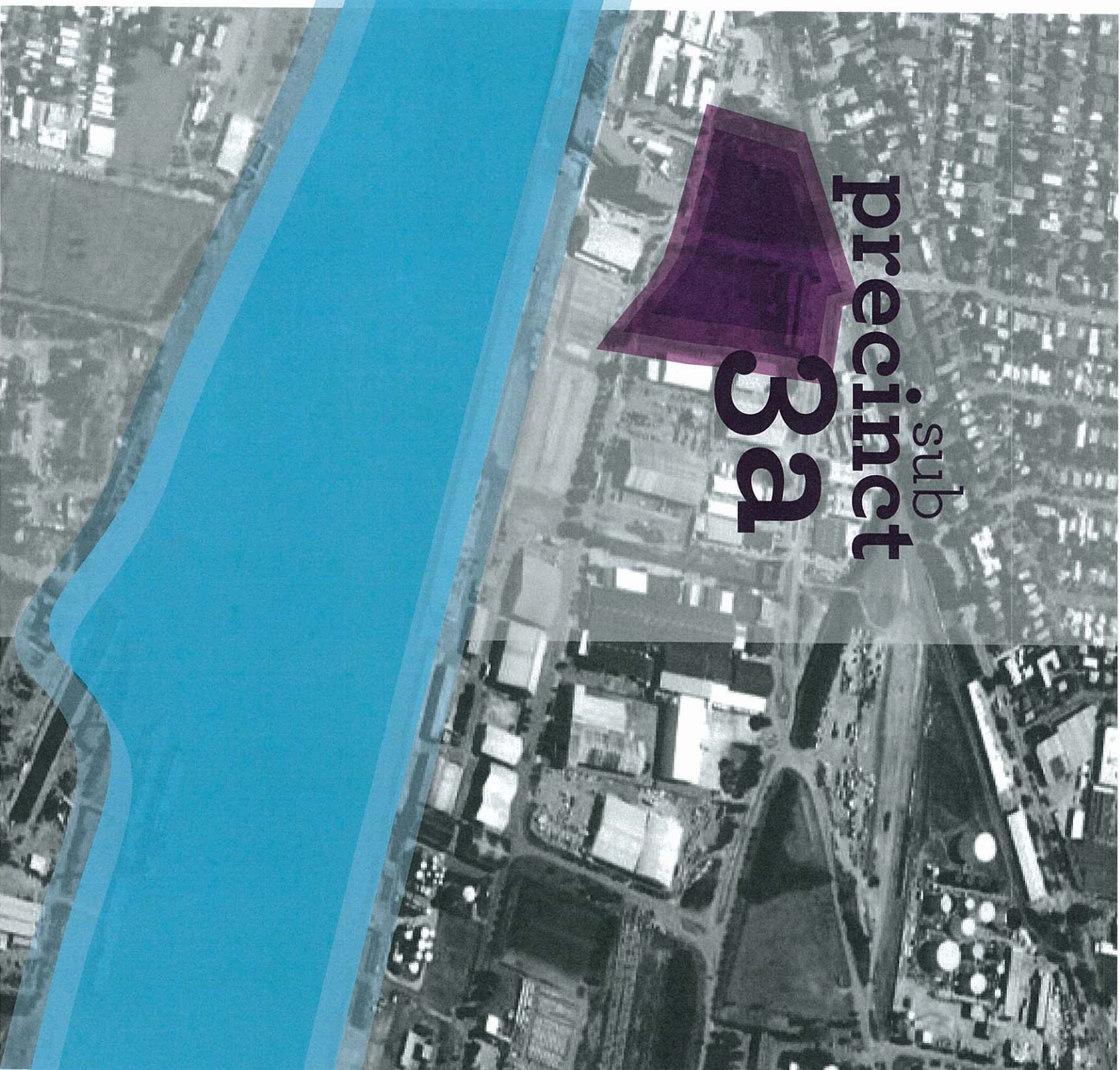




precinct^{sub} 3a

Northshore Hamilton UDA -

Precinct Plan for Sub-precinct 3a

Revision 07
November 2011

PLANS AND DOCUMENTS
referred to in the ULDA
APPROVAL dated 4 / 11 / 11

AMENDED IN RED
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By: PETRA MCULLOCK (name)
of the ULDA

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section one



Northshore Hamilton will be:

- *A vibrant Brisbane Waterfront Community*
- *A place of diverse commercial opportunities*
- *An inner city Brisbane transit hub and transit oriented community*
- *A subtropical Brisbane city living environment*
- *A healthy and diverse community*

