assessment.

Overlay	Comments
Acid Sulfate Soils – Land at or below 5m AHD and between 5m and 20m AHD 	Applicable The proposal involves a small amount of excavation for the basement storage/services and filling for the ground level parking. The presence of ASS is unexpected, however it is requested Council include standard conditions on the approval to require an ASS investigation (& management plan if needed) prior to Building Approval being obtained.
Building Height – maximum 27m (no minimum) 	Applicable The proposed building is a maximum of 25.034m, as measured from <i>natural ground level (NGL)</i> to the highest part of the building, complying with the <i>examples</i> and <i>performance outcomes</i> as they relate to building height. Refer to the architectural plans for details of compliance.
Coastal Hazard (Stormtide) – Balance 	Applicable The property is mapped in Council's Coastal Hazard Overlay (Stormtide Balance Area). Council Officers have confirmed the existing ground levels are above the flood planning level and the development does not pose any coastal flooding risks. The proposal complies with the Coastal Hazard Overlay Code.
Flood Hazard – Balance Area 	Applicable The property is mapped in Council's Flood Hazard Overlay (Balance Area). Confirm Officers have confirmed the existing ground levels are above the flood planning level and the development is not impacted by any flooding risks. The proposal complies with the Flood Hazard Overlay Code requirements.

Overlay	Comments
Infrastructure Buffers – Operational Airspace 	Not Applicable <p>There are no specific requirements which relate to this Overlay within the Assessment benchmarks of the <i>MBRC Planning Scheme</i>. In general, the proposed development does not interfere with the Operational Airspace because the proposal is for a consistent use at a consistent building height.</p>
Road Hierarchy – District Collector (Marine Parade) 	Applicable <p>The relevant <i>Examples</i> and <i>Performance Outcomes</i> are satisfied by the proposal. Access to the development is demonstrated to be suitable within the supporting Transport Assessment by <i>Q Traffic</i>. During the prelodgement meeting, Council Officers confirmed the existing footpath would need to be widened to 2m however no widening of the verge was required. Conditions of approval are anticipated on any approval to reflect this advice.</p>
Scenic Amenity – Locally Important (Coastal) 	Applicable <p>The relevant <i>Examples</i> and <i>Performance Outcomes</i> are satisfied by the proposal within the architecture and design of the building. Refer to the plans for details.</p>
Stormwater Catchments – Redcliffe Catchment 	Applicable <p>There are no specific requirements relating to this Overlay in the relevant assessment benchmarks. However, it is noted that the supporting information to this application provides details for the stormwater management – refer to the report prepared by <i>Rigour Engineering</i>.</p>
Walking Distance – Centre Activities 	Applicable <p>The site is within 800m walking catchment of the Redcliffe Major Centre and also just outside the 800m walking distance to the District Centre Zone (Margate). The proposal supports, and is supported by, the nearby Centre Activities.</p>

5.3 Assessment Benchmarks / Assessment

In accordance with the relevant Tables of Assessment of the *MBRC Planning Scheme 2016*, the Assessment benchmarks are identified as:

- General Residential Zone Code (Urban Neighbourhood Precinct provisions)
- Residential Uses Code
- Coastal Hazard Overlay Code
- Flood Hazard Overlay Code

A full assessment of the proposed development against identified assessment benchmarks can be found in the supporting attachments. The following table provides a summary outlining how the proposal complies with the Codes.

Applicable Codes	Compliance with Purpose of the Code	Performance Outcome assessment is required against
Zone Code		
General Residential Zone Code - Urban Neighbourhood Precinct	Yes	PO6 & PO20
Development Code		
Residential Uses Code	Yes	PO8 & PO15
Overlay Code		
Coastal Hazard Overlay Code	Yes	Nil
Flood Hazard Overlay Code	Yes	Nil

The proposal complies with the applicable Examples and Performance Outcomes within the relevant codes with the exception of those discussed below;

Performance Outcome Assessment

Performance Outcome	Acceptable Outcome
General Residential Zone (Urban Neighbourhood Precinct) Code	
PO6 <i>Residential buildings and structures are setback to:</i> <ol style="list-style-type: none"> <i>be consistent with medium to high density Urban neighbourhood precinct character where buildings are positioned close to the footpath to create active frontages;</i> <i>result in development not being visually dominant or overbearing with</i> 	E6.1 <i>Setbacks (excluding built to boundary walls) comply with Table 6.2.6.4.3 - Setback (Residential uses).</i>

