



Jones Road to Old Cleveland Road LAP

PLANNING REPORT

1 Introduction

This report has been prepared to identify existing land use planning constraints and opportunities within the Jones Road to Old Cleveland Road Local Area Plan area (the study area). Subject to Council approval, this information will be used to inform the preparation of a future major amendment to the Redland City Plan 2018 (City Plan).

The purpose of a local area plan is to establish a land use planning framework to guide future development across the study area. It will also seek to support the revitalisation of the Capalaba Town Centre Revitalisation and Birkdale Community Precinct (the Community Precinct) projects.

This report contains the following chapters:

1. Introduction
2. Site and surrounds
3. Property information
4. Planning constraints
5. Environmental constraints
6. Infrastructure
7. SWOT analysis

2 Site and surrounds

This section provides an overview of the regional context, current zoning designations and key land uses within and adjacent to the study area.

2.1 The study area

The study area comprises approximately 21.1 hectares of land in the northeast of Capalaba. It is bounded by Old Cleveland Road East to the east, and Old Cleveland Road to the south, Jones Road in the north and Anderson Street/Coolnwynpin Creek to the west (refer to Figure 1).



Figure 1: Jones Road to Old Cleveland Road study area

2.2 Regional context

Pursuant to the South East Queensland Regional Plan 2023 (*ShapingSEQ*), the majority of the study area is located within the Urban Footprint. A small portion (~5,000m²) is designated as Regional Landscape and Rural Production Area (refer to Figure 2).

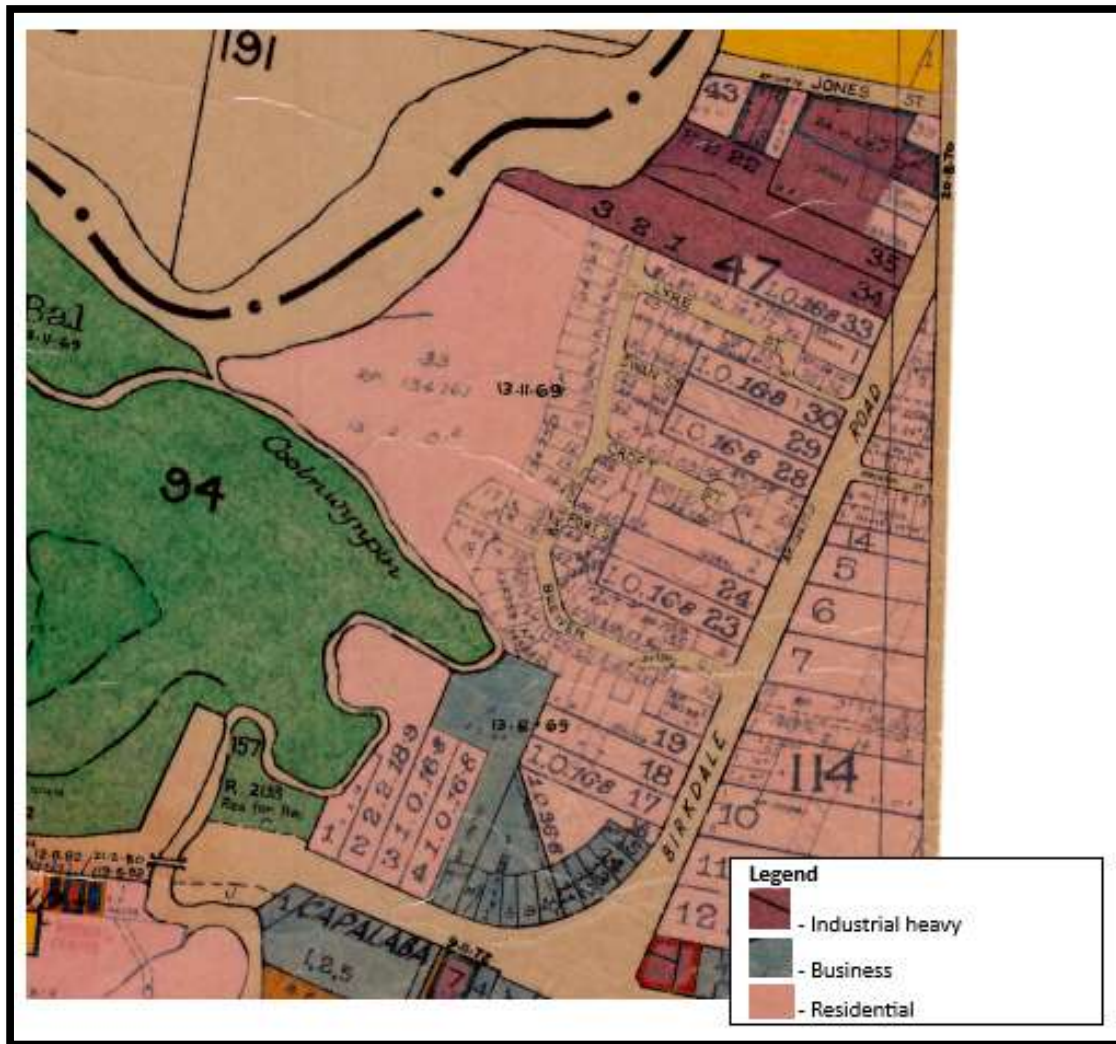


Figure 3: Excerpt of 1967 Redland Shire Planning Scheme

Over the next 50 years, through the subsequent planning schemes that commenced in 1988, 1998 2006 and 2018, the zoning designations were subject to numerous changes. Most notably in the 1988 planning scheme, higher density residential areas were provided for, and the size of industrial and commercial areas were increased (refer to Figure 11 and 12).

The 2006 planning scheme maintained the industrial and commercial zoned land configuration but made a significant change to the extent of the Medium density zoned land (Figure 13). The 2018 City Plan carried forward the zoning intent of the 2006 planning scheme, while adopting the new zone naming conventions from the former Queensland Planning Provisions.

2.4 Site context

The study area is situated at the junction of two state-controlled roads in the suburb of Capalaba and contains a low-density urban landscape including interspersed patches of vacant land. The study area fronts Old Cleveland Road East and Old Cleveland Road to the west, which function as high frequency routes connecting through to the Cleveland Principal Regional Activity Centre (PRAC) in the east and the Birkdale District Centre in the north. Both are state-controlled sub arterial roads, with annual average daily trip rates of around 35,000 and 25,000 vehicles, respectively.

Land to the west of the study area is predominantly zoned recreation and open space, containing the Sam Sciacca sports fields. Land to the north is split zoned conservation/community facilities (CF). The CF zoned land contains a mixture of heritage buildings and structures including Willards Farm and the state heritage listed (former) US Army radio receiving station. This area contains large tracts of Council owned land that is often referred to as the 'Birkdale Community Precinct'; a 62ha site that is intended to accommodate the Redland Whitewater Centre as a host venue during the Brisbane 2032 Olympic and Paralympic games (refer to Figure 4). Land to the east is primarily characterised by low density residential development, namely detached dwellings and townhouses. It is noted that this area is zoned Medium density residential, which allows for development up to 3 storeys (nominally) in height. To the south of the study area is a pocket of mixed use zoned land, containing a broad suite commercial buildings ranging from small retail premises to drive through restaurants. The Capalaba PRAC exists around 200m southwest from the study area.



Figure 4: Study area and Birkdale Community Precinct

Within a broader context, the study area is approximately 6km west from the Cleveland PRAC and 20km east from the Brisbane CBD. The study area is proximate to the Brisbane City Council LGA boundary, which is 1.1 km to the west by road (Refer to Figures 5 and 6).



Figure 5: Jones Road to Old Cleveland Road Local Area context

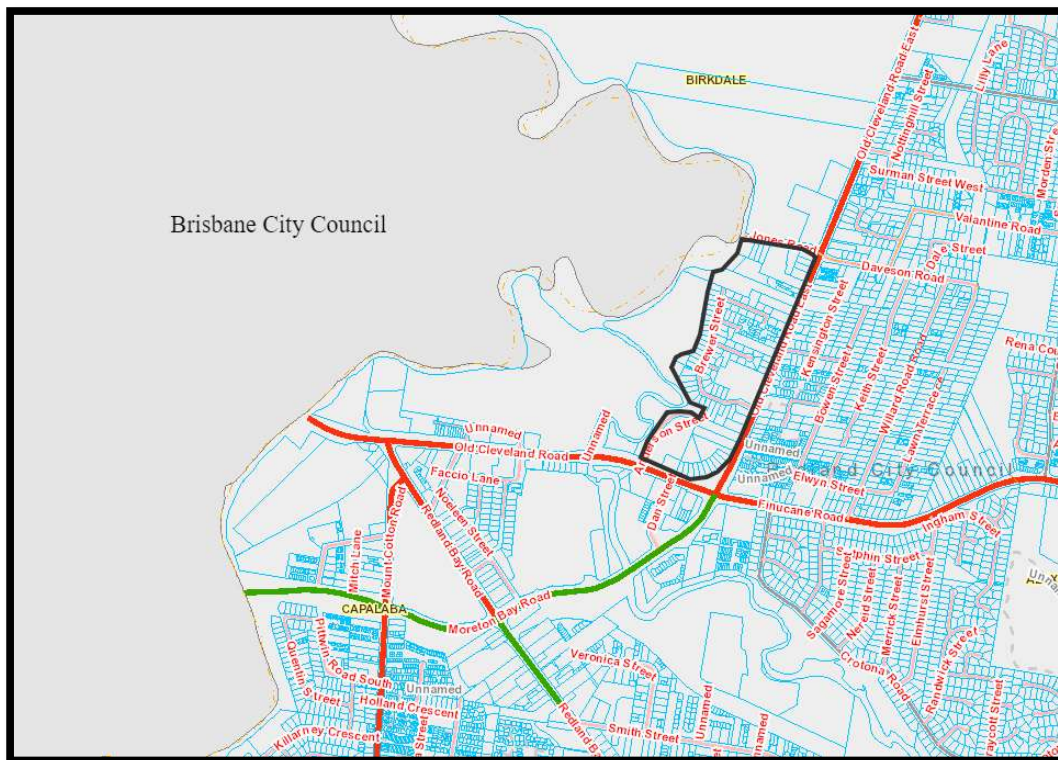


Figure 6: Proximity of study area to Brisbane City Council LGA

2.5 Land Use Zones

The study area is comprised of the following zones (refer to Figure 7):

- The **Medium density residential zone** covers the centre of the study area and is characterised by a mixture of established detached and multiple dwellings. A significant development within this zone is Capella Bay – McKenzie Aged Care facility, which occupies a large (14.9ha) site on the corner of Brewer Street and Old Cleveland Road East.
- The **Mixed-use zone** is located at the northern and southern end of the study area. The northern section is characterised by low impact industry uses, including motor vehicle repairers, metal recyclers and warehouses. Complementary services such as food and drink outlets are also present. At the southern end of the study area, the mixed uses have a retail and commercial focus, including offices, indoor sport and recreation facilities, specialised health services, showrooms and a service station. Golden Circle food warehouse is a key retail offering in this area.
- The **Low-density residential zone** frames the western boundary and is characterised by detached dwellings on lots that range from 617m² to 1,644m².
- The study area also includes three (3) lots in the **Recreation and open space zone** and two (2) lots that are included within the **Conservation zone**. One (1) of the lots, 26 Brewer Street contains a pedestrian pathway linking across Coolnwynpin Creek to the Sam Sciacca sports fields.