Northshore Hamilton UDA Development Scheme

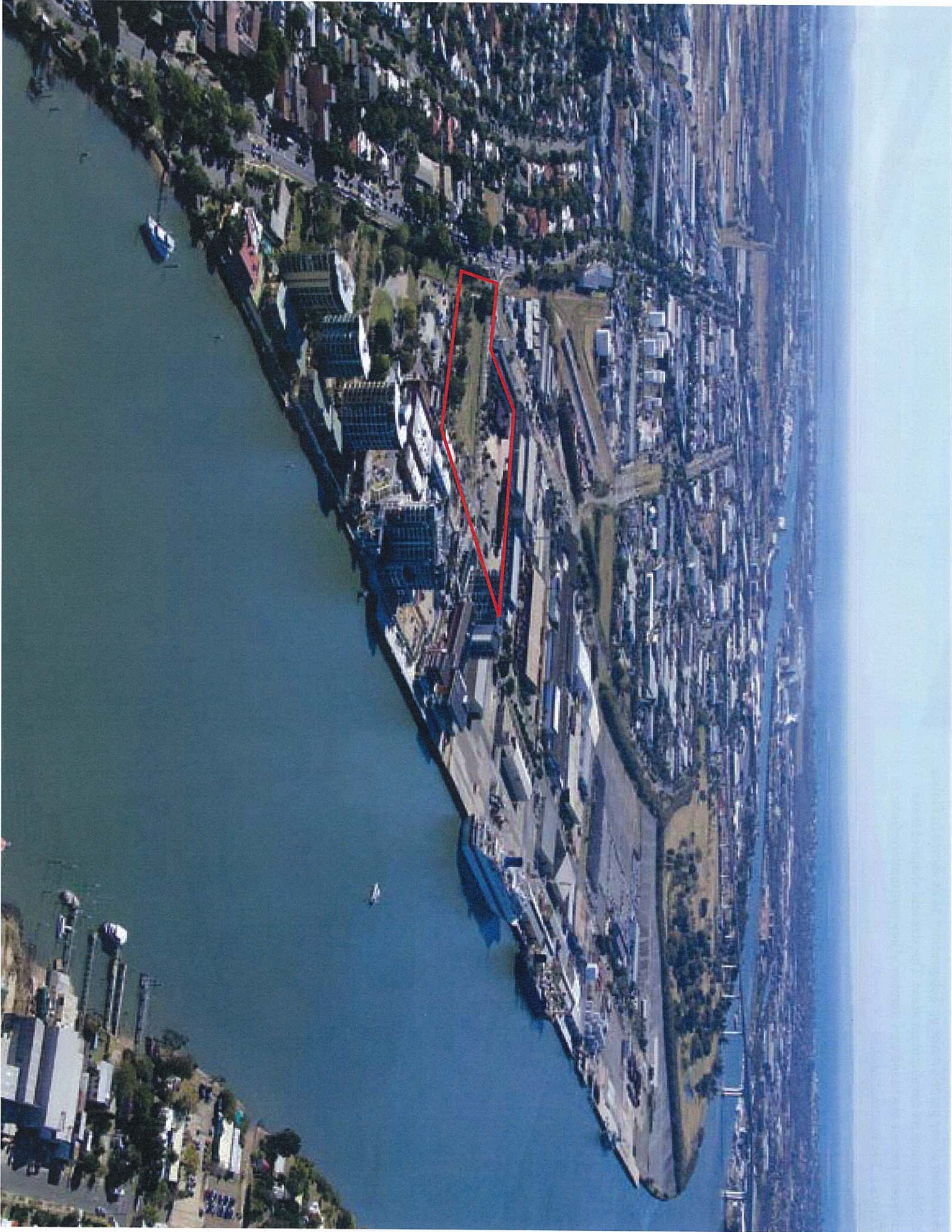
Introduction

1.1 Document Purpose

This Sub-precinct Plan document has been prepared in support of an application for Material Change of Use for Sub-precinct 3(a): Remora Road.

This document expands on the requirements and principles set out in the Northshore Hamilton UDA Development Scheme and overwrites the development controls within the Development Scheme to the extent set out in this Sub-precinct Plan document. Future development applications within Sub-precinct 3(a) are to be in accordance with the controls and requirements of this Sub-precinct plan and the Development Scheme.

Where this Sub-precinct Plan is silent, the Development Scheme applies. Where there is conflict between this Sub-precinct Plan and the Northshore Hamilton UDA Development Scheme, the provisions of this Sub-precinct plan will apply.



Northshore Hamilton (Source: Northshore Hamilton UDA Development Scheme)

1.2 Site Context

A number of key parcels make up Sub-precinct 3a as shown in Figure 2: Sub-precinct 3a development areas. The size and shape of these different parcels are based on a number of key assumptions (refer to Figure 3: Key assumptions).