Performance Outcome	Acceptable Outcome
<p><i>respect to the streetscape and adjoining sites.</i></p> <ul style="list-style-type: none"> <i>c. maintain private open space areas that are of a size and dimension to be usable and functional;</i> <i>d. maintain the privacy of adjoining properties;</i> <i>e. ensure parked vehicles do not restrict pedestrian and traffic movement and safety;</i> <i>f. limit the length, height and openings of boundary walls to maximise privacy and amenity on adjoining properties;</i> <i>g. ensure built to boundary walls do not create unusable or inaccessible spaces and do not negatively impact the streetscape character, amenity or functionality of adjoining properties;</i> <i>h. Provide adequate separation to particular infrastructure and water bodies to minimise adverse impacts on people, property, water quality and infrastructure.</i> 	
<p>Performance Outcome Assessment</p> <p>Please refer to the architectural plans with clearly dimensioned setbacks to each boundary for each level. The setback line required by the <i>example</i> is also represented as a dashed red line for clear comparison of compliance.</p> <p>All of the setbacks comply with the example, with the following minor exceptions:</p> <p><i>Ground floor:</i></p> <ul style="list-style-type: none"> - 0.719m in lieu of 1.5m to the northern side boundary <p><i>Storeys 3-7:</i></p> <ul style="list-style-type: none"> - 3m in lieu of 3.5m to the southern side boundary <p>The ground floor exception relates to a very small corner of the car parking level which is fully enclosed and considered to have a negligible impact on the neighbouring property with landscaping proposed to the side boundary. The setback on the southern side for storey 3 and above relates to a 500mm encroachment for the fire stairs, lift overrun and foyer. The section of wall includes one window to provide light into the foyer and only extends for a short distance along the length of the building. There are no overlooking or privacy issues associated with that section of the building.</p> <p>On balance, the proposed setbacks of the development achieves compliance with the relevant parts of the Performance Outcome, and in most cases exceed the minimum requirements set by the example.</p>	
<p>PO20</p> <p><i>Safe access is provided for all vehicles required to access the site.</i></p>	<p>E20.3</p> <p><i>Access driveways, manoeuvring areas and loading facilities provide for service vehicles listed in Schedule 8 Service vehicle requirements for the relevant use. The on-site manoeuvring is to be in accordance with Schedule 8 Service vehicle requirements.</i></p>

Performance Outcome Assessment	
<p>The proposal does not include any provision for on-site service vehicles. As demonstrated in the traffic report by Q Traffic, the proposal is a small multi-unit residential development with only five (5) dwellings and is therefore not expected to have regular service vehicle demand other than the exception of an occasional removalist / delivery vehicle which can stand on the driveway from time to time. The regular waste collection service will occur on street.</p> <p>The arrangements are considered suitable in this case and compliance with the Performance Outcome is achieved.</p>	
Residential Uses Code	
Performance Outcome	Acceptable Outcome
<p>PO8 <i>Driveways, pedestrian entries and internal access ways are located and designed to:</i></p> <ul style="list-style-type: none"> a. <i>provide lawful access;</i> b. <i>not detract from the creation of active street frontages and positively contribute to the intended streetscape character;</i> c. <i>not negatively impact adjoining uses;</i> d. <i>provide a safe pedestrian environment;</i> e. <i>not result in excessive crossovers and hardstand areas;</i> f. <i>provide safe access onto an appropriate order road;</i> g. <i>not interfere with infrastructure owned by Council or a utility provider;</i> h. <i>allow adequate space for on-street parking;</i> i. <i>allow adequate space for street planting and street trees;</i> j. <i>allow for garbage collection and street infrastructure.</i> 	<p>E8.3 <i>Where dwellings have access via a shared driveway the driveway is set back a minimum of 3m from a side boundary.</i> OR <i>Where the development includes at least one ground floor dwelling, the shared driveway may be located 1m from the side boundary.</i></p>
Performance Outcome Assessment	
<p>Due to the configuration of the lot and existing street conditions, a 3m setback for the shared driveway is not possible. Instead, the proposal is to re-use the existing driveway crossover which is located on the northern side boundary. The proposed arrangements for the small 5 unit development are considered appropriate in this instance with additional landscaping proposed between the driveway and the existing solid screen boundary fence being retained.</p> <p>Given the existing limitations and small scale nature of the development, the proposed driveway location is considered appropriate and generally compliant with the intent of the PO.</p>	
Performance Outcome	Acceptable Outcome
<p>PO15 <i>Walls are sited and designed to minimise negative impacts on internal and external amenity and create visual interest by incorporating articulation and architectural treatments.</i></p>	<p>E15 <i>The maximum length of any wall is 15m.</i> <i>Walls or parts of walls that include a change in direction of 1m or more are measured separately.</i></p>

Performance Outcome Assessment

The northern side of the building extends for approximately 20m on the one alignment, however the built form provides for a series openings along this side, as well as sun hoods and an extension of the balcony lines on the upper levels to add visual interest to the façade. On balance, the built form portrays a significant amount of variation and visual interest across all facades of the building, avoids blank walls, and contributes positively to the locality.