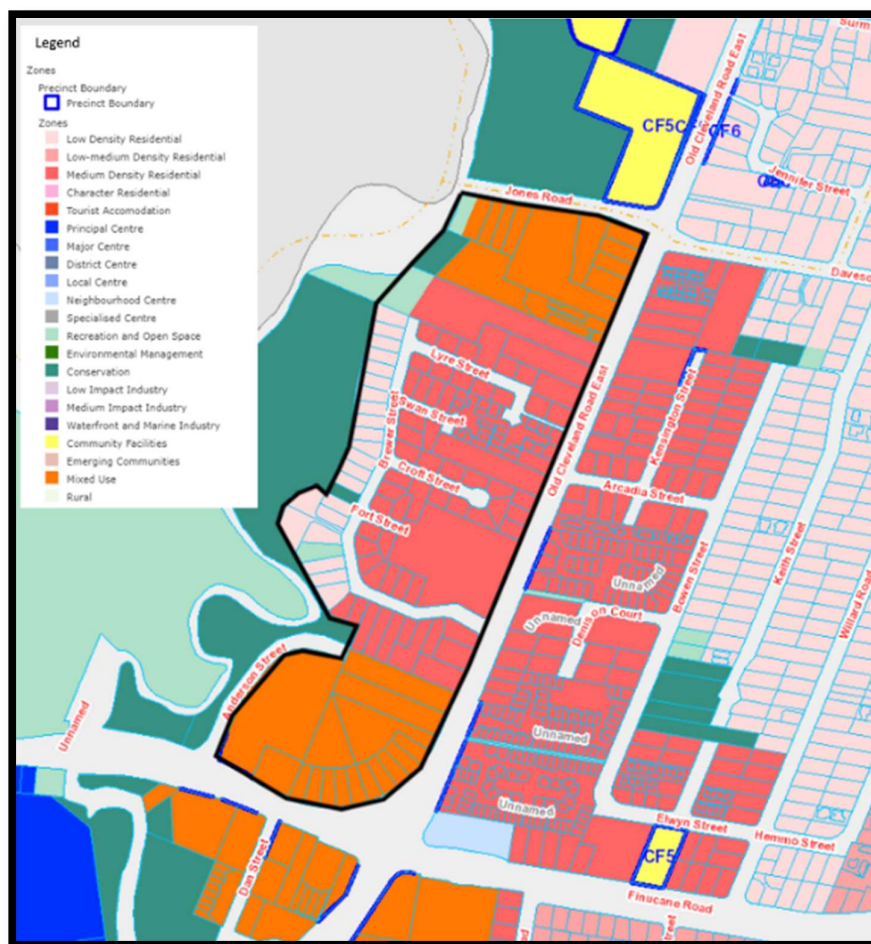


Figure 7: Redland City Plan 2018 (version 10) zone map

2.6 Built Form

Housing form across the study area is generally low rise 1-2 storey detached dwellings with a small pocket of multiple dwellings/town houses on Swan Street. Most of these dwellings were constructed during the 1970's and 80's. The low-density streetscape is further characterised by generous front boundary setbacks (6m+), wide frontages and 15m road reserves.

The mixed-use zone adjoining Jones Road is predominantly characterised by low-rise industrial complexes. These range in size from small motor vehicle repair workshops to a large open air metal recycling facility. Large areas of hard stand and outdoor storage areas are visible from the public realm in this area. In general terms the streetscape is commensurate with such industrial type uses, containing buildings with roller doors, frontages dominated by visitor reception and entrance areas and surface carparking in front of the building line. Along the interface with Old Cleveland Road East, the built form varies. This corridor is characterised by small low rise industrial complexes and single lot industrial style buildings, as well as a detached residential dwelling.

A notable building in the centre of the study area fronting Old Cleveland Road East is the Capella Bay – McKenzie Aged Care facility. This two-storey building, with its gable-roofed design, generous landscaping and large floorplate (4,000m²) presents a more modern architectural form, having been completed in 2015.

Several allotments in southeastern corner of the study area, including those with a frontage to Old Cleveland Road East are currently vacant. As discussed later within this report, these lots are owned by a single landowner who, based on previous discussions with Council, is considering developing a Bunnings warehouse on the site.

The southern end of the study area contains a varied built form, including a service station, large commercial showrooms, as well as a retail complex. Large electronic and static advertising devices are also prominent in the locality. Refer to Figure 8 for an overview of some of the key land uses across the study area.

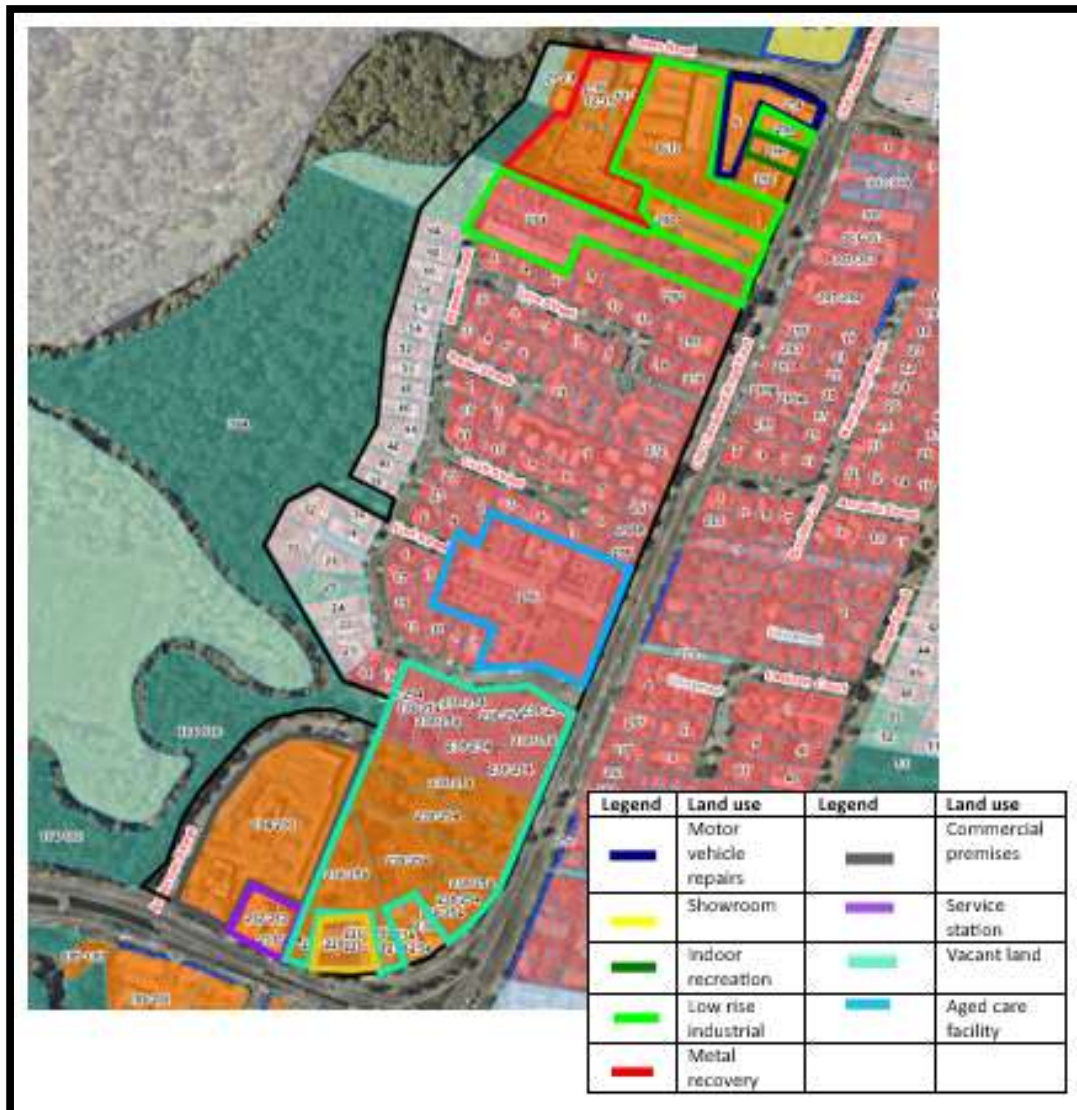


Figure 8: Overview of key land uses designations across the study area.

2.7 Sensitive receptors

Land uses across the study area, including residential dwellings, retail, commercial and residential care facilities are susceptible to or at risk to emissions from industry including by way of noise, vibration, light and odour.

Future development proposed within the study area must consider existing land uses and incorporate measures to protect the amenity of both existing and potential future sensitive receptors. To achieve this, careful consideration will need to be given to the geographic boundaries of zones and mitigation measures such as physical separation distances, buffering and acoustic treatments.

2.8 Insights

The study area is in a visually prominent location, given it is bound by two (2) state-controlled roads. It also exists between two existing and future major activity generators, being the Capalaba PRAC and Birkdale Community Precinct. As outlined above, the study area contains a diverse mixture of land uses that are susceptible to land use conflict, particularly as land use intensification occurs over time.

Underpinned by engagement with key landowners and the broader community, the local area plan should seek to:

- Establish a rational zoning configuration to support future growth in the area, including residential intensification (where appropriate);
- Limit adverse amenity impacts and interface issues, particularly for sensitive receptors, to an acceptable or tolerable level;
- Ensure the built form reflects the character and identity of the community, promotes sustainable urban design practices and makes a positive contribution to the public realm;
- Improve the efficiency of the movement network across the study area for motorised, electric and active transport modes;
- Protect the ongoing operation of existing lawful land uses; and
- Consider complementary land uses that might support the future evolution of the Birkdale Community Precinct and the Redlands Coast more broadly as tourist destination.

3 Property information

This section provides an overview of land ownership and lot sizes within the study area. It also identifies relevant building and planning approvals, as well as encumbrances impacting specific land parcels.

3.1 Land ownership

The study area contains 145 allotments owned by 118 individual landowners. Almost the entire study area is privately owned. Only seven (7) lots, totaling approximately 8,838m² or ~4% of the study area, are in public ownership (state reserve or RCC).

Most of the lots not owned by the State Government or council are held by individual landowners, however several lots are under the same ownership. Of significance are 18 lots across the Medium density residential and Mixed use zone that are owned by a single entity in the southeastern corner of the study area. This landowner has previously lodged development applications over the site, which is depicted in red in Figure 9 below. The largest single land parcel is occupied by the Capella Bay – McKenzie Aged Care facility (depicted in green).

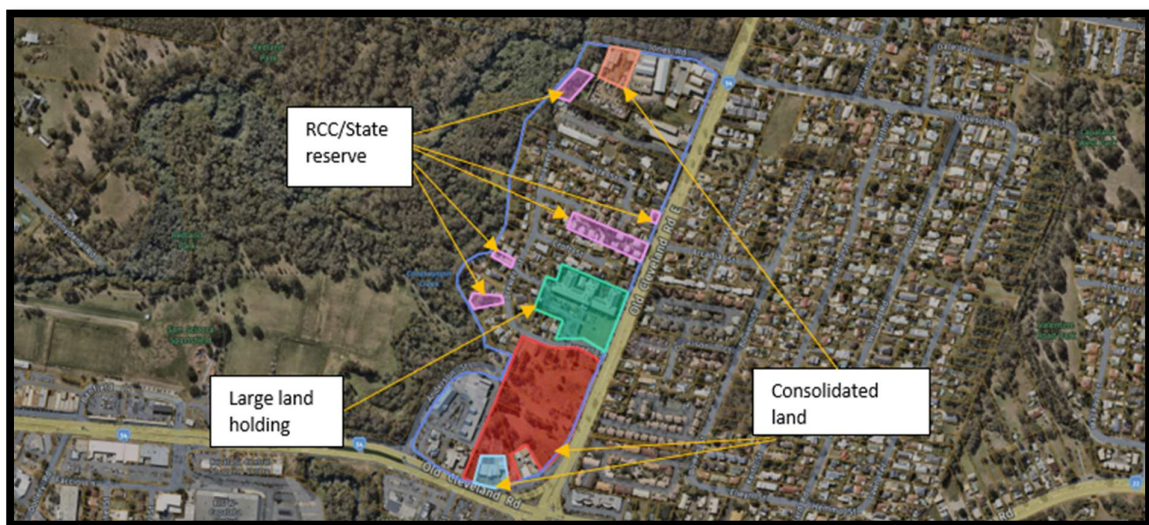


Figure 9: land ownership and consolidation in the study area.