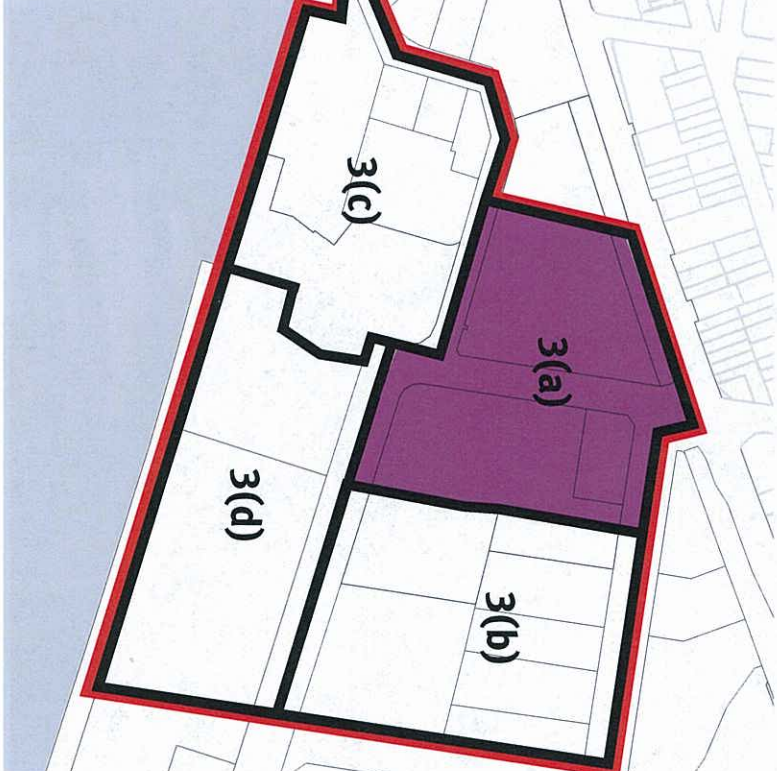


Figure 1: Precinct 3 - Sub-precinct Plan
(Source: Northshore Hamilton UDA Development Scheme)

