

DEVELOPMENT ASSESSMENT REPORT

ROMA URBAN DEVELOPMENT AREA – STAGE 8b

Reconfiguration of a Lot – 4 Lots into 19 Lots, New Road and a Balance Parcel

Bowen Street
ROMA
REF: PL2360/8b

PREPARED FOR:
URBAN LAND DEVELOPMENT AUTHORITY

JANUARY 2012



WOLTER
consulting group

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EXECUTIVE SUMMARY

Summary Table

Address of Site: Bowen Street, Roma																					
Name of Development Area: Roma Urban Development Area – Stage 8b																					
Real Property Description: ¹ Lot 141 on SP178377, Lot 142 on AP15786, Lot 19 on WV1912, Lot 20 on SP178377																					
Area of Site: Stage 8b -15,647m ²																					
Area Zone: Part Residential Zone & Part Special Purpose Zone																					
Name of Owner: ¹ The State of Queensland (Represented by the Department of Environment and Resource Management)																					
Type of Application: ²		Prelodgement / Consultation:																			
Aspects of Development	Type of Approval Requested		<table border="1"> <tr> <td>Meeting: No Prelodgment meeting has been held.</td> <td>Date</td> <td>Contact Name / Ref</td> </tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	Meeting: No Prelodgment meeting has been held.	Date	Contact Name / Ref															
Meeting: No Prelodgment meeting has been held.	Date	Contact Name / Ref																			
	PA	DP																			
MCU	☐	☐																			
RoL	☐	☒																			
BW	☐	☐																			
OW	☐	☐																			
PA ☐ yes ☒ no																					
Brief Description/ Purpose of Proposal: Subdivision of 4 Lots into 19 Lots for residential purposes (plus new road, park and a balance parcel) with a Plan of Development.																					
Staged Development: No - Stage 8b																					
Level of Assessment: ULDA Permissible Development																					
Public Notification: ☐ no ☒ yes (20 business days)																					
Assessment Manager / ULDA Officer Previously Involved: Matt Toon																					
Applicant Contact Person: Mitchell Hendricks or James Isaac (ph) 3666 5200 (f) 3666 5202																					

¹ If it is an extensive list then attach to the overview as a schedule

² Preliminary Approval (PA), Development Permit (DP), Material Change of Use (MCU), Reconfiguration of a Lot (RoL), Building Works (BW), Operational Works (OW).



Figure 1: Simple Site Plan

Source: lat 27°

Summary of Proposal

This development application proposes a Reconfiguration of a Lot (4 lots into 19 lots plus new road, park and a balance parcel with a Plan of Development as per Figure 1 above) on land located at Bowen Street, Roma and described as Lot 141 on SP178377, Lot 142 on AP15786, Lot 19 on WV1912, Lot 20 on SP178377.

The subject site is located within the Roma Urban Development Area (UDA) which is intended for a mixture of residential dwellings on traditional and smaller lots, including affordable housing. A Development Approval has been issued for Stage 1 & Stage 2 while the application over Stage 4 & 8 is still pending approval by the ULDA. This land subdivision is identified as Stage 8b of development within the Roma UDA.

The subdivision contains a total of 19 residential lots ranging in size from 105m² to 330m². The proposed subdivision will facilitate a variety of lots in order to fulfill the intent of the Urban Land Development Authority (ULDA) by providing affordable housing for low and medium income households. The application also consists of a Plan of Development to facilitate future land development. Please refer to the attached Subdivision Plan & Plan of Development (**Appendix A**).

Key Issues Table

Key Issue	Rationale
Civil Services	Civil services are limited in the area due to the rural location. A water network analysis is yet to be finalised by Council. When finalised, water main sizes will be confirmed. Civil services will be provided to common boundaries. A detailed engineering report is attached to this application.
Easements	Maranoa Regional Council (Council) has confirmed that easements in favor of Council will not be needed for sewer infrastructure, although easements will be required for drainage and water if the network traverses through private property. Easements would generally be 2-3m in width. Easements can be conditioned as part of the approval package.
Stormwater Drainage	The stormwater drainage infrastructure in the site's eastern catchment (the eastern side of Currey Street) is not sufficient. Therefore a detention basin will be constructed to service Stages 4 & 8, as well as additional stormwater and roofwater mains as per the Infrastructure Report.
Plan of Development	A Plan of Development (POD) has been prepared to facilitate future Material Change of Use (MCU) applications. As stated in the development scheme, any future MCU application over the subject site in accordance with the POD notes will be exempt from the development scheme.
Accessible Housing	Design guidelines will be implemented across specific lot types to provide a minimum of 10% accessible dwellings.
Affordable Housing	66% of dwellings across the UDA will be available for rent by households on or below a median annual income of \$55,000, which represents an investor house and land purchase price of \$328,640 (as per Affordable Home Ownership Calculations by ULDA Sustainability and Innovation). 36% will be available at or below this price point with 30% at or below \$269,360. A total of 36% of the current 372 estimated dwellings equates to 133 dwellings at or below \$328,640. This target will be achieved utilising Studio Wide (287.5m²), Villa Narrow (320m²) and Courtyard Short (375m²) lots. Furthermore, a total of 30% of the current 372 estimated dwellings equates to 111 dwellings at or below \$269,360. This target will be

	achieved utilising MFD triplexes (3 dwellings on 450m2) and Studio Narrow (250m2) lots.
Car Parking Analysis Plan	A Car Parking Analysis Plan has been prepared in support of this development application to demonstrate the availability of on-street car parking in the immediate area.