3.2 Lot sizes

As previously mentioned, there are 145 allotments in the study area, which includes parts of Lot 33 RP134761 36a Brewer Street and Lot 34 RP70826 284 Old Cleveland Road East.

The study area covers approximately 17.44 hectares, with lots ranging from 127m² to 14,980m². Road reserves comprise 3.66 hectares (17%) of the study area. An overview of the lot sizes across the study area is summarised in Table 1 below.

Land size category		No #	% of study area
800m² or less	Lots	91	62%
	m ² / Hectares	4.71 hectares	22%
801m² – 2000m²	Lots	40	27%
	m ² / Hectares	4.64 hectares	22%
2001m² – 5000m²	Lots	10	7%
	m ² / Hectares	3.56 hectares	17%
5001m² +	Lots	4	3%
	m ² / Hectares	4.5 hectares	21%

Table 1: study area lot sizes

3.3 Relevant development applications and pre-lodgement discussions

The number of active development approvals across the study area may indicate which parts of the study area are likely to experience change in the short-medium term. Based on a review of Council's database over a four (4) year period from December 2019 to December 2023, there have been five (5) development approvals issued within the study area including:

- Three (3) changes to existing approvals.
- A material change of use for an indoor sport and recreation facility (gym).
- Building work for domestic additions.

Despite its prominent position and development potential, there has been very limited change across the study area in the last 4 years. The most likely catalyst for further development in the locality is the potential future development of 238-254 Old Cleveland Road East. These lots are under consolidated ownership and the landowner has engaged with Council officers several times to discuss options for delivering a Bunnings warehouse in the locality. Presently, no proposal has been put forward by the proponents, and as at the time of writing, Council officers are not aware of any specific timeframes set to deliver the potential new development.

3.4 Land encumbrances

The study area is not affected by and does not benefit from any covenants. However, the study area is burdened by 18 easements highlighted red in Figure 14. The easements located across the study area are in place for either access, stormwater, or wastewater infrastructure purposes. It is not expected that any of these easements will provide a significant impediment to future development within the study area.

3.5 Heritage

Important Local Heritage Places within the Redlands Coast are identified in Schedule 7 – Heritage Schedule of City Plan. The study area does not contain any Local Heritage Places, however there is a Local Heritage Place located close to the study area to the north, specifically Willards Farm on 302 Old Cleveland Road East, that is within the boundary of the Community Precinct. Although the site is

located close by, neither City Plan nor the prevailing *Queensland Heritage Act 1992* requires consideration of impacts upon the significance of a Local Heritage Place outside of its curtilage.

Willards Farm is also included on the State Heritage Register with an enlarged boundary compared to the local heritage listing. Further north, and also within the Birkdale Community Precinct, is an additional State Heritage Place being the former US Army Radio Receiving Station. Unlike the provisions that apply to Local Heritage Places, lots that share a common boundary with a State Heritage Place may require development assessment by the State Governments development assessment managers to ensure the integrity of the significance of the State Heritage Place is maintained. Presently, the study area does not share a common boundary with either State Heritage Place and no further consideration is necessary.

Aboriginal cultural heritage is protected under the *Aboriginal Cultural Heritage Act 2003*. The Department of Aboriginal and Torres Strait Islander Partnerships maintain a cultural heritage database under the Act. The database and register are not publicly available and should be considered as part of the detailed process for local area planning.

There are currently no native title claims being considered over land within the study area.

3.6 Insights

Although the zoning provisions within City Plan appear to provide for broad range of development opportunities, more recently, the rate of change across the study area has been slow, as demonstrated by the limited number of development approvals issued over the last four (4) years.

The slow uptake of new development activities across the study area does not necessarily suggest a lack of appetite from landowners. Rather, this may be impacted by other factors such as:

- **Land ownership and fragmentation.** With over 118 landowners and approximately 3.9ha (~19%) held in single ownership, the fragmented nature of landownership may make land assembly difficult.
- **Economic conditions.** Factors such as interest rates and material/labour costs may influence development feasibility.
- **Age and functionality of existing building stock.** The age of dwelling or building stock significantly affects development feasibility by influencing renovation expenses and the overall purchase price, which can impact the economic viability of a development project.
- **Strategic stalling.** Landowners may delay pursuing their own proposals while awaiting the completion of key infrastructure and development projects nearby, such as the Birkdale Community Precinct, Brisbane Metro extension, and Capalaba revitalisation initiatives.
- **City Plan provisions.** The Current City plan may impact the feasibility of pursuing new development opportunities in the area.

To gain a better understanding of landowner intentions and the factors constraining development feasibility within the study area, consultation with the local community will be required. This engagement will ensure that the local area plan can better facilitate development outcomes while at the same time, ensuring there is a balance between landowners' objectives and the strategic objectives of City Plan.

4 Planning constraints analysis

This section offers an overview of the various values and constraints that exist across the study area, including their potential impacts on future development.

4.1 Landslide hazard

Certain allotments within the study area are covered by the low and/or the medium landslide hazard categories of the landslide hazard overlay contained within City Plan. These areas are shown in Figure 15.

The allotments identified as having low landslide hazard vulnerability are concentrated along a section of the eastern boundary. Specifically, 42 to 64 Brewer Street, 284 and 4/286 Old Cleveland Road 20-24 and 12-16 Jones Road and lot 2 RP214841.

Only a relatively small area within the study area contains medium landslide hazard, specifically 20-24 Jones Road. This lot features a detached dwelling with ancillary buildings.

Despite the presence of landslide hazard areas, they do not pose a widespread constraint to future development within the study area. Addressing these concerns can be achieved through detailed site investigations during the development planning process.

4.2 Topography

The study area exhibits a southern and western slope. The highest part of the area is found in the north-eastern corner of the study area along Old Cleveland Road East and Jones Road with a high point of 22.25m AHD. The lowest elevation within the study area measures 2.25m AHD and extends along the outer western boundaries, bordering the existing creek line.

Overall, the topography of the study area does not present any significant constraint to future development in this area.

4.3 Bushfire

The State Planning Policy mapping shows that parts of the study area along the western boundary are impacted by the potential impact buffer category. This category depicts areas that are at risk of bushfire attack from embers, flames or radiant heat. The area is shown in Figure 16.

While a potential bushfire threat exists, it is not considered to present a significant constraint to future development within the study area. Statutory mechanisms are in place to ensure implications for development will be considered and resolved through either the planning or building approval process.

4.4 Flooding

The Redland City Plan Flood and storm tide hazard overlay (FSTHO) indicates certain parts of the study area are flood prone, with a significant portion in the southern half and a smaller area in the northern half impacted, as depicted in Figure 17.

For relevant development proposed on land that is covered by the FSTHO, provisions within City Plan seek to ensure adverse impacts of flooding are reduced to an acceptable or tolerable level. Generally speaking, City Plan seeks to avoid the location of vulnerable sectors of the community (e.g., child care centers) in flood prone areas. Depending on the unique contextual circumstances of the subject allotment/s, development may be approved in a flood prone area where adverse impacts can be appropriately mitigated (e.g., by demonstrating cumulative adverse impacts for other properties are

not increased). Such development is generally required to be supported by detailed technical assessments and incorporate designs that are responsive to local flood dynamics.

Notwithstanding the above, flood hazards impact a relatively small portion of the total study area and are not considered to be a major obstacle to future development in the locality.

4.5 Waterways

Waterways within the study area are currently mapped in the City Plan as part of the Waterway corridors and wetlands overlay (Figure 18). The overlay identifies both minor waterways and drainage lines including Tingalpa and Coolnwynpin Creek.

The objective of the waterway corridors and wetlands overlay is to safeguard the environmental values of waterways and wetlands, namely in the riparian zone, from the adverse impacts of development. To ensure these outcomes are achieved, City Plan recommends that development is situated outside the areas mapped in the overlay, as shown in Figure 18.

4.6 Coastal protection and erosion prone areas

Parts of the site, framing the western boundary of the study area, are impacted by the Coastal protection (erosion prone areas) overlay (refer to Figure 19). Erosion prone areas are declared by the State Government to identify areas that are subject to both coastal erosion and tidal inundation.

As with flood hazards, provisions within City Plan generally seek to avoid the location of vulnerable sectors of the community (e.g., child care centers) in these areas.

4.7 Regional infrastructure corridors and substation overlay

An existing trunk wastewater pipeline traverses through the study area within the confines of a regional infrastructure corridor (Figure 20). This corridor is mapped under the Regional infrastructure corridors and substations overlay.

Future development will need to consider the placement of the pipeline ensuring that it remains safe, efficient, and unencumbered in accordance with the setback provisions contained in the City Plan. Notwithstanding the above, the location of the pipeline is not considered to be a significant impediment to realising future development opportunities in the locality.

4.8 Transport noise corridor overlay

The study area is bordered by two significant roads: Old Cleveland Road to the south and Old Cleveland Road East to the east. Both are State controlled and designated transport noise corridors. The noise corridor includes buffer layers used to apply necessary noise attenuation treatments to sensitive residential buildings during the building design and building certification process under the *Building Act 1975*. The extent of the area captured by the overlay is illustrated in Figure 21.

4.9 Insights

Several mapped constraints across the study area may serve to limit future development potential. Most notably, these are the areas covered by the Flood and storm tide hazard overlay and the erosion prone subcategory of the Coastal protection (erosion prone areas) overlay. These overlays encompass approximately 14% of the study area (refer Figure 10).

In the first instance development should avoid locating in these areas, particularly for vulnerable uses. Where this is not possible, development should not be intensified in these localities or seek to ensure that risks to people and property are limited to an acceptable or tolerable level.

Over time, the integration of updated modelling or the completion of further technical studies may result in the spatial extent of these hazards being refined. These investigations will further inform the types of development that may be possible at the local scale.

A review of the City Plan provisions, feedback from key stakeholders, and economic feasibility assessments undertaken as part of the Local Area Planning process should be used inform future refinements to zone boundaries, categories of development and assessment benchmarks.