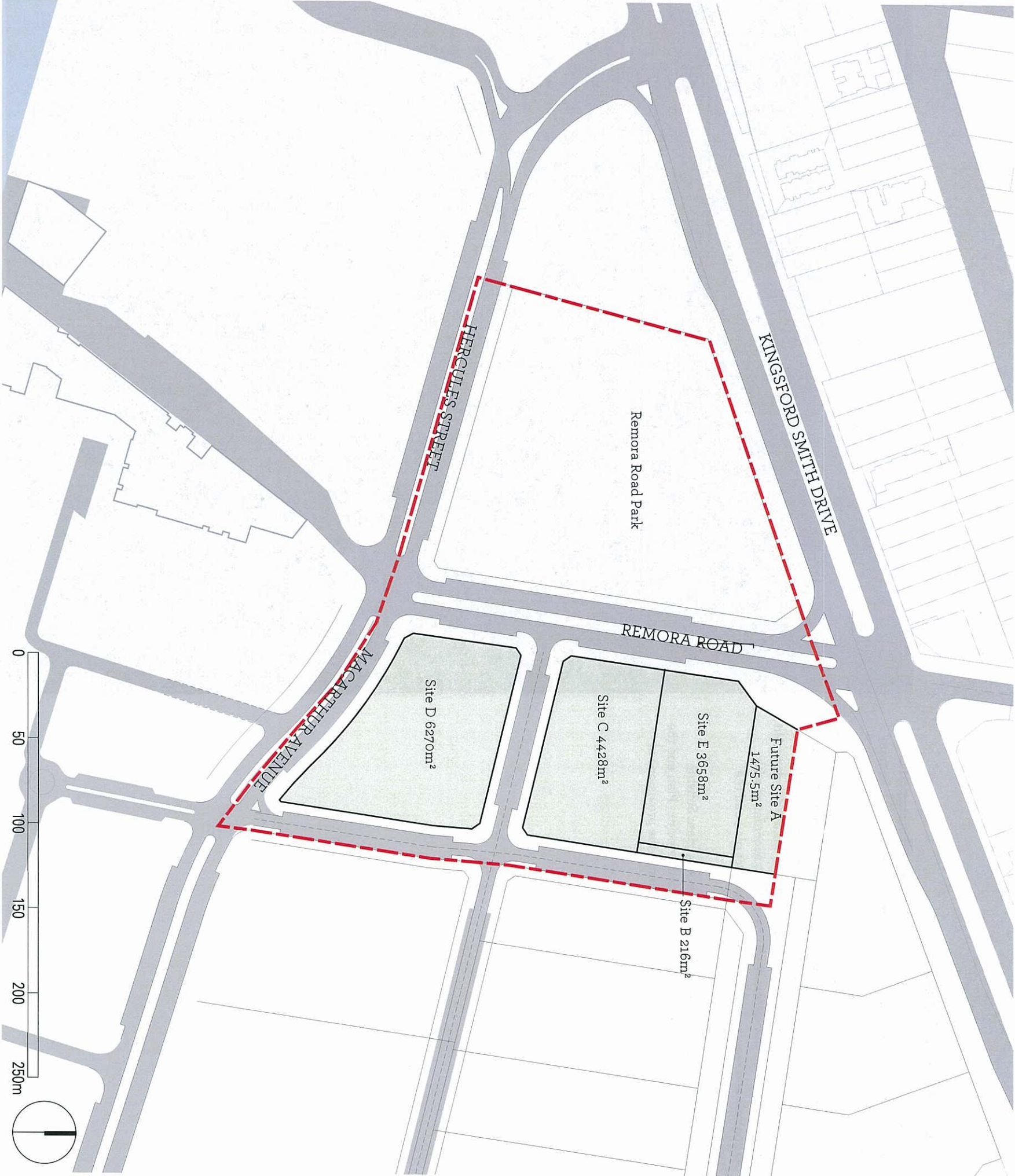


Figure 2: Sub-precinct 3a development areas

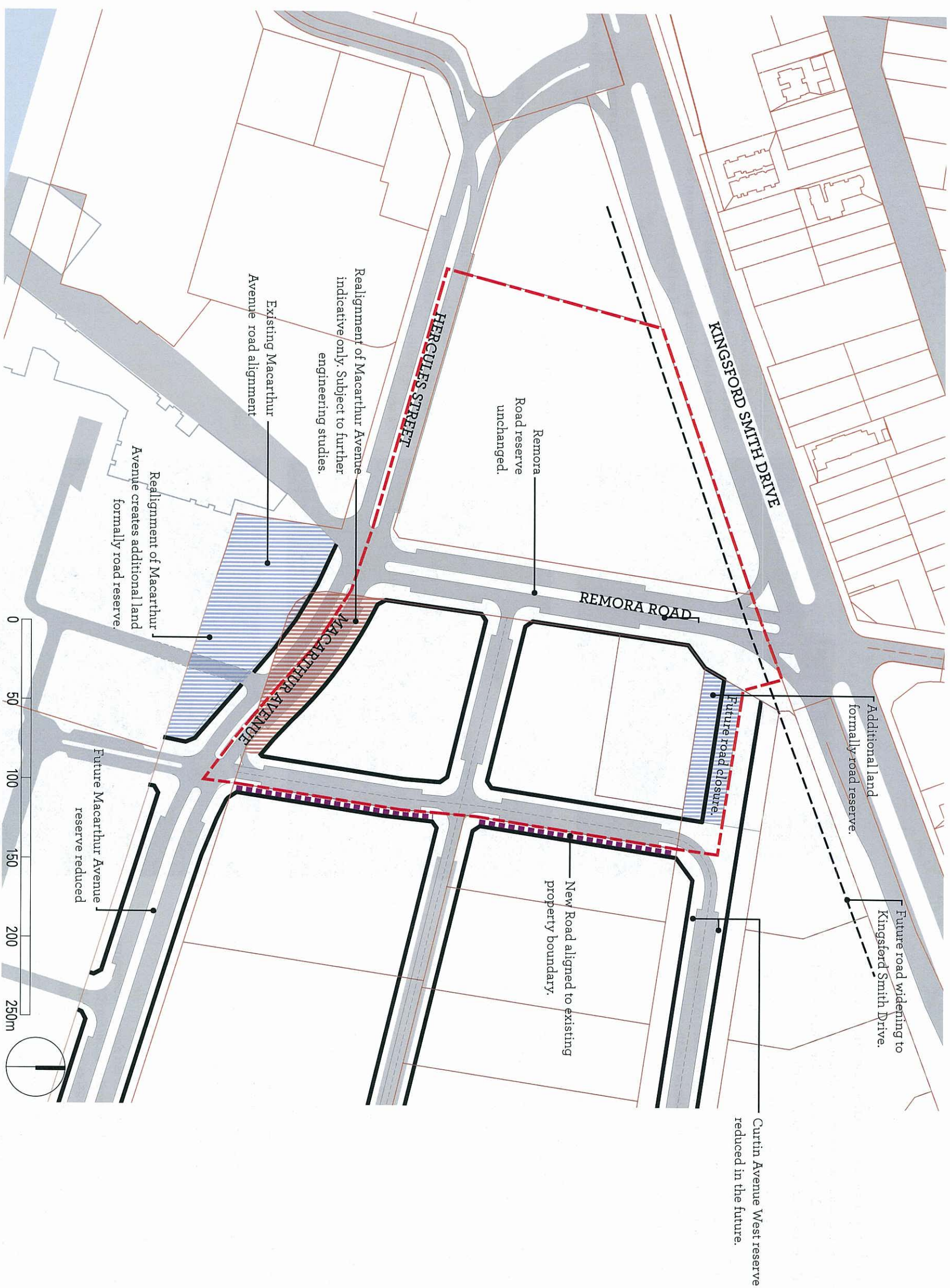


Figure 3: Road / Lot adjustments

1.3 Land Use Plan for Sub-precinct Plan

The following text summarises and highlights the key strategies taken from the Development Scheme. The Development Scheme should always be referred to for more detail.

Development criteria have been devised within the Development Scheme and apply to all development within the Northshore Hamilton UDA. The criteria supports good urban design and sustainability, in terms of form, type and arrangement of buildings, streets and public spaces. Development within the sub-precinct needs to comply with the provisions of the Development Scheme and the following specific criteria for Sub-precinct 3a.

1.3.1 Placemaking

All development is to contribute to a sense of place. The notion of creating a place with distinctive character and identity through the integration of building forms, as well as public and private realms. Civic spaces create attractive and appealing places for residents, workers and visitors as well as the opportunities for formal and informal gathering and interaction. The network of streets and pedestrian paths must reinforce the permeability and legibility for the site and surrounding areas.

1.3.2 Subtropical Design

Development must be climatically responsive. Buildings must be designed to respond appropriately to their solar orientation, as well as allowing for cross ventilation through building design that allows for a comfortable and naturally ventilated environment.