The proposal is recommended for approval subject to necessary reasonable and relevant conditions.

1 INTRODUCTION

This town planning report has been prepared in support of a development application seeking a Development Permit for Reconfiguration of a Lot (4 lots into 19 lots plus new road, park and a balance parcel) on land at Bowen Street, Roma also described as Lot 141 on SP178377, Lot 142 on AP15786, Lot 19 on WV1912, Lot 20 on SP178377 referred to as the subject site in this report.

This report provides the following information with respect to the assessment of the proposal:

- Proposal Overview;
- Site Information and Analysis;
- Assessment Framework; and
- Recommendations and Conclusion.

2 PROPOSAL

2.1 General Description

The proposal includes a land subdivision to create a total of 19 lots for residential development plus new road, park, a balance parcel and a Plan of Development on land located at Bowen Street, Roma. The development application consists of a:

- Reconfiguration of a Lot – 4 Lots into 19 Lots, park, new road, a balance parcel and a Plan of Development.

2.2 General Justification for Proposal / Design

By providing a range of residential dwelling allotments, this proposal is addressing housing diversity and affordability issues within Roma. The development of Stage 8b provides the opportunity for the development of a mixture of housing types and the provision of affordable housing, and is designed to allow for the progression of a connected and accessible neighbourhood. The proposed lots can facilitate residential uses on small lots and attached dwellings whilst contributing to housing choice within Roma, which currently consists predominantly of detached dwellings. Stage 8b also includes laneways that contribute to diversity in the housing product and will remove parked cars off the primary street frontage.

The site is well accessed via the existing road network, and the dedication of road reserve within Stage 8b will ensure a high level of connectivity to existing stages of the UDA. A large neighbourhood park is provided in the sites north to facilitate recreational opportunities within close proximity to a number of the new, and existing, residential allotments and will maximise pedestrian connectivity throughout the area.

The subject site is suitably located as it is within close proximity to local services, such as Roma Hospital, a community garden and a child care centre.

2.3 Proposal Detail

The proposed reconfiguration contains a total of 19 residential allotments ranging in size from 105m² to 330m². These lot sizes can facilitate a variety of housing typologies, specifically villa, terrace and urban lots. This will contribute significantly to diversity and the intended density within the Roma UDA.

Furthermore, a large neighbourhood park adjoining the northern boundary is proposed.

While the development application is for Reconfiguration of a Lot only, the application includes a Plan of Development, setting up the design parameters for future dwelling types on each of the proposed lots.

The standard lot sizes within Stage 8b are:

- Villa Narrow (VN) – 10m x 32m;
- Terrace (Te) – 7.5m or 10m (10.3m on corner lots) x 32m; and
- Urban (Urb) – 7.5m x 14.5m or 10m x 14.5m

Future Material Change of Use proposals for dwellings on these lots will be exempt when in accordance with the approved Plan of Development.

Civil Services

An extensive civil engineering report has been prepared for the development of the Roma Urban Development Area identifying existing services/infrastructure and proposed reticulation layouts. All services are to be located at common boundaries so as not to interfere with driveway access to allotments.

The road network within the proposal consists of 7.5m wide laneways providing vehicular access to the rear of lots 807 & 813-820 and an east/west connector road with an 8m road width.

A water reticulation analysis report is currently being carried out by Council. Specific details regarding the existing/proposed water network will be provided upon its completion. The subject site is currently serviced by town water from existing water tower in Bowen Street on the corner of Whip Street, to the east and downhill of the site. Council has advised that the existing water infrastructure consists of 150mm diameter mains located through and around the perimeter of the site. No trunk mains exist in the area.

Generally the water reticulation system for the town supply can be constructed with minimal dead end lines apart from two lines located at cul-de-sacs at the eastern end of the site. It is likely that 150mm diameter mains will be required for fire fighting and general household supply and linking back into the existing system at regular intervals to become a ring main system with 100mm mains supplying cul de sacs and the shorter north south streets.

The current sewer reticulation is limited to the eastern side of Currey Street due to the topography of the area. Council has advised that a suitable point of connection for the sewer could be the sewer manhole at the corner of McDowell Street and Cottell Street; however this may be an issue due to the existing capacity. Holding tanks may be proposed to manage flows.

Stormwater Management

A concept stormwater management report has been prepared by BMT WBM. This report demonstrates at the concept level the type and size of stormwater treatment systems required to meet the relevant stormwater quality and flooding objectives.

With regard to stormwater quantity, the hydrological modelling undertaken as part of the concept SMP showed that without mitigation, peak flow-rates would increase in areas downstream of the eastern portion of the site and therefore treatment is required for this sub-catchment. The recommended treatment for the eastern portion of the site includes a detention basin with a storage volume of 4,800m³ (e.g. surface area of 4,000m² and 1.2m storage depth).

Furthermore, stormwater harvesting will not be used within Stage 8. Given the conservative approach to hydrologic modelling adopted during the concept design phase, the detention basin storage volume would not be affected by the removal of stormwater harvesting.

With regard to stormwater quality, the treatment train adopted in the detailed design models consists of domestic rainwater tanks sized to meet Queensland Development Code MP4.2 water savings targets and bioretention systems.

In order to meet the stormwater quality objectives, bioretention systems (in conjunction with rainwater tanks) would need to be sized at no less than 0.8% of the catchment area. Bioretention systems sized at less than 1% of a contributing catchment typically experience a range of operational problems and therefore the recommended size of bioretention systems is 1% of the contributing catchment. It is expected that hydrological management objectives would also be met by constructing these systems. The equivalent bioretention filter surface area required for treatment would be 922m² for the

eastern catchment. This will be accommodated in the parkland to the north of Stage 8, to be provided as part of a future stage of development.