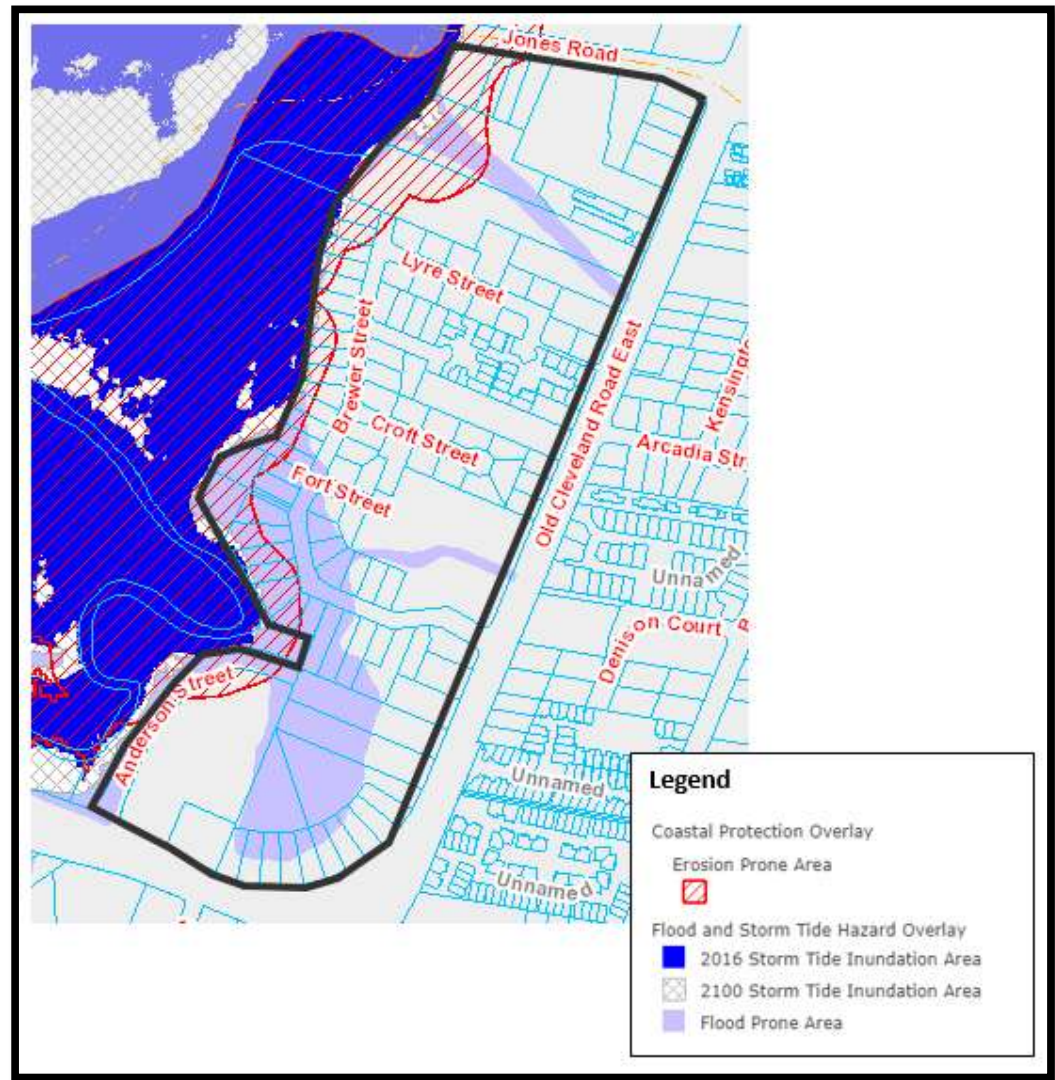


Figure 10: Significant constraints across the study area

5 Environmental constraints

This section offers an overview of the various environmental constraints and values that exist across the study area.

5.1 Environmental significance overlay (ESO)

The City Plan's environmental significance overlay comprises two (2) subcategories, Matters of State Environmental Significance (MSES) and Matters of Local Environmental Significance (MLES). The purpose of the overlay is to ensure development is managed in a manner that avoids or minimises impacts on environmental values across the city. The following provides an overview of the extent of each subcategory within the study area.

5.1.2 Matters of State Environmental Significance (MSES)

Only a small part of the study area (5,897m² or approximately 2.7%) is shown as containing MSES (Figure 22). This is comprised of significant wildlife habitat, regulated vegetation and significant wetlands (**Note:** Regional Ecosystems are incorporated within the MSES sub-category).

5.1.2 Matter of Local Environmental Significance (MLES)

Isolated patches of MLES exist across the study area, predominantly on larger and vacant landholdings, as depicted in Figure 23.

5.2 Wildlife corridors

Councils *Wildlife Connections Plan 2018-2028* (WCP) identifies core wildlife habitat patches and corridors across Redland City (Figure 24). For the study area, the WCP shows that Established and Regional Riparian Corridors, those categorised as being the highest priority for protection and rehabilitation, frame the western boundary. Furthermore, adjacent to the study area to the west is established Core Habitat: high ecological value areas that are connected by the corridor network.

5.3 Koala conservation

The State Governments Koala mapping identifies the whole of the site as a koala priority area (KPA). KPA's are connected areas that have the highest potential for supporting the long-term survival of koalas. Given habitat loss is acknowledged as one of the most significance threats to the viability of koala populations in SEQ (Koala Expert Panel, 2017), the LAP take into account the opportunities available to support a viable population of koalas in the area and to increase connectivity between habitats.

5.4 Threatened species

Threatened species are plant and animal species that are at risk of extinction – different conservation classes are allocated depending on the degree of risk. In Queensland, threatened species are listed under the *Nature Conservation Act 1992* in the following conservation classes:

- Extinct in the wild;
- Endangered;
- Vulnerable and;
- Near threatened.

A Department of Environment and Science environmental report, obtained for the purpose of informing this study, indicates that 17 threatened species have been recorded on, or within 4km of the study area including three (3) species regarded as being critically endangered.

5.5 Insights

To protect ecological values within the study area, development should seek to avoid impacts on areas identified as MSES and MLES. Where this is not possible, development should be designed and located in a way to minimise adverse impacts. Notwithstanding the above, the LAP process presents an opportunity to achieve a more nuanced balance between the protection of important ecological values and the realisation of new and existing development opportunities across the study area.

6 Infrastructure

This section provides an overview of the existing and planned trunk infrastructure within and adjacent to the study area.

6.1 Infrastructure services

The study area is mostly located within the urban footprint designation and has efficient access to all required infrastructure services, including reticulated mains water, telecommunications, stormwater drainage, sewerage and electricity.

6.2 Capital works

Redland City Council has developed its 10-year capital works program as part of its Strategic Asset Management Plan 2019 to 2029. It is important to note that these projects are subject to future budget allocations as decided by Council.

Projects within and adjacent to the study area are noted in Table 2 below and illustrated at Figure 25.

Location	Description	Cost and timing	CAPEX item #
Brewer Street	Footpath expansion	\$165,000 (year 9 and 10)	44140
Old Cleveland Road	PCNP cycleway – Tingalpa Creek Bikeway	\$4.4m (year 4 and 7)	44978
Brewer Street	Pedestrian bridge renewal	\$400,00 (year 2)	46354
Old Cleveland Road East	Footpath expansion	\$175,000 (year 2)	44918

Table 2: Future CAPEX activities within study area.

6.3 Trunk infrastructure (LGIP)

There are no plans to deliver upgrades or new trunk infrastructure under the LGIP or Councils Netserv Plan, however a future cycle path is anticipated to the west of Anderson Street.

6.4 Insights

The infrastructure that has been identified for future renewal, construction, or repair via Council's 10-year CAPEX program is not likely to present a significant constraint to development within the study area. However, the outcomes of the LAP may propose for alternative or additional infrastructure to be delivered. Accordingly, these proposals would need to be reflected in new iterations of the LGIP and/or CAPEX.

An infrastructure capacity assessment may be necessary if any significant intensification of development within the study area is proposed, requiring input from key network service providers such as Redland Water.

7 SWOT analysis

7.1 Strengths

- The study area is well serviced by the existing trunk infrastructure network and proximate to the Capalaba PRAC, which provides for a broad range of commercial and community service offerings.
- The study area is well located to take advantage of existing and future public transport services. It:
 - adjoins a significant public transport corridor along Old Cleveland Road, providing east-west connections to the Cleveland PRAC and Brisbane CBD
 - is served directly by four Translink bus stops (2 on Old Cleveland Road to the south and 2 on Old Cleveland Road East to the east).
 - Is approximately 850m (10 minutes by foot) from the Capalaba bus interchange on Redland Bay Road.
- The study area has direct access to the major sub-arterial road network, providing a high level of connectivity to the Gateway Motorway, M1 and Brisbane CBD.
- The study area provides a high level of visual exposure for sites with a direct frontage to Old Cleveland Road and Old Cleveland Road East, which may be attractive for commercial tenants.
- The western boundary of the study area adjoins conservation, recreation, and open space zoned land, offering a natural outlook and providing opportunities to integrate with surrounding natural features, extending towards the Capalaba PRAC and the Birkdale Community Precinct.

7.2 Weaknesses

- In the last four (4) years, the study area has experienced a low level of development activity, both in terms of development applications lodged and development that has occurred on ground. This may indicate that it is not currently financially viable to deliver development, of the type envisioned in City Plan, in the locality.
- Land ownership within study area is highly fragmented, presenting land assembly challenges and potentially impacting on the financial viability of delivering new development within the area.
- Flooding constraints and environmental values, including MLES, MSES, threatened species and the wildlife corridor may limit development opportunities in some areas.

7.3 Opportunities

- There are separate masterplans being developed for two (2) key sites in proximity to the study area, including Capalaba and the Birkdale Community Precinct. These are anticipated to stimulate economic and tourism opportunities, whilst also providing for an increased residential population within the catchment.
- Delivering high-quality active transport connections linking the study area to open space areas in the west, the future Birkdale Community Precinct in the north and the Capalaba Town Centre and bus interchange.
- Improving vehicular access and movement both within and adjacent to the study area.
- Several vacant land parcels in the southeastern corner of the study are under single ownership (238 – 254 Old Cleveland Road East), providing an opportunity to deliver a consolidated development in this gateway location. This development may provide a catalyst for further economic growth, generating employment opportunities, and enhancing the visual appeal of the locality.
- Facilitating the delivery of a new Bunnings Warehouse in the locality would unlock the existing Bunnings site (~2.5Ha), which overlooks Capalaba Regional Park, for Medium Density Residential style development.