Facades and roof forms must incorporate weather protection and sun shading to reduce direct solar heat and provide rain protection, to assist for example, natural ventilation. Developments will integrate indoor/outdoor uses with appropriate weather protection through balconies, courtyards, roof gardens and large windows. Consideration must also be given to major views and vistas.

1.3.3 Community Safety and Wellbeing

All development within the Sub-precinct Plan must be underpinned by the *Crime Prevention Through Environment Design (CPTED) Guidelines* for Queensland. All buildings, as well as public and private spaces will be designed in accordance with these principles.

Development must be designed in a way to promote community health and well-being that supports healthy and active lifestyles. Development must also incorporate appropriate safety features and use current standards for fire safety and flood immunity.



1.3.4 Building Form

To create a distinctive Northshore Hamilton character, building materials and design details are to contribute both individually and collectively to the overall development. Buildings are to respond to local microclimate conditions and should be well articulated with external balconies, windows, shade and screening devices. Covered balconies are expected to provide versatile external spaces. Residential buildings and balconies must be designed to ensure appropriate visual and noise privacy.

Building Forms and Arrangements

While delivering a strong supportive relationship to street alignments, a variety of detailed setbacks or other design strategies should be used to frame entry points, create public plazas or frame vistas.

Building Frontages

Primary active frontages will address and activate the street and support a variety of mixed uses, as well as being visually and physically permeable containing numerous windows and entrances. Vehicle access points will be minimised to reinforce pedestrian priority and reduce the negative impact on the safety and amenity of the public realm. Secondary active frontages will also address the street and public realm and provide casual surveillance, but need not be activated by retail or commercial uses.

1.3.5 Relationship between Buildings and Public Realm

The public streets east of Remora Road provide a public realm network reinforced by strong built form. Streets and public / private spaces will incorporate established street trees in achieve shade. The public realm and the buildings will be designed to overlap on the ground level and integrate activities.



1.3.6 Open Space

Residential developments are to include private open space and allow for a mixture of outdoor uses and activities where consistent with the nature of the residential uses.

Private open space, whether as individual dwelling space or as shared group space, should be located in ways consistent with the built form intentions of the precinct, positioned for good solar access and landscaped appropriately for the subtropical climate. Where possible and appropriate, private landscaping must contribute also to the amenity of the adjoining public realm.

1.3.7 Access, Transport and Movement

Pedestrian, cycle and public transport modes of transport have priority over the use of private vehicle use. The Sub-precinct Plan creates a number of key connections between sub-precinct 3a, Remora Road Park and Portside. Safe and legible connections must also be provided to bus stops to connect to proposed links through adjoining sub-precincts to the waterfront.

1.3.8 Parking

On-site carparking should be either integrated within the buildings, not visible from the street or provided underground. Underground parking areas are to be naturally ventilated, and ventilation structures should be integrated into the building design. Any above ground podium parking is to be sleeved by active uses to provide surveillance and overlooking of the adjoining public realm.

section two

sub
precinct

3a



Sub-precinct 3a will contain a mixture of residential and commercial uses with emphasis placed on the delivery of high quality built forms, addressing street edges and walkable high quality streetscapes.

Design Principles

The opportunity to develop Sub-precinct 3a and ensure that it will work towards achieving the overall design intent for the Northshore Hamilton UDA has with it a number of key opportunities and challenges. To ensure the design is successful and meaningful the following design objectives and outcomes will guide the design for Sub-precinct 3a.

2.1 Access, Movement and Parking

Design Rationale

Pedestrian / Cycle Access

Good access to facilities, services and places is one of the key aspects of creating a sustainable community. A permeable movement network creates an accessible and well connected community that offers a choice of routes. Site design must aim to achieve sustainable transport modes.

Pedestrian flow must be maximised within and around the site, providing key connections to open space and onto other key surrounding destinations. Key linkages will promote the use of pedestrian, cycle and public transport modes rather than private vehicle use.

With the realignment of Macarthur Avenue, traffic lights at the intersection of Remora Road, Hercules Street and Macarthur Avenue will provide strong pedestrian/ cyclist connections from Sub-precinct 3a towards the river front. Further traffic lights at the south eastern corner of the sub-precinct will provide a strong pedestrian connection across Macarthur Avenue into Sub-precinct 3d.

Public Transport

Development must consider existing and future provision of public transport facilities, and ensure connections to these public transport options.

Carparking

Parking for the development will be provided in a combination of on site and on street parking, and as per the criteria outlined in the Northshore Hamilton UDA Development Scheme.

Road Layout

The final configuration of all roads will be subject to the submission of a detailed Traffic and Engineering Report which shall address road design treatments. The proposed new roads, being Lots 406 and 407 as illustrated on the stamped, approved 'Proposed Reconfiguration Plan' drawing number S.6782-002-E, dated 20 October 2011 will be delivered prior to the commencement of use of development over Lots 402 and 403, whichever is developed first.

Design Objectives and Outcomes

Design objectives and outcomes have been prepared to provide guidance for any future application for Material Change of Use within Sub-precinct 3a.