Please refer to the attached stormwater report for further details.

Traffic Impact Assessment

As TTM have identified in their Traffic Impact Assessment, vehicular access to the subject site is most likely to be via entrances from McDowall Street, Currey Street and Cottell Street. The existing street network can handle the increased volume in traffic; however McDowall Street and Bowen Street to the west of Currey Street will need to be upgraded. Additionally, footpaths should be constructed on Cottell Street, McDowall Street and Bowen Street to ensure pedestrian desire lines between the subject site and nearby facilities are addressed. To ensure the safe passage of pedestrians and cyclists throughout the subject site, dropped kerbs should be introduced at existing pedestrian crossings, and existing on-street cycle lane road markings should be re-instated. It is proposed that the above upgrades be conditioned as part of the development approval.

Landscape Strategy

The landscape strategy focuses on additional park embellishments and upgrades to the existing neighbourhood park to the north. Street trees have also been provided to maintain amenity and the aesthetic value of the streetscape.

2.4 Summary and List of Supporting Specialist Reports

The following specialist reports and information have been prepared in support of this DA:

- Subdivision Plan & Plan of Development prepared by lat27;
- Landscape Concept Plan prepared by lat27;
- Civil Engineering Report prepared by Baker Rossow Consulting Engineers;
- House Plans for lots under 250m²;
- Stormwater Management Plan prepared by BMT WBM Pty Ltd; and
- Traffic Report prepared by TTM.

3 SITE INFORMATION AND ANALYSIS

3.1 Physical Description

Stage 8b of the Roma UDA is located at McDowall Street, Roma and described as Lot 141 on SP178377, Lot 142 on AP15786, Lot 19 on WV1912, Lot 20 on SP178377. Site access is also achieved via Cottell Street. As shown in Figure 2 below, the site is bound by McDowall Street to the north, Cottell Street, the Endeavour Foundation and an existing skate and bike park to the east, Stage 4 of the UDA directly to the west and existing houses and Stage 8a to the south. In a wider context, the subject site is located at the eastern edge of the Roma UDA.

Topographically, the site is located east of Currey Street, known as site's eastern catchment. The eastern catchment falls in a north easterly direction to the corner of Cottrell and McDowall Street. Currently, there are no easements over Stage 8.

3.2 Existing Uses

The subject site is currently vacant and contains cleared land, with very sparse vegetation. Some park embellishments are located towards the McDowall St frontage.

3.3 Context

The Roma UDA is located approximately 1.5km west of the Roma Town Centre as shown in Figure 3 – Locality Map. The surrounding area is dominated by low density, detached residential dwellings and a clearing to the west which is an old stock route.

The subject site is within proximity to local facilities, including Roma Hospital, and commercial, community and retail services. The site is easily accessible via a proposed internal road network that connects to existing streets including Cottell Street, McDowell Street and Currey Street. The subject site is also close proximity to major transport infrastructure that provides interstate and intrastate connections.



Figure 2: Aerial Map (approximate location of subject site depicted by red boundary)