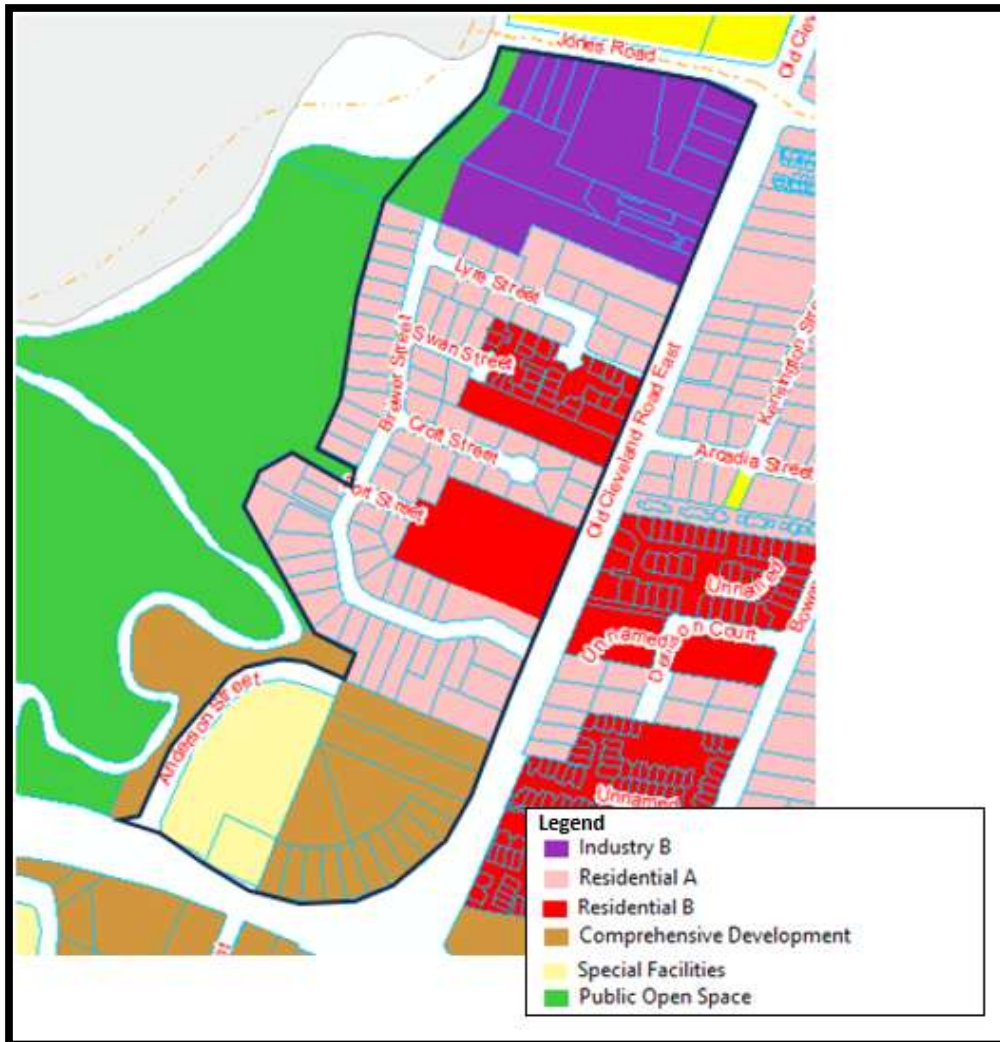
- Expanding the Medium density residential zone to capture allotments on the western side of Brewer Street that are currently zoned Low density residential. These parcels of land offer a scenic view westward overlooking the Sam Sciacca sporting fields and the riparian vegetation along the Tingalpa/Coolnwynpin Creeks.
- Providing for an increased diversity of housing typologies within the study area (e.g., missing middle housing), as sought by the SEQ Regional Plan (ShapingSEQ 2023).
- Development of refined/nuanced assessment provisions in City Plan that better support the realisation of development opportunities.

7.4 Threats

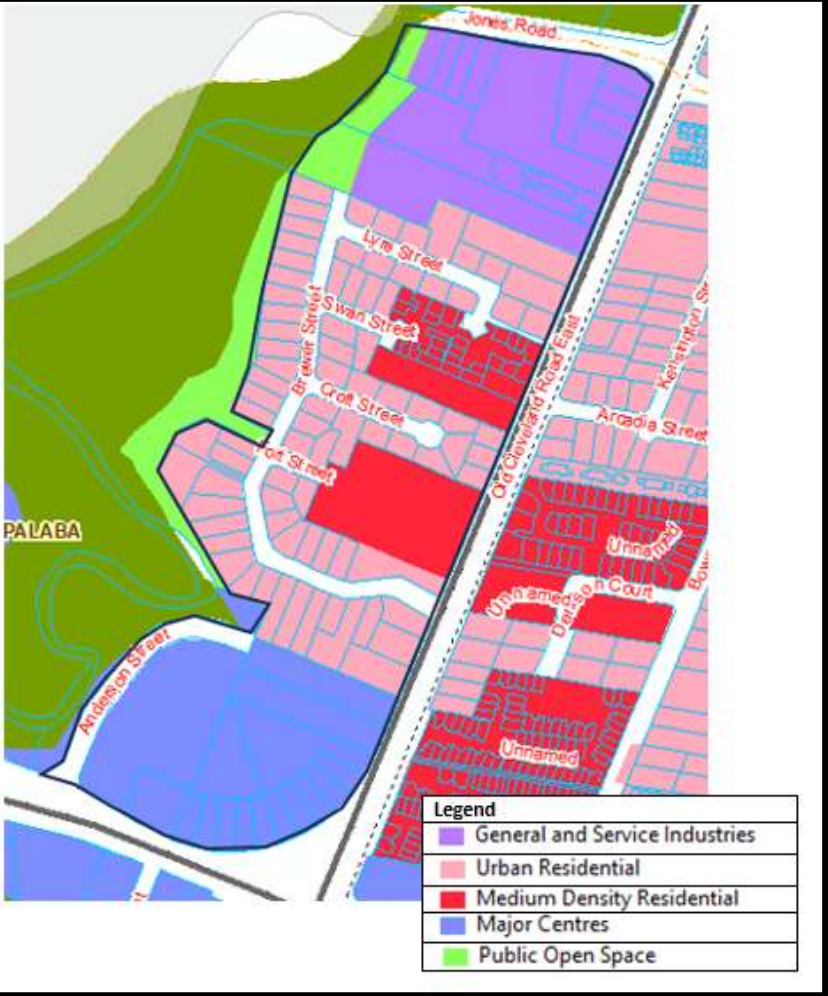
- The study area currently contains established residential, industrial, and commercial uses. Any proposed changes to zoning, City Plan provisions etc. may be met with opposition by stakeholders that perceive the changes to impact on the amenity of the area, their ability to conduct ongoing business operations etc.
- Existing sensitive receptors, including Capella Bay – McKenzie Aged Care facility, are likely to remain long term and will require buffering from more intense forms of development. This may impact development viability.
- Identifying alternative access and movement arrangements within and to the study area, particularly where involving state controlled roads, will be subject to approval by the Department of Transport and Main Roads.
- Existing economic conditions (e.g., higher interest rates, higher development costs, suppressed unit price growth etc.) may continue, undermining development feasibility in the short-medium term.
- Land within the Mixed use zone may be contaminated, impacting the viability of redeveloping that land for alternative purposes.

8 Appendices – Maps

8.1 Figure 11 – Excerpt of 1988 Redland Planning Scheme



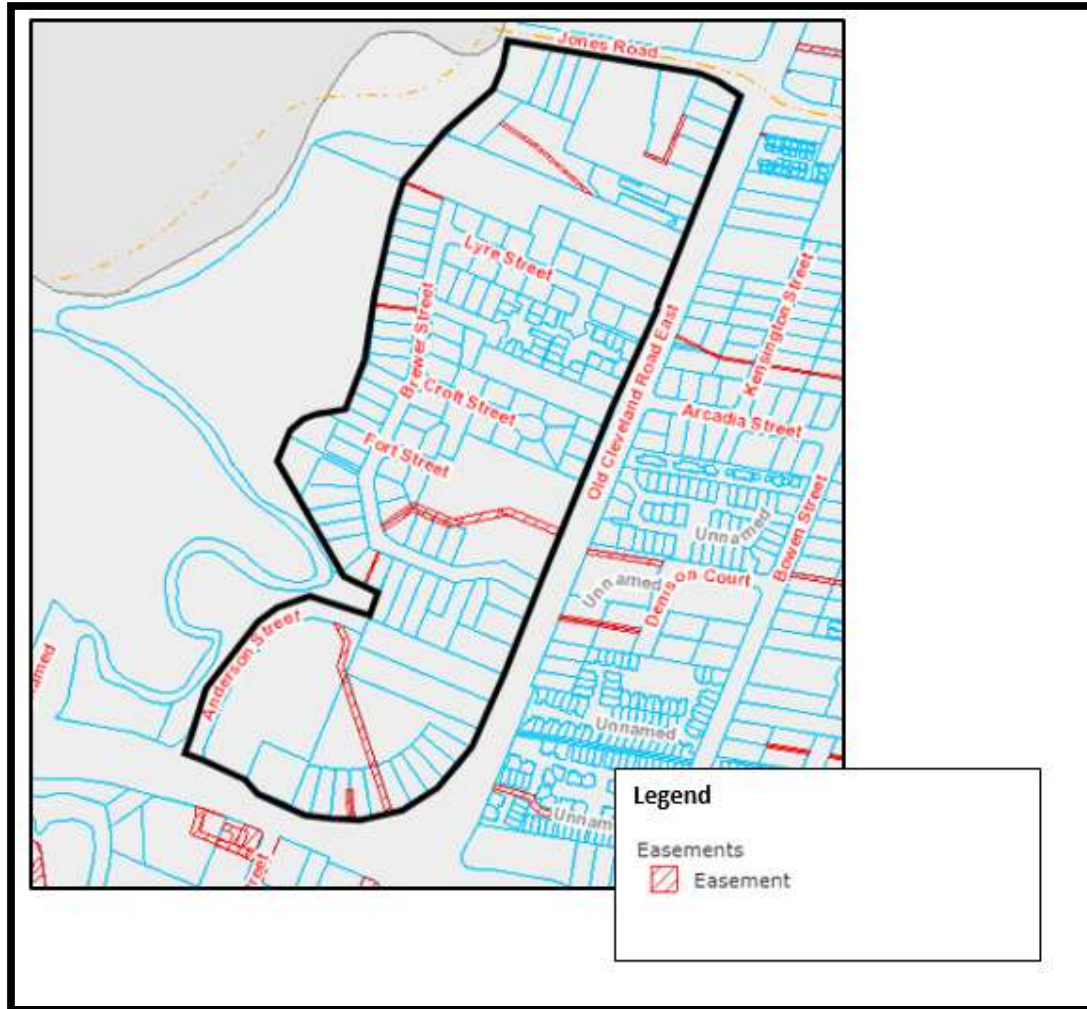
8.2



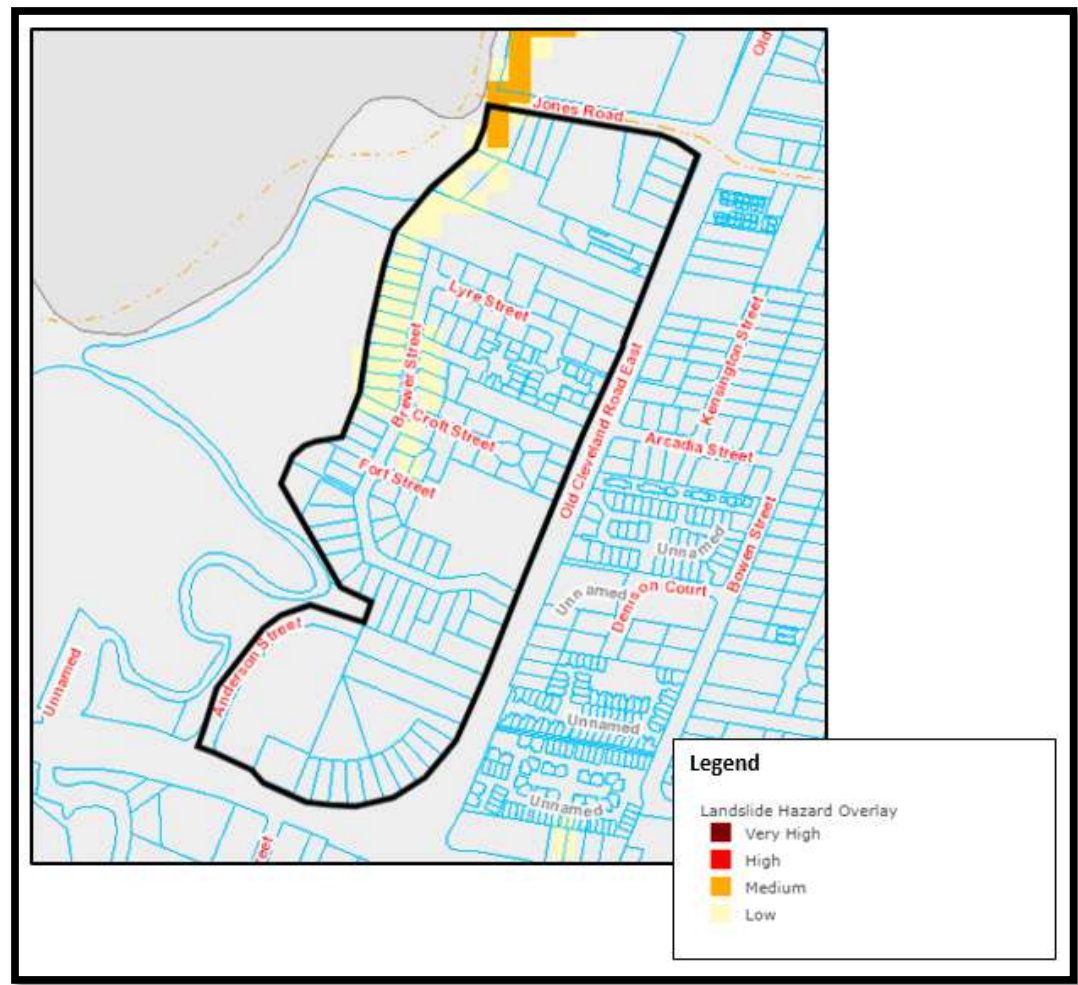
8.3 Figure 13 – Excerpt of 2006 Redland Planning Scheme