Objective 1	Street network and car parking
Key Design Outcomes	+ Ensure that the Kingsford Smith Drive and Remora Road intersection is established as a key entry into Northshore Hamilton + Macarthur Avenue and Remora Road are designed to be primary access routes within the Northshore Hamilton UDA. + Extend the proposed east-west road network from the east of sub-precinct 3a through the site to improve access, legibility and visual connectivity + Any alternative street arrangements must demonstrate how the design objectives and principles within this Sub-precinct Plan can be realised + Maintain and take advantage of significant view corridor to the river at the corner of Remora Road and Macarthur Avenue as identified in Figure 4 + Consider providing internal access streets to allow accessibility within the development + Basement carparking is acceptable + Local on street parking will be located along Remora Road, Macarthur Avenue and the new east-west road link + Limited parking should be provided within Remora Road Park + Provide for street tree planting on both sides of all streets to achieve shade and comfort + Ensure carparking requirements are in accordance with the Development Scheme

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Objective 2	Support sustainable transport modes
Key Design Outcomes	+ Ensure the layout and design of the built form provides key linkages and pathways to and from public transport options + Incorporate high quality cycle paths along Remora Road and Macarthur Avenue + Provide pedestrian permeability and legibility through internal pathways + Provide cycle parking at key destinations + Ensure pedestrian and cyclist facilities and paths are planned and designed in accordance with CPTED principles

Objective 3	Provide safe, direct and legible routes between key places, services and facilities
Key Design Outcomes	+ Provide key connections from sub-precinct 3a through to the river and Riverwalk Park + Create safe and legible pedestrian crossings at significant intersections, key pedestrian crossings and public pathways, as indicated in Figure 4 + Reinforce key pedestrian and visual connections across Remora Road Park and through the future road closure as identified in Figure 4 + Ensure pedestrian and cycle routes provide direct links between key places, services and facilities as identified in Figure 4 + Provide appropriate signage, street furniture and way finding elements along pedestrian and cycle paths + Provide safe on road cycle routes as indicated in Figure 4 + Ensure that all paths are well lit, have natural surveillance and well maintained + Design all paths and routes to ensure safe sight lines are maintained at all times

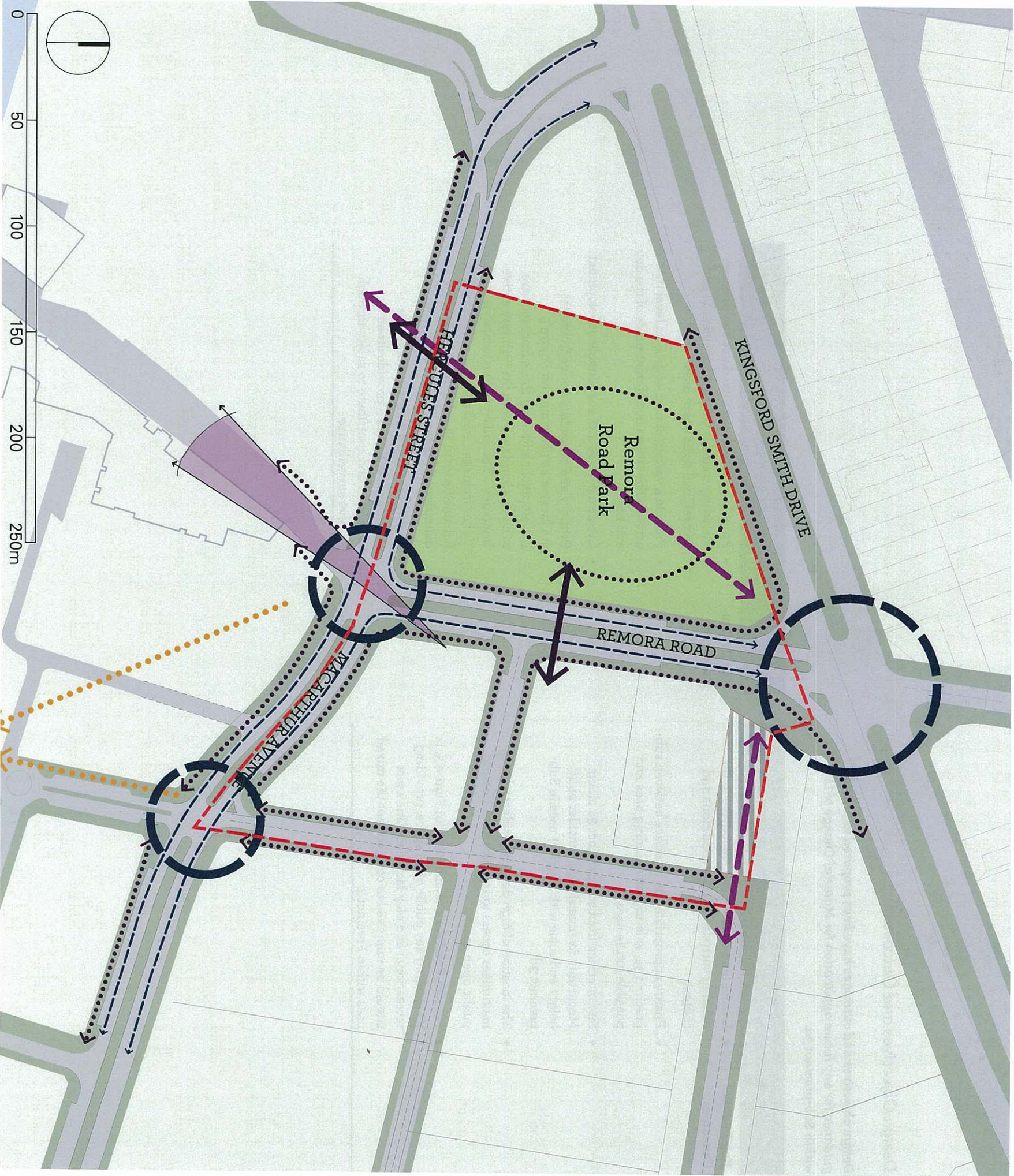
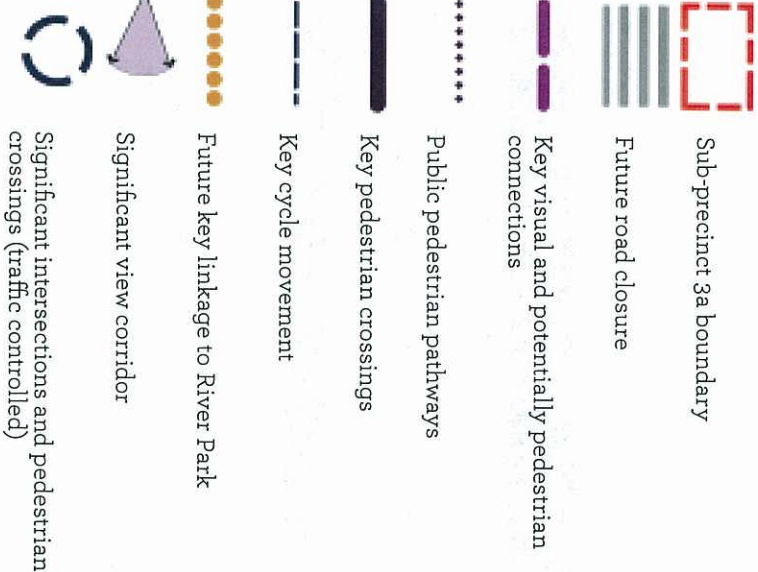