Source: Google Maps

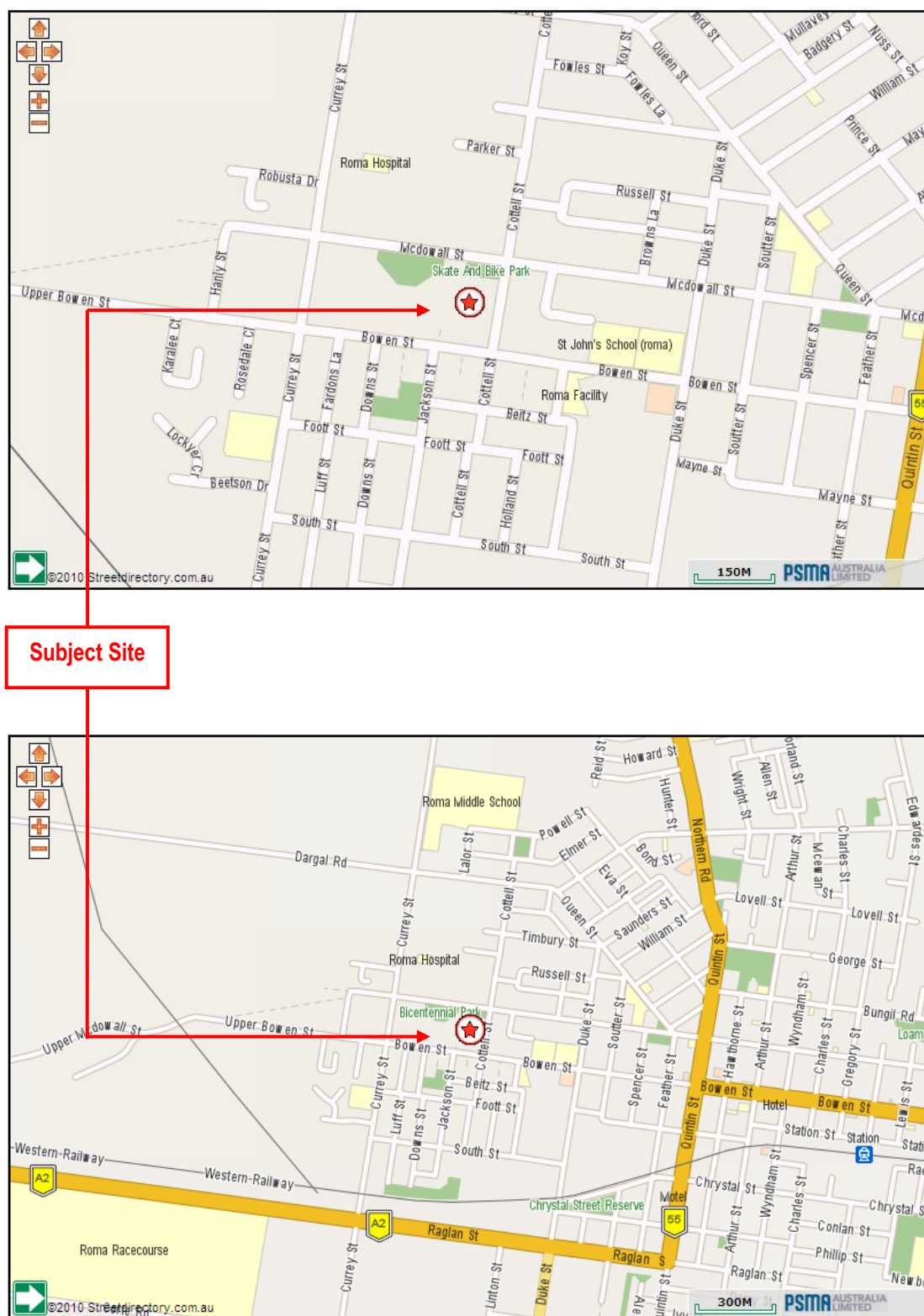


Figure 3: Locality Plan (subject site depicted by red star)

Source: www.street-directory.com.au

4 ASSESSMENT FRAMEWORK

The development application requires assessment against relevant provisions of the *Urban Land Development Authority Act 2007*, the Roma Development Scheme and the Residential 30 Guideline.

4.1 *Urban Land Development Authority Act 2007*

The *Urban Land Development Authority Act 2007* has been established to provide a mechanism for particular parts of the State to be declared as urban development areas. The *Urban Land Development Authority Act 2007* also refers to the establishment of the Urban Land Development Authority who is charged with the responsibility of planning, carrying out, promoting/coordinating and controlling the development of land in these areas. Several areas in Queensland have been declared as Urban Development Areas by the Urban Land Development Authority, one of which is in the Roma UDA. This statutory body was established as a key part of the Queensland Housing Affordability Strategy.

4.1.1 Bowen Street, Roma Urban Development Area Development Scheme (RDS)

The Bowen Street, Roma Urban Development Area Development Scheme (RDS) was adopted on 15 April 2011. Its purpose *'is to establish the overall intentions for development of the UDA as well as identify a broad range of requirements applicable to proposed development.'*

The Roma Development Scheme consists of:

- A land-use plan – including the UDA Wide Criteria and the applicable Zone Provisions;
- An infrastructure plan; and
- An implementation strategy.

4.2 The Roma Development Scheme

UDA Wide Criteria

The subject site is predominantly located within the development scheme's Residential Zone, with only a small portion of the site along the eastern boundary located in the Special Purpose Zone providing for future access to Bowen Street.

The proposed subdivision is required to be assessed against the development scheme's UDA Wide Criteria. The Roma UDA Wide Criteria covers the following topics:

- Housing and Community;
- Neighbourhood, block and lot design;
- Street design and parking; and
- Environment and sustainability.

Table 1 – UDA Wide Criteria

Assessment Criteria	Response	Complies
Housing and Community		
The UDA delivers housing affordability and choice.		
Residential neighbourhoods:		
▪ deliver a minimum of 66% of all dwellings across the UDA available for rent by households on or below the median annual income for Roma	The proposed development application is for a reconfiguration of a lot; predominately for the purposes of developing lots to facilitate affordable housing. Please note, the affordable housing intent is to create 66% of all dwellings across the UDA to be available for rent by households on or below a median annual income of \$55,000, which represents an investor house and land purchase price of \$328,640 (as per Affordable Home Ownership Calculations by ULDA Sustainability and Innovation). 36% will be available at or below this price point with 30% at or below \$269,360. A total of 36% of the current 372 estimated dwellings equates to 133 dwellings at or below \$328,640. This target will be achieved utilising Studio Wide (287.5m ²), Villa Narrow (320m ²) and Courtyard Short (375m ²) lots.	✓
▪ deliver a minimum of 30% of all dwellings	Furthermore, a total of 30% of the current	✓

Assessment Criteria	Response	Complies
across the UDA available for rent by households on a low to moderate income for Roma	372 estimated dwellings equates to 111 dwellings at or below \$269,360. This target will be achieved utilising MFD triplexes (3 dwellings on 450m ²) and Studio Narrow (250m ²) lots.	
deliver 10 percent of all dwellings as accessible housing to meet the changing needs of people and households over time	Development guidelines will be implemented to specific lot types in order to allow for 10% of the residential dwellings to be constructed as accessible housing. The inclusion of medium density housing in close proximity to local facilities and services will contribute towards the development of a sustainable community.	✓
contribute to housing choice by providing a range of housing types	The proposed mix of residential lots will allow for diversity within the dwelling typologies. This will contribute to dwelling densities and variety that caters to all levels of affordability.	✓
deliver housing which integrates into existing residential areas	The proposed development will be integrated into the existing community with new road and will utilise existing road networks. The proposed new road reserve forms part of the application as it intends to connect into McDowall Street to the north and Cottell Street to the east of the subject site.	✓
Neighbourhood, block and lot design		
The UDA delivers development designed to:		
maximise connectivity	A key focal point of the intended lot layout is vehicular and pedestrian connectivity throughout the Roma UDA and the existing town of Roma. Connectivity is enhanced through the provision of extensive new road within Stage 8b. New road is proposed to service all lots, with rear laneways to provide vehicular access to Lots 807 & Lots 813 – 820. Stage 8b will eventually provide a link from Cottell Street through to Stage 4 and onto Currey and McDowall Street.	✓
be responsive to the local climate and environment	Generally, lots have been orientated at least 20 degrees of a north/south direction to respond to solar access, however the existing street network and site conditions do not allow for all lots to be orientated in a north/south direction.	✓
include walkable streets and	Stage 8b of the UDA will contain parkland to	✓