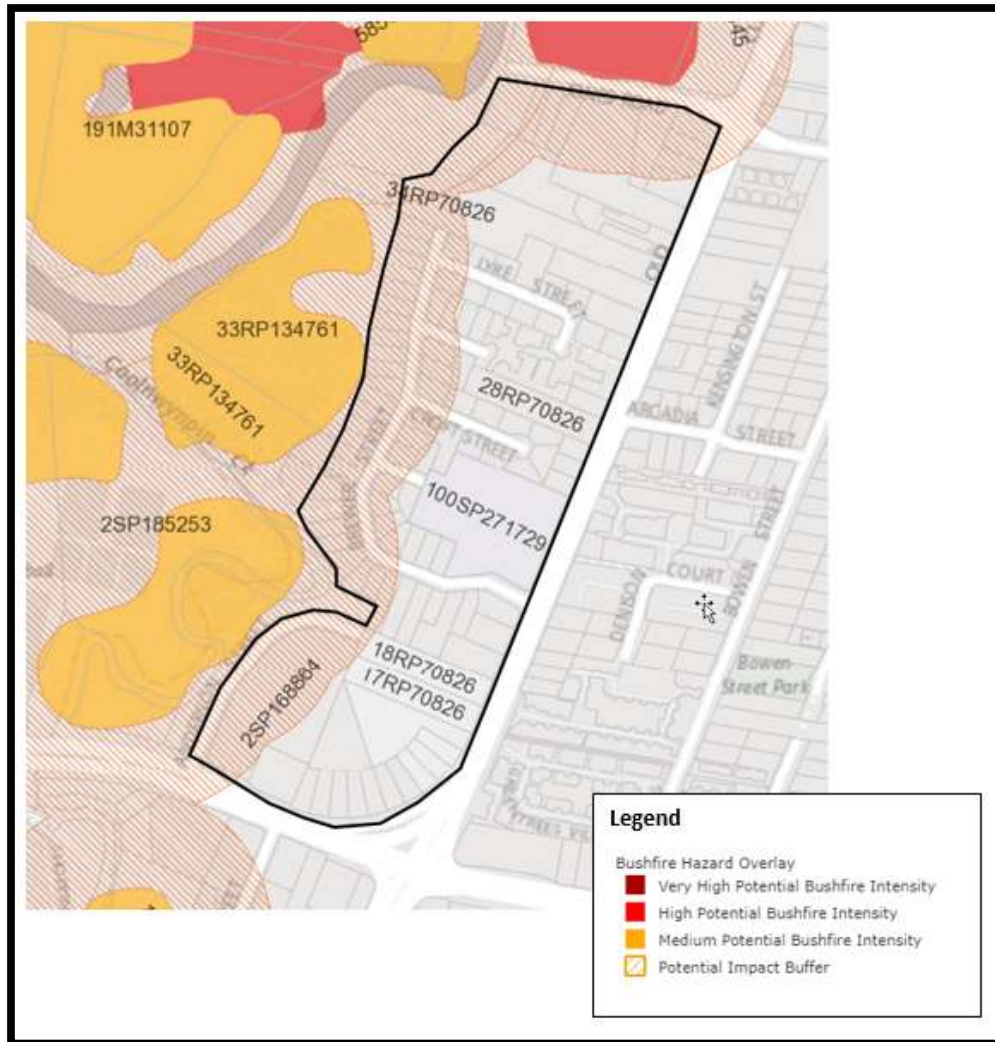
8.4 Figure 14 – Location of easements across the study area



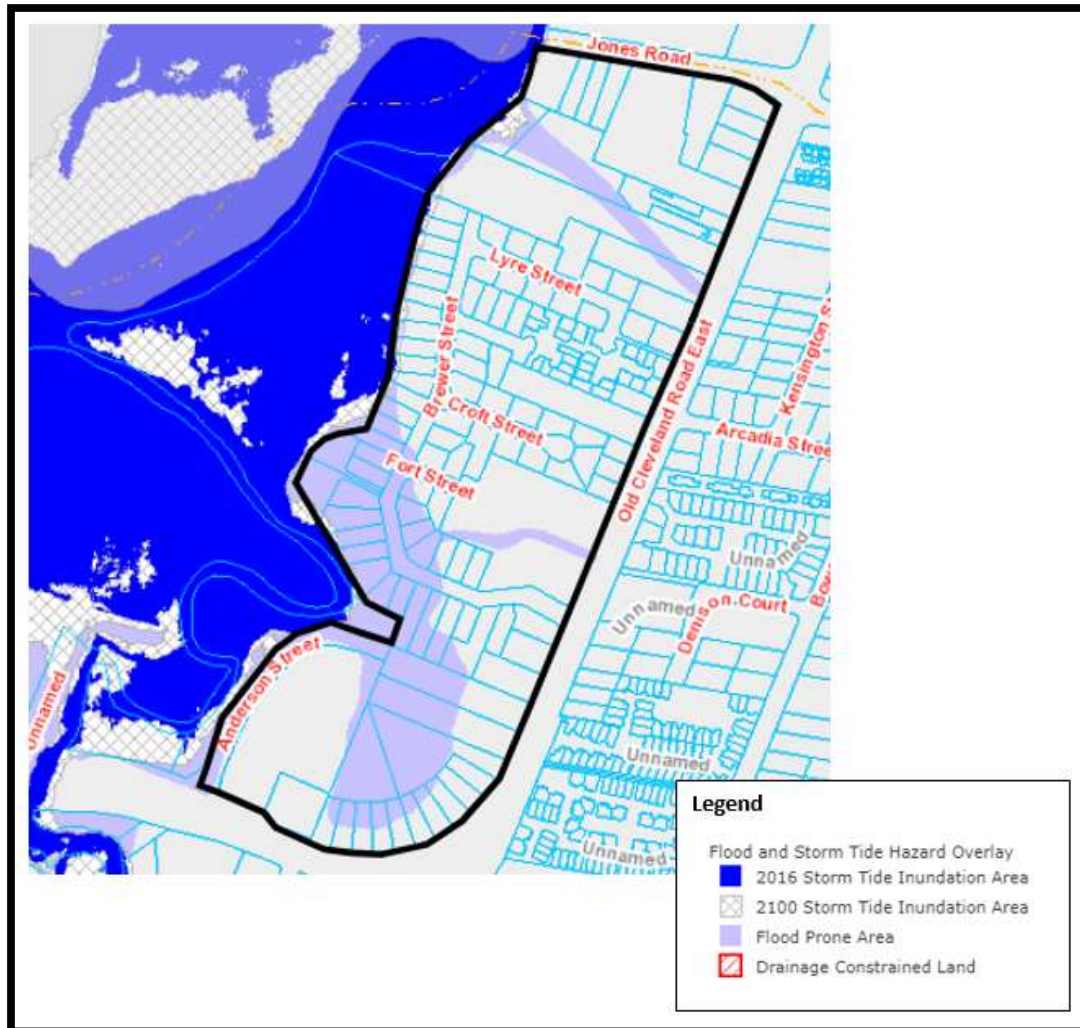
8.5 Figure 15 – Landslide hazard overlay (Redland City Plan)



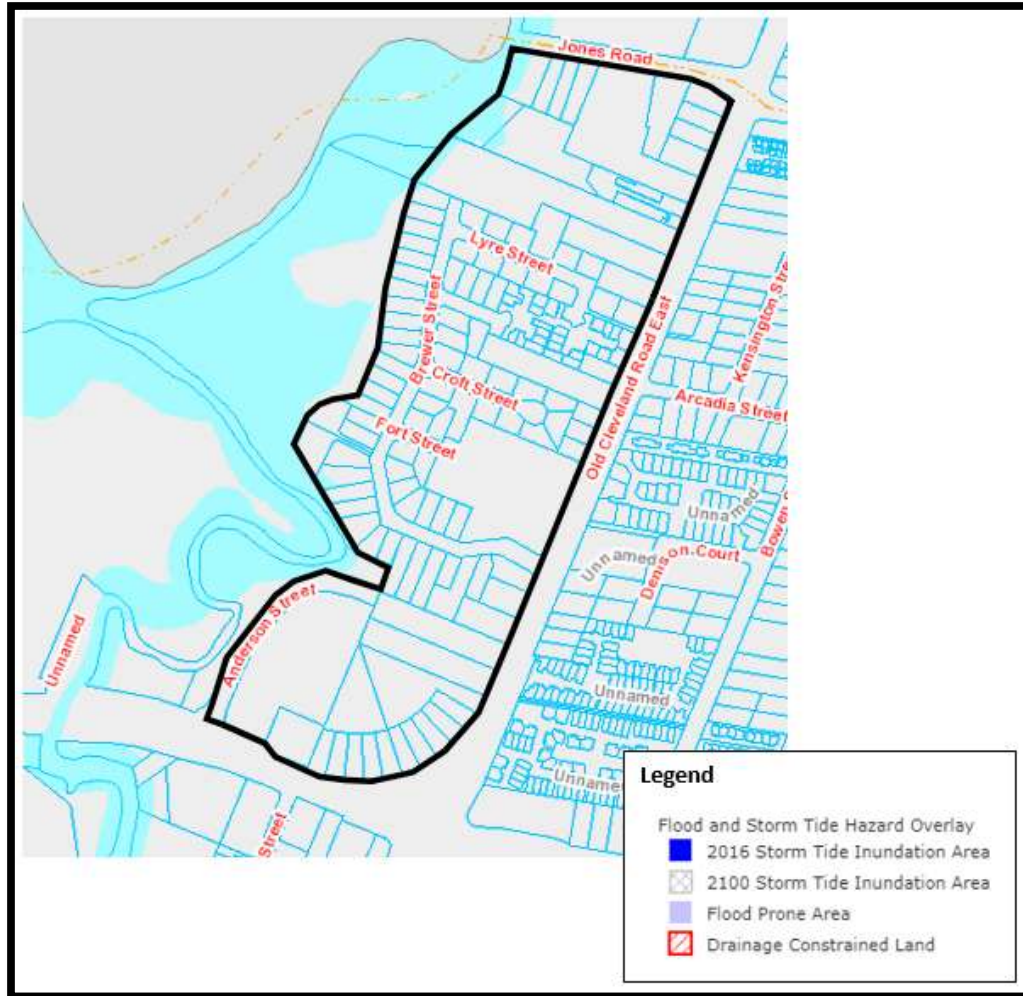
8.6 Figure 16 – Bushfire hazard mapping (State Planning Policy)