Figure 4: Access and Movement Plan



2.2 Land Use and Activation

Sub-precinct 3a will include a variety and mix of uses and build form outcomes in accordance with the Development Scheme. The Development Scheme identifies a maximum residential GFA of 24,000m2, a maximum commercial GFA of 5000m2, and a maximum retail GFA of 1400m2.

Design Rationale

The provision of a mix of uses creates safe, stimulating places that meet a variety of demands from different user groups and promote social diversity. This ensures places are capable of adapting to change and growth.

The ground plane must be activated to provide a stimulating environment that will encourage use, and this will create safety through strong surveillance on the street. Ground plane activation can be achieved by providing a range of mixed uses at ground level, that overlook and address the street.

Primary active frontages refer to ground level uses which face the street, are built up to or near the street edge and contain uses characterised by high pedestrian use such as commercial and retail uses. Primary active frontages should be visually and physically permeable reinforcing the prioritisation for pedestrian activity. Secondary active frontages still maintain a close relationship with the street however are located away from intense pedestrian activity.

The Sub-precinct contains four development parcels. The site areas and development apportionments for sites within Sub-precinct 3a are in the order of:

	Site Area	Residential GFA	Commercial GFA	Retail GFA
Site A	1475.5m²	N/A	N/A	N/A
Site B	216m²	394.6m²	82.2m²	23m²
Site C	4428m²	8085.4m²	1684.5m²	471.7m²
Site D	6270m²	11449.6m²	2385.3m²	667.9m²
Site E	3658m²	4070.4m²	848m²	237.4m²
TOTAL	16047.5m²	24000m²	5000m²	1400m²

Uses allocated in the Development Scheme are distributed on a pro rata basis (as per the above) or as otherwise agreed by the land owners. Sites B and C have been combined to allow for future flexibility of GFA distribution and building mass as this is currently under one ownership.

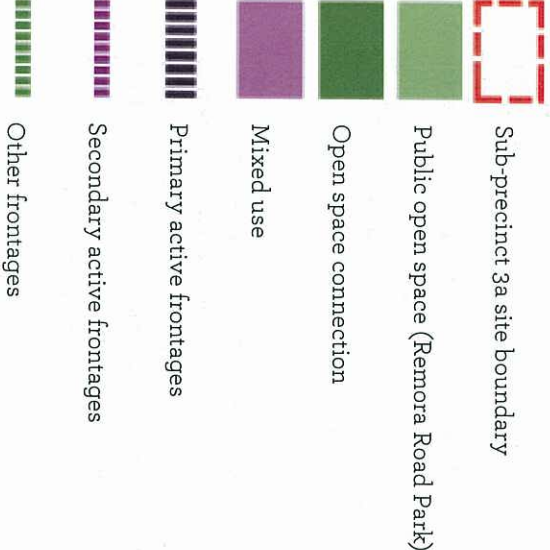
Design Objectives and Outcomes

Design objectives and outcomes have been prepared to provide guidance for any future application for Material Change of Use within Sub-precinct 3a.