Assessment Criteria	Response	Complies
neighbourhoods	promote urban character and amenity. All streets and parkland contain a clear and distinguishable pedestrian network to enhance pedestrian connectivity.	
provide personal safety and security	Street lights will provide safety and security for the community.	✓
enhance character and amenity	Street trees will be planted along the road reserves to enhance the streetscape.	✓
use infrastructure efficiently.	Civil infrastructure is detailed within the attached report, which outlines the way that infrastructure will be provided efficiently to the infill development site	✓
Neighbourhood planning and design:		
gives the neighbourhood a strong and positive identity by responding to site characteristics, setting, landmarks and views, and through clearly legible street networks, open space networks and use of streetscape elements	The subdivision will provide the neighbourhood with a strong and positive identity by integrating the proposed residential development into the existing urban landscape, and retaining existing street networks to aid in maintaining legibility. The proposal is integrated through new road and landscape design. The allotment design, landscaping and presentation will clearly identify this as a distinct neighbourhood in Roma.	✓
achieves a balanced mix of lot sizes to provide housing choice and streetscape variety	The development will allow for a balance of lot sizes to provide an active streetscape with a mix of lot sizes from 7.5m frontages to 10m frontages, therefore providing for housing choice.	✓
identifies appropriate areas for multiple residential uses	No multi-family dwelling lots are proposed within Stage 8b, however they will be provided throughout the Roma UDA.	✓
incorporates orientation for solar access and natural ventilation	Where possible, lots have been oriented in a north/south direction to maximise solar access. All built to boundary walls are located to the south and west of the lots, maximising solar access and natural ventilation.	✓
- delivers appropriate scale of development - incorporates principles for crime	The proposed scale of development is appropriate for the area and will allow for the incorporation of CPTED principles and	✓

Assessment Criteria	Response	Complies
prevention through environmental design (CPTED) ensures adequate visual and noise amenity	achieve a reduction in visual and noise impacts. Block lengths have been limited to a maximum of 65.3m in Stage 8b for clear lines of sight. Furthermore, the proposal creates smaller lot sizes than typically available in Roma. The smaller lot sizes respond to housing diversity and affordability in Roma which has been identified as undersupplied outside of the Roma UDA.	
- integrates development with the surrounding environment and provides for shared use of public facilities by adjoining communities - maximises opportunities for views and vistas - responds to natural features, including topography and natural drainage features - provides parks that cater for a variety of functions, experience that are safe for users	A large portion of the neighbourhood park is also provided within Stage 8b. This will ensure adequate provision of public open space.	✓
promotes healthy and active lifestyles by prioritising walking and cycling within the UDA and connecting to facilities and services outside the UDA	Sustainable transport options are provided to nearby local facilities and services, with the inclusion of bicycle and pedestrian pathways will encourage the use of sustainable transport options.	✓
locates services and utilities to maximise efficiency and ease of maintenance	The services and utilities are located in the road reserve. Please refer to the attached Civil Engineering Report for further details.	✓
Street design and parking		
The UDA delivers: - efficient and safe street networks for all users - adequate car parking - access to public transport networks	The street network has been designed in accordance with Australian Standards, and provides for a safe and efficient street network throughout the site, connecting to adjoining streets and public transport networks. The new road widths within Stage 8b are 8m for roads and 7.5m for laneways from kerb to kerb. Please refer to the attached engineering report for the conceptual road design layout.	✓
Street network planning and design: connects to existing networks while	These road reserve widths will be capable of facilitating on street car parking within close proximity to the relevant lots in addition to the on-site car parking rate of 1 or 2 spaces per dwelling required by the POD notes. The proposed street network will be	