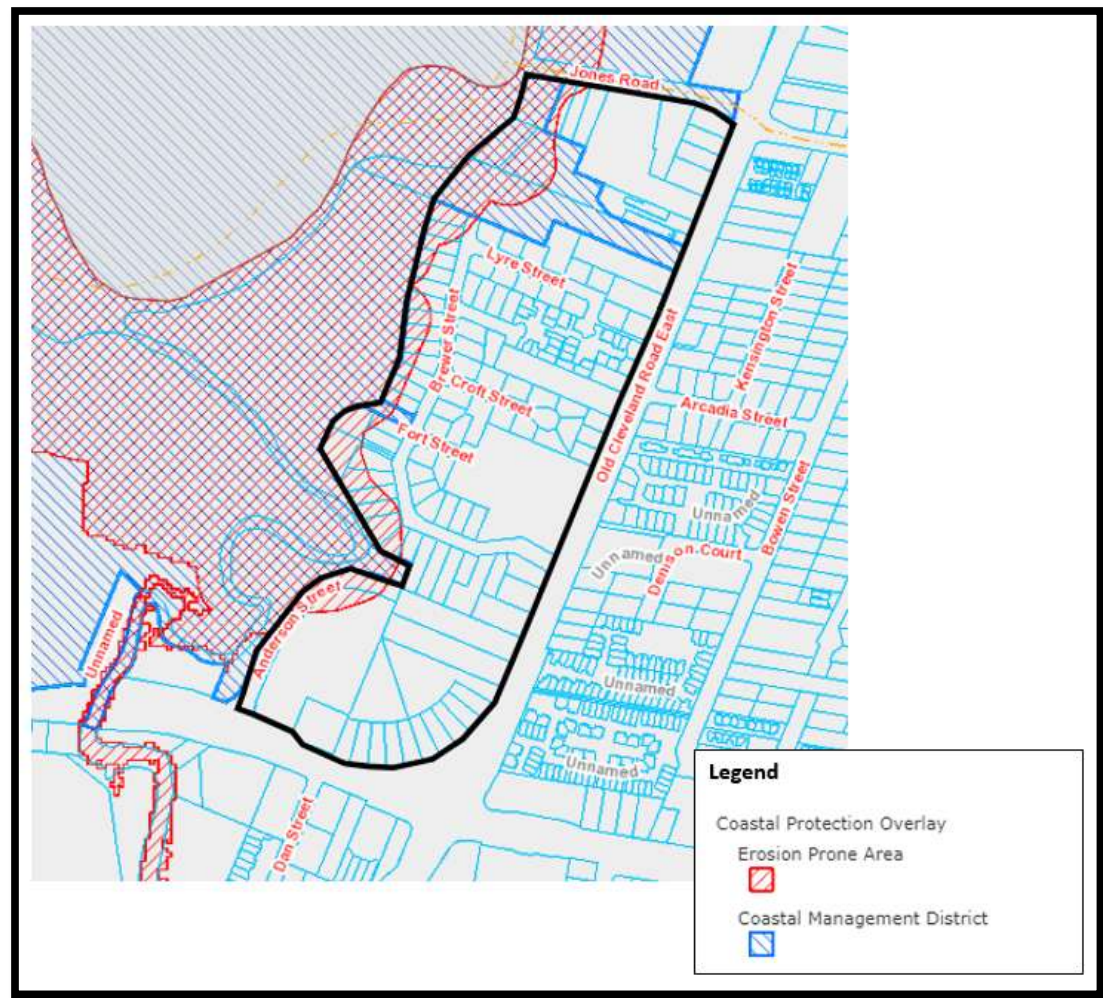
8.7 Figure 17 – Flood and storm tide hazard overlay (Redland City Plan)



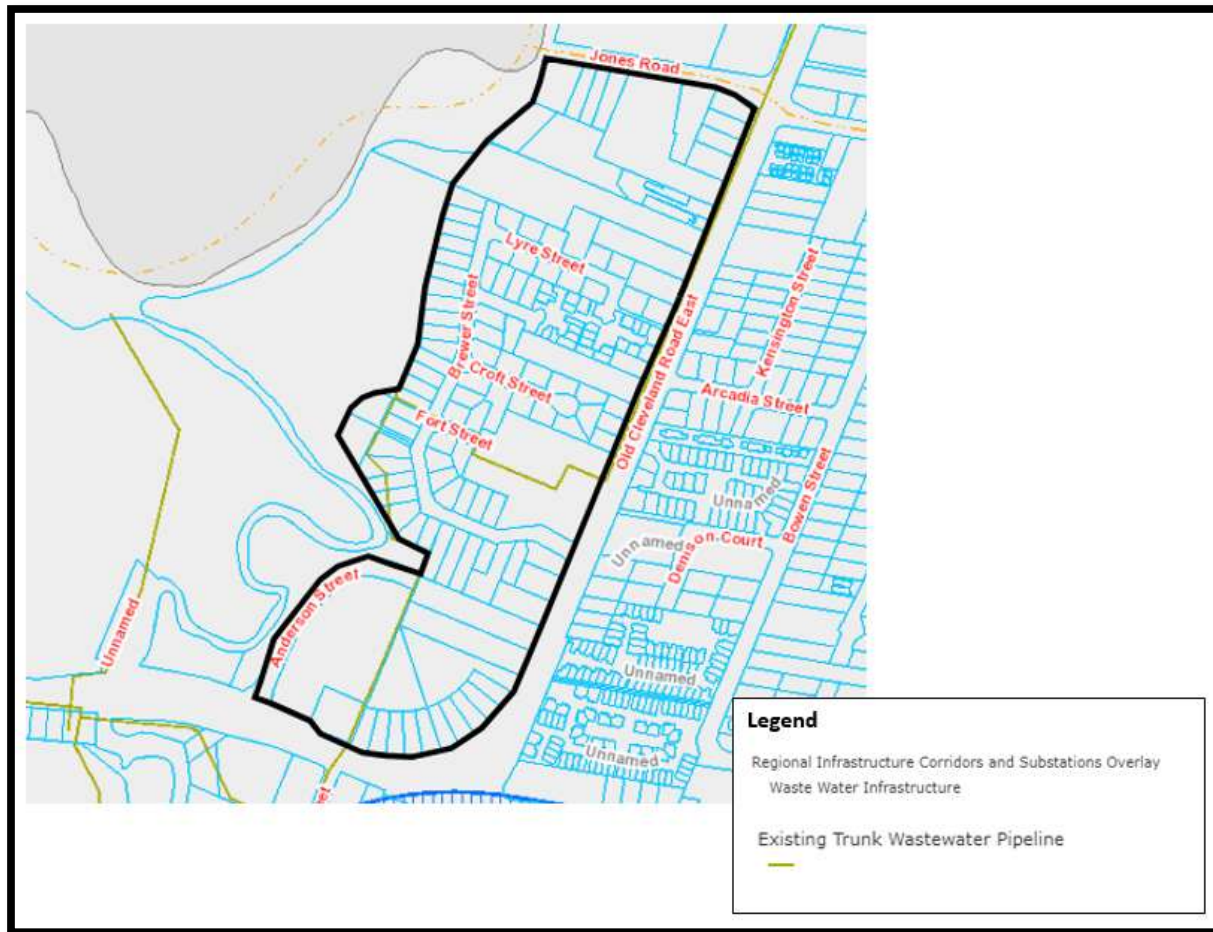
8.8 Figure 18 – Waterway corridors and wetlands overlay (Redland City Plan)



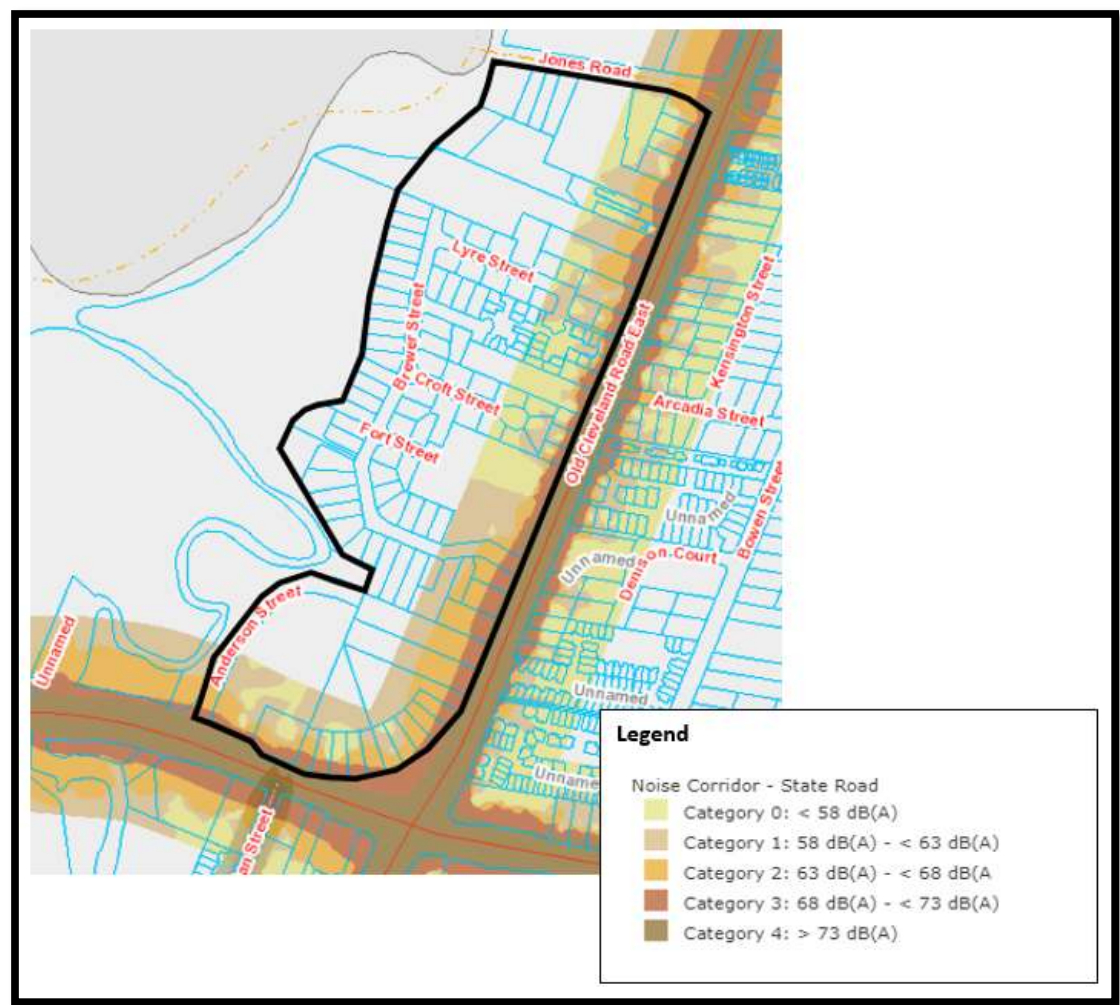
8.9 Figure 19 – Coastal protection overlay (Redland City Plan)