The 20m long northern façade maintains compliance with the intent of the Performance Outcome in this instance.

The above assessment demonstrates the development adequately achieves compliance, or can be conditioned to comply, with the Performance Outcomes and Purpose of the relevant Assessment Benchmarks (Codes) of the *MBRC Planning Scheme 2016*.

5.4 Other relevant Council Policies

Planning Scheme Policies

The following Planning Scheme Policies are applicable to the development:

- PSP – Integrated transport assessment: addressed where relevant within the report, supporting attachments, and assessment provided against the Planning Scheme Codes.
- PSP – Residential design: addressed where relevant in the design and drawings prepared by *Elevation Architecture*.
- PSP – Noise: Not applicable – the development is for a residential development that does not contain any noise generating uses and is not impacted by any external impacts.
- PSP – Stormwater management: stormwater management solutions are designed to be consistent with the relevant requirements (noting that stormwater quality treatment measures are not required for this development) – refer to the Stormwater Management Plan & Technical Note prepared by Rigour Engineering;
- PSP – Waste: The development is proposed to be serviced by four (4) x 360L wheelie bins stored under the building as shown on the plans and serviced kerbside along Marine Parade just to the south of the raised pedestrian crossing. Refer to the architectural plans and Transport statement attached.

Charges Resolution No 10

For the purposes of calculating infrastructure charges under CR No 10, the proposal is confirmed as being:

- 5 x 3 or more bedroom dwellings.

The credit available to the premises is the existing lawful use or 1 x 3 or more bedroom dwelling (recently demolished in preparation for this redevelopment).

No impervious calculation is required as part of the residential use.

An Infrastructure Charges Notice is anticipated to be issued with any Development Permit reflecting the proposed use and credits described above, as expressed in Council's current Infrastructure Charges Resolution, split between Council and Unitywater accordingly.

6.0 PUBLIC NOTIFICATION

This development application is subject to Code Assessment and does not require public notification to be carried out under Section 53 of the *Planning Act 2016* and Part 4 of the *Development Assessment Rules*.

7.0 CONCLUSIONS AND RECOMMENDATIONS

This application is seeking approval for a Material Change of Use – Development Permit for Multiple Dwelling at 25 Marine Parade, Redcliffe, described as Lot 427 on Crown Plan SL1339. The proposal is to establish a seven (7) storey building containing five 5 x 3-bedroom apartments, 1 apartment per floor, plus ground level parking and a rooftop communal recreation area.

The development is architecturally designed to satisfy the requirements of the planning scheme with only a small number of performance solutions proposed. The proposal delivers a boutique development with a total of 5 units which is appropriate for the small site whilst still contributing to the mix of housing in the precinct. The apartment complex delivers an exceptional quality of living with generous floor plans, large outdoor living through private balconies as well as having access to multiple communal recreation opportunities on site, including the rooftop. The seven-storey building has a built form which is typical of a medium to high density apartment building which responds the coastal character of the area, incorporating coastal architectural themes and including a clearly defined base (extended podium), middle (tower) and top (rooftop). Measuring at a maximum of 25.034m high, the building height within the designated height limit for the area and is generally compatible with bulk and scale of other multi-storey residential development in the surrounding area as anticipated in the Urban Neighbourhood.

It has been demonstrated throughout this report and in the supporting information that the proposed development complies with the relevant assessment benchmarks. Based on the merits of this application, it is requested that the application be approved, subject to reasonable and relevant conditions.

Should you wish to discuss any of the issues raised in this application, please do not hesitate to contact the undersigned on 3480 5066.

Report by:



Leanne Rolf
Senior Town Planner
IB Town Planning

Date 16/10/2024

SUPPORTING INFORMATION:

- *DA Form*
- *Planning Scheme Code Assessment*
- *Architectural Proposal Plans*
- *Landscape Concept Plan*
- *Traffic Assessment*
- *Stormwater Technical Note and Plans*