

Information Pack

Opposition to Proposed Development at 117 Victoria St, West End.



In early January 2018, Crown West End Pty Ltd lodged a Development Application for a High Density Residential complex, consisting of a 'U' shaped tower, surrounding a central communal landscaped pool deck. The submission of this development was preceded by Pre-Lodgement meeting with Brisbane City Council in July and November 2017. As such, the size, height, scale and form of the proposal would have been of no surprise to the planning assessment team.

Proposed Development Overview

- 446 Apartments + 150sqm Café [1 Bed: 160 + 2 Bed: 226 + 3 Bed: 60]
- 792 bedrooms / 530 Car Parks
- Gross Floor Area: 33,114sqm Residential + 150sqm Commercial
- Building Height: 12 Storeys + 2 Basement Levels + Roof Terrace [47.2m above ground]
- Planning Zone: High Density Residential, up to 8 Storeys [12 storeys on sites over 10,000sqm]
- Existing Site Area: 12,500sqm
- Site Area After dedication [road widening and riverside parkland]: 10,762sqm.
- Building Bulk and Size:

Frontage	Podium	Tower	Apartment Frontages
Victoria Street	77m	81m	97 + 1 x Lobby / Lift Core + Cafe
Filmer Street	102m	92m	109 + Carpark Access & Plant
Beesley Street	85m	72m	88 + 1 Lobby / Lift Core

The Development purports to be a signature development, offering a very high level of quality and providing sub-tropical garden façade – to be achieved by small planter beds located on each apartment balcony.

To further enhance the development's "green" image, the developer is offering to dedicate a small portion of the river-front land as public parkland.

However, the requirements of the Neighbourhood plan require this land to be used as Public Open Space.

This portion of the site is of little economic value to the developer and therefore should not be used as leverage to gain relaxations for other elements of the proposal.

In addition, for this land to become useable public open space, it would require large changes to the existing steeply banked and heavily vegetated public land between the development site and Riverside Drive.

Existing Neighbourhood Constraints and Issues

We all know that our neighbourhood has quickly become one of Brisbane's most dense. There are many benefits that come with increased population density. Greater amenity through a variety of services, restaurants and cultural venues, better access to high-frequency public transport, high quality public open space, parks and recreation space.

But this is only possible if Brisbane City Council and the Qld State Government provide the necessary resources and infrastructure. Right now we are seeing a greater and greater disconnect between new development approvals and infrastructure upgrades.

Increasing traffic congestion, over-crowded public transport and limited access to safe pedestrian and cycle crossings are key issues on Montague Rd and surrounding streets.

Over-crowding of schools, such as West End State School and Brisbane State High School are forcing our children into larger classes.

Where is the critical infrastructure? Parks, Schools, Police Stations, Fire Stations, Libraries.

If it sounds like a bit like the classic video game SimCity, that's because it is! These are not new ideas.

West End Population Increase and Projections (Qld State Government).

2006	2011	2016	2021	2026	2031	2036
6,504	8,531	9,806	13,514	17,281	20,964	23,500

The Intersection of Montague Rd and Victoria St is a Critical Issue for Our Community.

Between Jane Street and Hill-End, there are NO designated pedestrian crossings along Montague Rd. That's 1.5 kms of pedestrians, including young children, having ZERO safe crossing options.

Everyday thousands of commuters, students, pedestrians and cyclists are faced with the dangerous task of crossing Montague Rd near Victoria Street. The location of the high frequency City Glider Bus stop on this intersection, without any pedestrian crossing, has created a major safety concern.

In 2017 the Brisbane City Council undertook a survey of local residents to understand the issues in our neighbourhood. The responses relating to safety concerns at this intersection were overwhelming.

Although acknowledging the issue, Brisbane City Council have not committed to any short-term upgrade of this intersection.

Victoria Street City Cat Terminal

A Victoria Street CityCat Terminal was identified as a crucial piece of public transport infrastructure in the South Brisbane Riverside Neighbourhood Plan, which came into effect in April 2011.

The very same Neighbourhood Plan that has allowed massive increases in population density and created the issues we are discussing today.

Unfortunately, to date there is NO plan for such a terminal. The forward estimates released as part of Brisbane City Council's 2017-18 Annual Budget outline no new Ferry Terminals being added to the network in the four-year period to 2020-2021.

What's 'The Plan'?

Why Over-development is Such a Big Issue

Our neighbourhood is designated as a high-density zone and is one of the few inner areas so close to the Brisbane CBD that can accommodate large amounts of residential growth, without the demolition of older character neighbourhoods, such as the core of West End. Areas like ours, are needed to help ease the burden on the older neighbourhoods, and help preserve the 'timber and tin' and green leafy aesthetic that makes Brisbane such a wonderful place to live.

However, this should not mean a green light is given to rampant over-development.

The key to any great city is a diverse mix of land use, neighbourhoods of varying character and most importantly, high quality infrastructure capable of supporting the number of people who live, work and play there.

Although many argue against it, The Brisbane City Plan (*The Plan*) does allow for high-density development in our area. Built into this planning framework are limits on height, size and the type of development that can occur. Although The Plan may not be perfect, it is the legal framework that sets-out the future use of our neighbourhood and is very important to the future success of Brisbane.

Through The Plan, the amount of infrastructure an area is going to need can be determined by the anticipated number of residents that will live there. For example, Brisbane City Council may have a strategic, or long-term plan for 25,000 new residents to live in a defined neighbourhood. The Plan is then tailored to allow that number of people, through zoning and other limitations. Similarly, infrastructure is then planned and delivered to support the 25,000 new residents.

However, if a few, or many, or all of the new development in that area gets approved at 5%, or 10% or 20% larger than The Plan had anticipated, the infrastructure will not be able to cope with the increase.

This is what is occurring right now in our neighbourhood.

An estimate of the proposed development at 117 Victoria St has found that the proposal's over-stepping of the planning limitations, equates to as many of 50-80 additional apartments.

With such large development occurring everywhere, this may not sound like much. However, consider that 50 apartments is around 80-100 bedrooms. Which could mean 80-200 extra residents.

If they are commuters, that's an extra 2-4 full buses we need each day, to and from the city.

If they are families, that could mean 1-4 extra classes of children in our over-crowded schools.

That is hundreds of additional toilets, showers and sinks adding to sanitation costs.

Now expand that across the neighbourhood. Even 5, 10 or 20 additional apartments being approved in each development quickly adds up.

Each development that is allowed to push the limits, sets a precedent for the next, and the next.

Before too long, we have a neighbourhood that is bulging. Without adequate increases to infrastructure, the benefits of inner-city urban development, quickly start to feel like over-crowded ghettos.