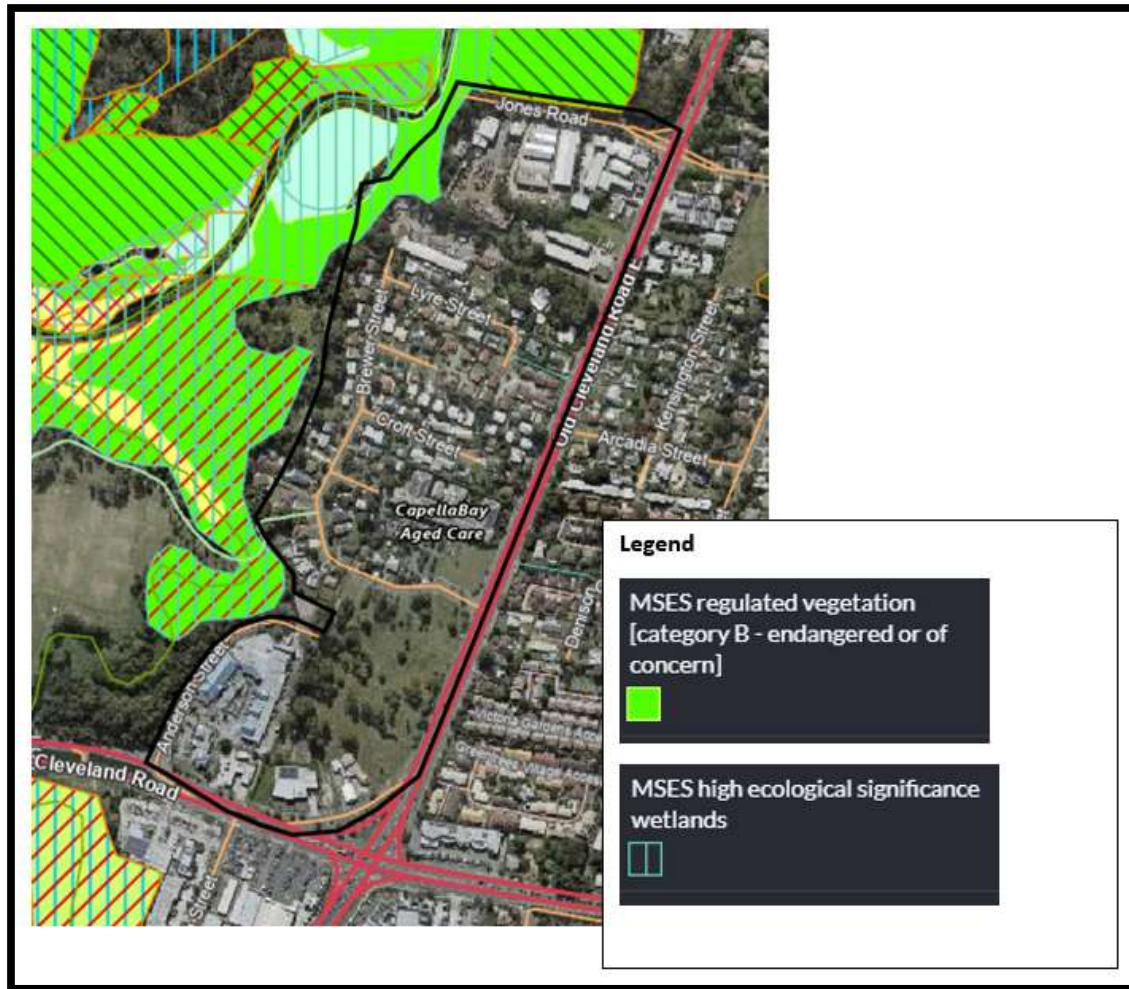
8.10 Figure 20 – Regional infrastructure corridors and substations overlay (Redland City Plan)



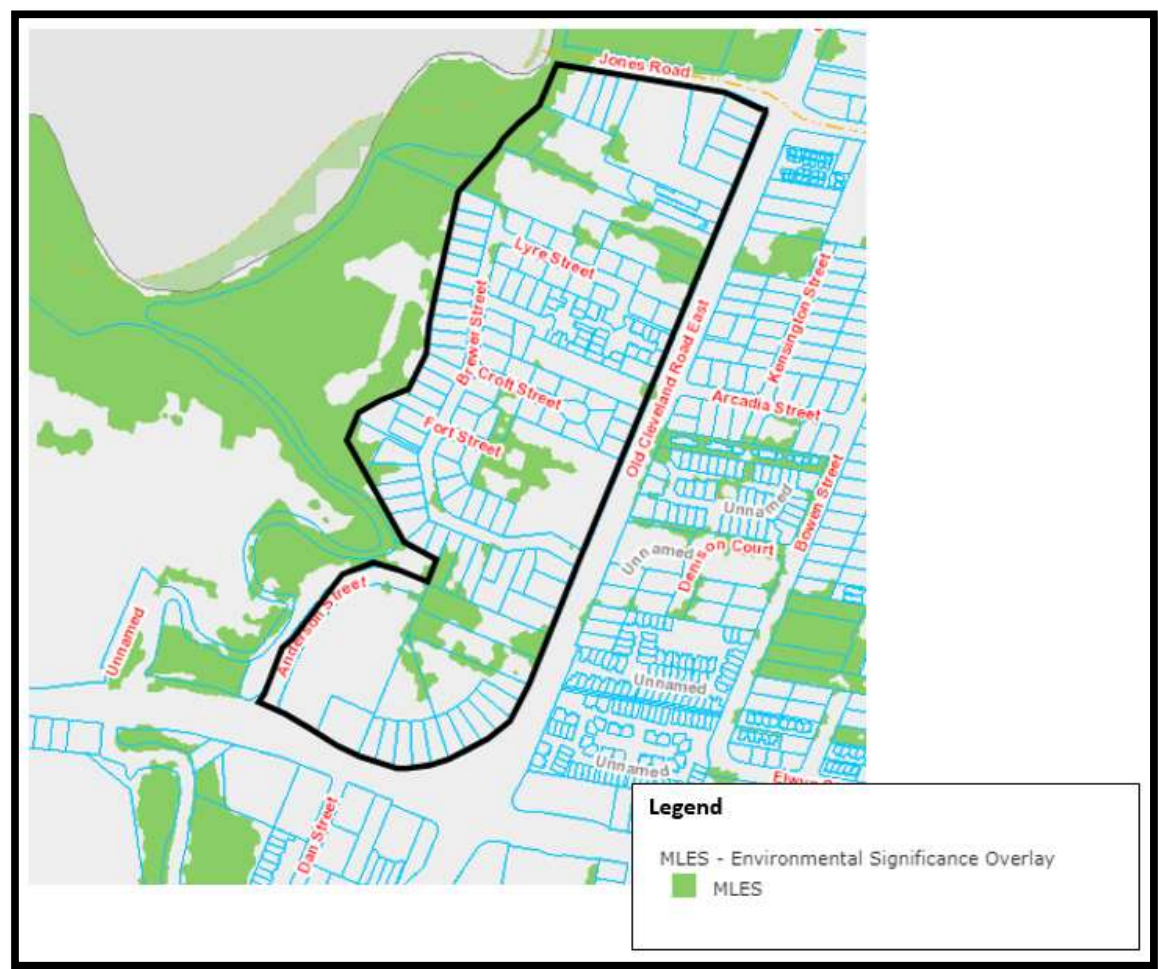
8.11 Figure 21 – Transport noise corridor overlay (Redland City Plan)



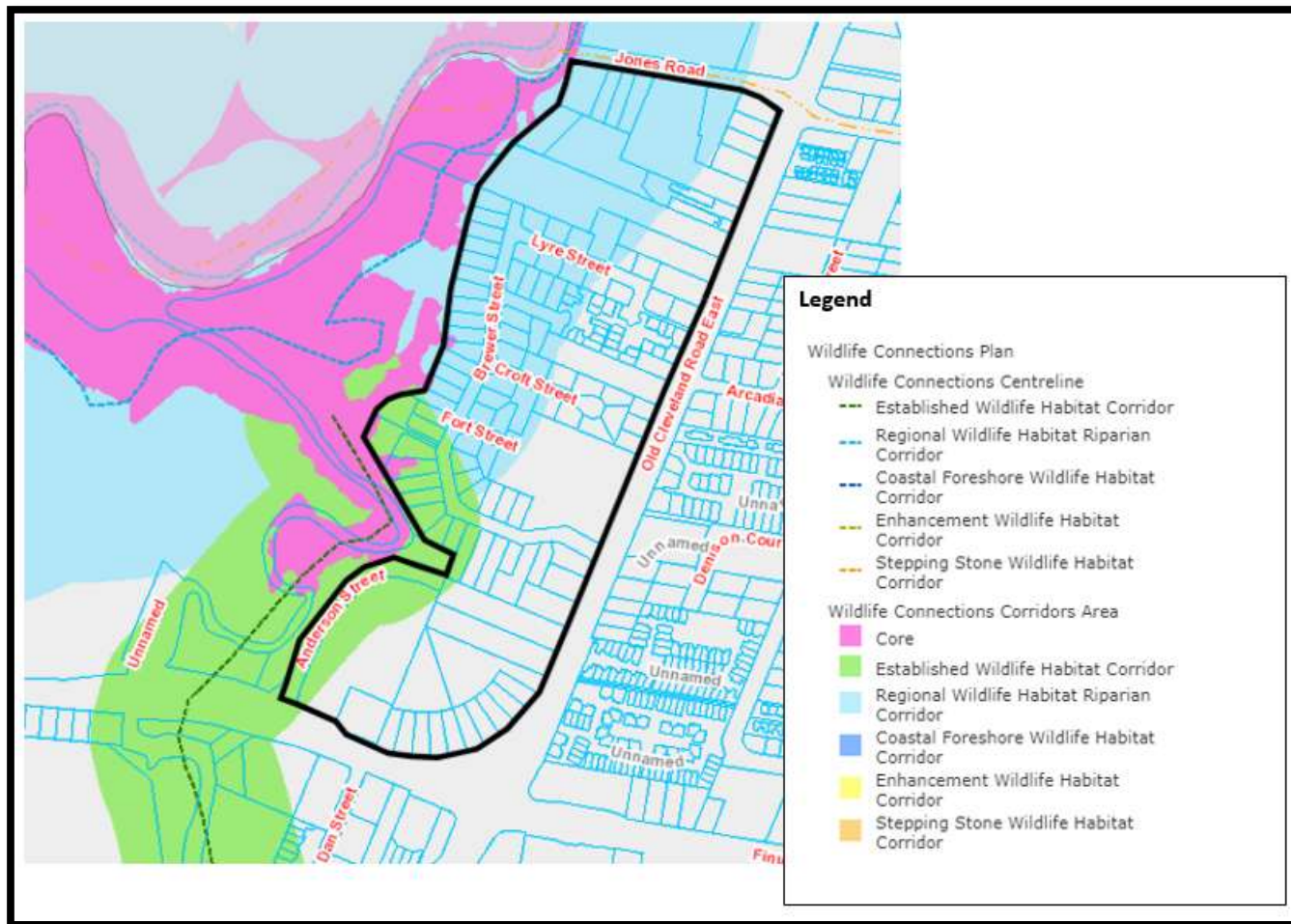
8.12 Figure 22 – Matters of State Environmental Significance (State Planning Policy)



8.13 Figure 23 – Matters of Local Environmental Significance (Redland City Plan)



8.14 Figure 24 – Wildlife connections plan



8.15 Figure 25 – 10 Year CAPEX Planning