Assessment Criteria	Response	Complies
ensuring acceptable levels of amenity and minimising negative impacts of through traffic - provides a safe and pleasant environment through lighting, pavement treatment and materials, clear sight lines and landscaping - provides movement networks for vehicles, pedestrians and bicycles that have a clear structure, provide a high level of internal accessibility and good external connections with the surrounding area and maximise transport effectiveness - provides for pedestrian and cycle connections within the site which connect to existing facilities and support movement to key local and district destinations such as shops, educational facilities, parks and community facilities - minimises the impact of traffic noise on residential development	designed in accordance with Austroads and engineering specifications. The proposed road network will be designed to facilitate local traffic and public transport routes effectively. Landscaping/street trees and no through roads have been included to provide a sense of neighbourhood, and may deter through traffic. To support the existing street network, internal street networks are also proposed. The inclusion of elements such as lighting and pavement treatment will provide for an attractive streetscape, maintenance of visual amenity and inclusion of CPTED principles through avoiding long block lengths and casual surveillance of the primary street frontage. The longest block length is approximately 65.3m in length. Pedestrian and cycle connections will be provided throughout the site to reduce the impact of traffic by encouraging sustainable transport options such as walking, cycling and providing public transport connections to McDowall Street and Bowen Street and key local facilities and services within Roma. Vehicle access and parking will not adversely impact on residential areas due to the subject sites residential location.	✓
Planning and design of vehicle access and parking ensures: - safety and convenience for residents, visitors and service providers - adequate provision for the number and nature of vehicles expected.	The proposed street network provides safe vehicular access to all residents and service providers. Preferred driveway locations have been identified on the plan of development. The proposed road width is 7.5m for laneways and 8m for roads within Stage 8b. These road reserve widths will be capable of facilitating on street car parking within close proximity to the relevant lots in addition to the on-site car parking rate of 1 or 2 spaces per dwelling stated within the POD notes.	✓
Environment and Sustainable Development		
The UDA delivers: - minimal emissions to land, water and atmosphere - efficient use of land and resources	The development provides two hectares of parkland throughout the estate, which	✓

Assessment Criteria	Response	Complies
protection of amenity, environmental and resource values.	include open lawn areas, a skate bowl, barbeque facilities and children's playgrounds to maintain the existing amenity throughout the area. Shaded footpaths extend through the parklands and residential areas to allow for safe and comfortable walking and cycling throughout the development.	
The design, siting and layout of development: - minimises adverse impact to the environmental values of the receiving waters by appropriately managing stormwater - minimises adverse impacts on natural landforms and the visual amenity of the site - retains vegetation where possible along streets and within parks - Promotes energy and water efficiency practices above current standards, maximises recycling opportunities and reduces waste generation - Promotes the adoption of decentralised energy generation systems and natural ventilation to reduce energy use.	The landscape design facilitates the formation of social networks and this is further enhanced by a community liaison officer, who acts to link local community groups with the development. The parklands include bio-retention basins to store and treat stormwater, and overflow from these basins will be stored underground and used for park irrigation. Design of individual lots also follows Water Sensitive Urban Design principles, with an emphasis on maintaining permeable surfaces and directing run off to these spaces for onsite infiltration.	✓
During construction adverse impacts on amenity are minimised.	Solar access and natural ventilation have been considered at both the masterplan and building scale to ensure comfortable indoor temperatures without the need for active heating and cooling. All homes will have energy and water efficient fittings, and builder partners have committed to using 20 percent environmentally responsible materials and non-toxic materials. Sustainable building practices will ensure efficient use of resources, minimisation of waste generation and recycling of materials where appropriate. The proposed residential subdivision layout will allow for the incorporation of energy efficiency standards and the distribution of energy that encourages the generation of renewable energy.	✓

4.2.1 Roma Development Scheme – Zone Assessment

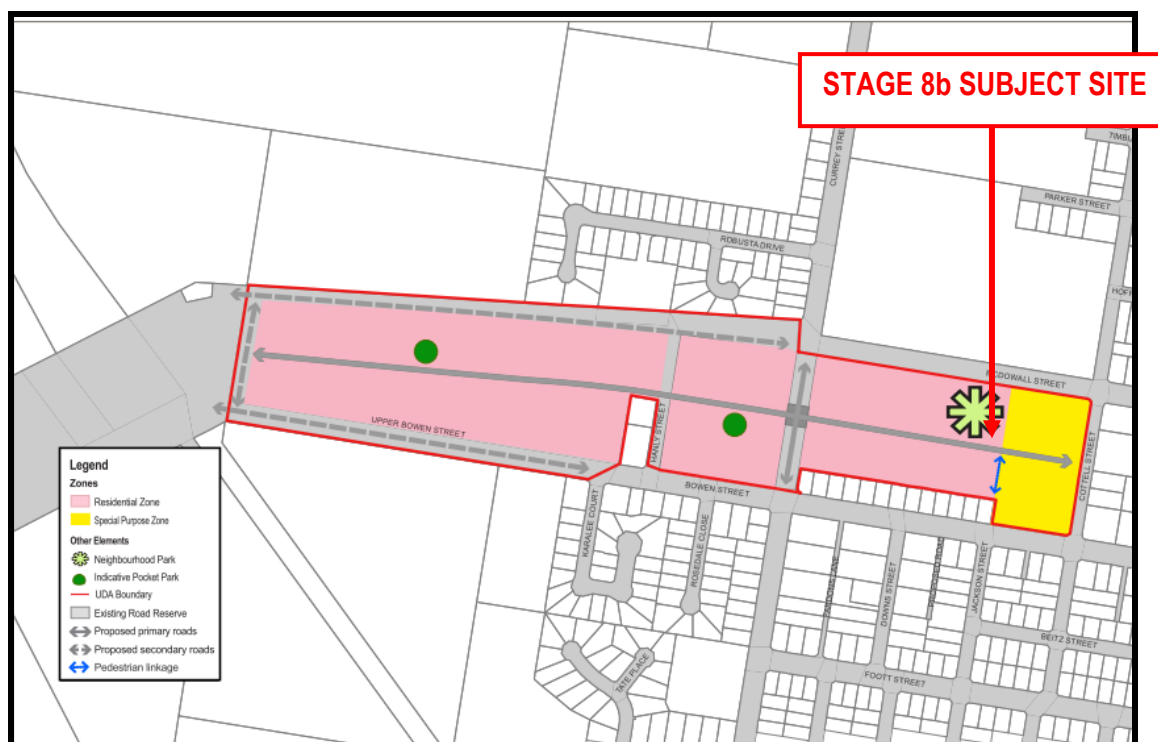


Figure 4: Precinct 1

Source: Roma Development Scheme

Residential Zone Intent

The Roma Development Scheme identifies zones within the UDA (as shown above). The subject site is located predominantly within the Residential Zone, which is intended to contain houses and small scale multi-unit dwellings on traditional and smaller lots. The zone also provides for densities up to 30 dwellings per hectare. The site is also partly contained within the Special Purpose Zone; however this eastern portion of the site adjacent to the boundary provides for a pedestrian connection to Bowen Street only, and as such will not impact upon future development within the Special Purpose Zone.

Response

The proposed lots can facilitate houses and small scale multi-unit dwellings on traditional and smaller lots. Lots within the proposed Stage 8b range in size from 105m² to 330m² and may incorporate built to boundary walls as demonstrated by the maximum building envelope location lines on the proposed Plan of Development. The lot layout over the subject site complies with the intent of the zone and therefore the proposed lots are considered to be generally within the intended range of the Residential Zone. The proposed development is UDA Assessable Development in accordance with the Zone Provisions – Level of Assessment Table of the Roma Development Scheme.

4.3 ULDA Guideline No.5-Neighbourhood Design Standards

As outlined in the following tables, the proposed development has been assessed against the Urban Land Development Authority's Neighbourhood Design Standards and generally accords the design outcomes sought.

Checklist Criteria	Complies	Our Response
Design Standards		
Access		
Maximum 400 metres walk to neighbourhood recreation park or equivalent (see ULDA Guideline no. 12 Park planning and design).	✓	The proposed development contains a neighbourhood park within walking distance to residents.
Clear, direct walk or cycle access to neighbourhood centres.	✓	Pedestrian and cycle linkages are shown on the plan and provide dedicated access to surrounding road networks and open space areas. As the proposal is integrated to the existing road network, access to neighbourhood centres is achievable from the development site.
Ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop	✓	At least ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop.
Dwelling Density		
Suburban neighbourhood - average net residential density of at least 15 dwellings per hectare (unless prevented by topography or other constraints).	✓	The proposed dwelling density is consistent with suburban development and is approximately 12 dwellings per hectare.

Checklist Criteria	Complies	Our Response
Urban neighbourhood - average net residential density of at least 30 dwellings per hectare.	✓	
Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes. <i>Note: net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.</i>	✓	
Land Use		
Neighbourhood centres serve a catchment of several neighbourhoods and should be located on major connector or arterial roads for exposure and access.	N/A	The proposed residential reconfiguration does propose any neighbourhood centres.
Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.	✓	The proposed development contains an existing neighbourhood park, which will be upgraded as part of this proposal.
Street Network		
Grid pattern or modified grid responsive to site characteristics.	✓	Predominantly, a grid-pattern that is responsive to site characteristics and the existing park.
Where slope allows, orientation within 15 degrees of north-south or	✓	Predominantly (15 from 19 lots), lots are orientated to within 15 degrees of a north/south direction to enhance solar

Checklist Criteria	Complies	Our Response
east-west.		access.
Connector and main streets of centres orientated to landmarks.	✓	Streets are orientated to landmarks and open space, with connector streets orientated to make the most of the open space to the north of the site.
To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.	✓	The proposed lot layout complies with the identified slope requirements. The proposed slope of the subject site will be subject to detailed engineering design. The site slopes to the east at an approximate rate of 4%. The existing 4% grade meets these criteria. This complies with this criteria.
Streets		
Street network includes: - neighbourhood streets within neighbourhoods - neighbourhood connector streets (approx. 800 metre grid) linking neighbourhoods - major connector streets linking groups of neighbourhoods - neighbourhood main streets in centres - rear lanes (See ULDA Guideline no. 6 - Street and movement network)	✓	The proposed residential subdivision will utilise the existing street network ensuring a safe and pleasant environment that contains streetscape elements and accommodates for private and public transport. The proposed street network contains a defined pedestrian footpath. This allows for adequate pedestrian and cyclist access, therefore creating a multi-functional experience for pedestrians. The proposed street network provides routes for vehicles, with opportunities for public transport. The proposed street network accommodates utility services and drainage. The proposed street network provides for safe and efficient pedestrian and cyclist

Checklist Criteria	Complies	Our Response
		movement. Street tree networks allow for water sensitive design. This will be detailed within the landscape concept.
Block Sizes		
▫ Length 100-200 metres	✓	Block lengths are a maximum of 65m.
▫ Mid-block break providing a pedestrian link when blocks are over 130 metres	N/A	
▫ Depth 40-80 metres	✓	Standard block depth is between 14.5m and 32m.
Suburban neighbourhood lot layout		
▫ No more than eight narrow (less than 10.0 metres) frontage lots in a row.	✓	The largest grouping of proposed lots with a frontage 7.5m is six.
▫ No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane.	✓	The largest grouping of proposed lots with a frontage 7.5m is six.
▫ No more than twelve lots with a width of less than 5.0 metres in a row.	N/A	The proposed residential reconfiguration does not contain any lots with a width of less than 7.5m
▫ Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage.	N/A	The proposal does not contain any Multiple Residential lots.
▫ Lot corners match or are within 1.0 metre of corners of adjoining lots.	✓	All lot corners match or are within 1.0 metre of corners of adjoining lots
Urban neighbourhood lot layout		

Checklist Criteria	Complies	Our Response
▫ Lots intended for mixed use or multiple residential and lots with a width of 7.5 metres or less take up entire street block or are located on highly accessible block ends, corner lots and lots with dual road frontage.	N/A	The proposed residential reconfiguration does not contain any lots intended for non-residential use or lots with a width of 7.5 metres or less.
▫ One lot type is not to dominate a street block.	✓	One lot type does not dominate the street. Varied frontages between 7.5m and 10m are used to provide diversity in streetscape.
▫ Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.	✓	The proposed residential reconfiguration does not contain any lots with a width of 7.5 metres or less.
Natural Hazards		
▫ State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide	✓	State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide has been considered in the design of the proposed reconfiguration. Please refer to the attached civil engineering report and stormwater report. The site is above the Q100 flood level.

4.4 ULDA Guideline No.6-Street and movement network design standards

As outlined in the following tables, the proposed development has been assessed against the Urban Land Development Authority's street and movement network design standards and generally accords the design outcomes sought.

Checklist Criteria	Complies	Our Response
Function		
Depending on anticipated traffic volumes and type of connection, streets include: ▫ provision of routes for vehicles and public transport ▫ accommodation of utility services and drainage systems ▫ provision of pedestrian and cyclist movement ▫ street tree planting and water sensitive features ▫ on-street car and service vehicle parking ▫ emergency vehicle access ▫ public realm recreational activities such as outdoor dining and informal entertainment	✓	The development's street network will be finished with landscaping that provides for a safe and pleasant environment. Street trees and park embellishment upgrades have been proposed as part of the development. Pedestrian and cycle connections have been considered in the design with dedicated connections provided between the development and the surrounding public parks. A car park management plan has been provided to demonstrate on street car parking, in particular the existing car park and the 36 additional car parks for the residents and visitors. The road layout has been designed by the project engineer to cater for traffic routes and public transport. The new east/west connector road consists of a 20m road reserve with an 8m road width.
Legibility and Connectivity		
Highly connected, legible and permeable grid pattern or modified grid required to provide choices in mode of	✓	The street network's permeable grid pattern integrates clear sight lines, a clear structure and a high level of internal

Checklist Criteria	Complies	Our Response
movement.		accessibility as well as good external connections with the surrounding area
Network promotes safe traffic and transport movements and provides direct pedestrian and cyclist access to centres, focal points and transit opportunities.	✓	Pedestrian and cycle connections have been included in the design with dedicated east/west connections provided between the development and the surrounding public parks and existing street network.
Minimise culs-de-sac, and where they are used: ▫ limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end ▫ provide access to a maximum of 10 houses ▫ ensure turning heads are capable of accommodating a three point turn by a medium-rigid vehicle (e.g. garbage and fire trucks) ▫ ensure pedestrian and cyclist connections through to other streets are provided.	✓	The proposed residential reconfiguration does not contain any cul-de-sacs.
Avoid roundabouts, particularly on local streets.	✓	The development does not contain roundabouts.
Ensure the design indicates the presence of the intersection on all approaches.	✓	Appropriate verges to narrow the carriageway, street markings, different textured materials and signage will be incorporated where necessary to indicate the presence and reduce traffic speeds on approach.

Checklist Criteria	Complies	Our Response
Where required, use traffic signals, street markings, signs lighting, variations to pavement treatment, materials and landscaping to differentiate local and neighbourhood connector streets.	✓	Traffic signals, street markings and signs are to be used where required. This will be dealt with during detailed engineering design.
Use tight kerb radii at intersections to shorten pedestrian crossing distances and reduce vehicle speeds.	✓	The proposed street network uses tight kerb radii at intersections to shorten pedestrian crossing distances and reduce vehicle speeds.
Avoid splitter islands wherever possible.	✓	The proposed reconfiguration does not contain splitter islands
Ensure driveways are kept to a minimum width.	✓	Driveway width will be kept to a minimum, approximately 3-3.5m.
Use rear laneways to minimise driveways on higher order and connector streets.	✓	The proposed reconfiguration does not establish driveways on higher order streets
Where slope allows, streets orientated within 15 degrees of N-S or E-W.	✓	Where slope allows, streets are orientated within 15 degrees of N-S.
Connector and main streets of centres orientated to landmarks.	✓	Streets are orientated to landmarks such as the neighbourhood park to the north to make the most of the views to the open space.
To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope. (See ULDA Guidelines 9 Centres and 10 Industry and Business Areas for standards which may vary from the above).	✓	The land does not contain slopes of 6% or more.

5 CONCLUSIONS AND RECOMMENDATIONS

The proposed residential subdivision is consistent with and promotes the intention of the ULDA to create affordable and sustainable housing. Specifically, the proposal complies with the intention of the development scheme's Residential Zone and the ULDA's Guidelines, by providing lots able to cater for a range of dwelling types in order to contribute to an affordable housing market for Roma.

It is therefore recommended that the proposed Reconfiguration of a Lot (4 Lots into 19 lots for residential purposes plus new road, park and a balance parcel) with a Plan of Development is approved, subject to reasonable and relevant conditions.

Appendices

Appendix A – Proposal Plans prepared by lat27;

Appendix B – Civil Engineering Report prepared by Baker Rossow Consulting Engineers;

Appendix C - Stormwater Report;

Appendix D – Landscape Concept Plan prepared by lat27;

Appendix E - Traffic Engineering Report prepared by TTM;

Appendix F – House Plans for Lots Under 250m²: and

Appendix G – Supporting Information