Objective 1	Integrate sub-precinct 3a into the whole of the Northshore Hamilton UDA	
Key Design Outcomes	+ Ensure land uses are site responsive to the existing surrounding site conditions and context + Ensure appropriate site interface between sub-precinct 3a, existing surrounding uses and possible future uses + Site interface from sub-precinct 3a along Macarthur Avenue should consider bulk, height and scale with adjacent uses in Sub-precinct 3d + The location of high density residential uses maximises access to services, facilities and public open space + Remora Road Park, as indicated in Figure 5, is an existing key public open space, providing recreational and play facilities. This asset should be improved to complement the mixed uses within Precinct 3	
Objective 2	Create a vibrant, stimulating and economically prosperous mixed use development	
Key Design Outcomes	+ Provide an integrated mixed use sub precinct including commercial, retail, residential and recreational open space uses + Provide a variety of uses at ground level that activate the streets at different times of the day and night + Create a diverse and sustainable development + Primary and secondary active frontages are located as illustrated on Figure 5. Development adjoining these frontages are to be in accordance with the 'Primary active frontages', 'Secondary active frontages' and 'Other frontages' outlined in the Development Scheme (refer to Development Scheme for definition of frontage hierarchies) + Ensure secondary active frontages, as illustrated on Figure 5 provide street activation and contribute to safety through passive surveillance	



Figure 5: Land Use and Activation Plan



2.3 Urban Structure and Built Form

Design Rationale

Urban Structure

The urban structure and built form for Sub-precinct 3a will be in accordance with the Development Scheme and this section.

A sustainable urban structure allows for uses to change and adapt over time to suit the requirements of the community, as well as accommodate growth and/or intensification over time. It also relates to the creation of appropriate block dimensions and orientation that respond to the physical and climatic conditions of the area. Given the transitioning nature of the area, development needs to respond to existing and future adjoining land uses.

Built Form

The design of the built form can assist in the creation of a safe place that is easy to navigate and interpret. Continuous street frontages with a clear distinction between public and private uses, focus activity onto the street and public spaces.

Establishing a strong and consistent street frontage is fundamental to achieving an urban character within the development. The street frontage should be consistent, yet unique, and ensure that building facades and heights are of an appropriate human scale. Building facades should be varied and articulated to provide visual interest to pedestrians, as well as clearly identify public and private uses.

Density

Varying building heights and massing within the built form create landmarks, gateways and nodes to make places legible. This can be enhanced at the human scale through the use of visually appropriate architectural articulation to facade treatments, windows and entries.

Buildings should also be sensitive to the adjacent and surrounding urban form responding appropriately to edge conditions and the transition between different types of development.

Note: The owners of Site E may wish to submit a development application with increased height and density over and above that set out in the Northshore Hamilton UDA Development Scheme and this Sub-precinct Plan. The owners of this site understand that this application would need to be supported by details demonstrating excellence in urban design, sustainability and/or infrastructure provision.

Design Objectives and Outcomes

Design objectives and outcomes have been prepared to provide guidance for any future application for Material Change of Use within Sub-precinct 3a.

Objective 1	Create a sustainable urban structure that caters for the needs of now while being adaptable for the future
Key Design Outcomes	+ Block/plot structure is designed to ensure public fronts address the streets and public spaces + Establish an urban form that is structured around the road network and the built form requirements on Figure 6 + Create landscaped public open space connection as indicated on Figure
Objective 2	Create a safe, robust and sustainable built form
Key Design Outcomes	+ Building design is to maximise the opportunity for passive surveillance onto public spaces and streets, and provide natural surveillance from balconies + Provide continuous weather protection along primary active street frontages at ground level with awnings and or other shade structures + Integrate street trees within the design of awnings and shade structures + Use subtropical design elements and material types that are sensitive to the existing and natural attributes of the site context + Design buildings to respond creatively and effectively to their solar orientation and allow for a naturally ventilated environment
Objective 3	Create a visually stimulating, legible built form that responds to human scale
Key Design Outcomes	+ Ensure the built form along Macarthur Avenue responds to and complements the bulk, height and scale of adjacent buildings in adjoining sub-precincts + Provide continuous built form to prescribed setback to Remora Road frontage at a height of 5-6 storeys to create an appropriate scale of development on this edge (refer to Figure 6) + Create significant corner buildings and frontages (over 6 storeys) as indicated in Figure 6 + Permissible building heights are to be as per the Development Scheme + Provide awnings and shade structures to assist in creating a more human scale environment



Figure 6: Urban Structure and Built Form Plan

- Sub-precinct 3a site boundary
- Developable area
- Public open space (Remora Road Park)
- Open space connection
- Built form street edge (5-6 storeys high)
- Taller buildings over 6 storeys high

2.4 Open Space and Public Realm

Design Rationale

The provision of high quality public open space is an important element in providing livable and sustainable neighbourhoods. It promotes healthy and active lifestyles within the community as well as encouraging social interaction. The Development Scheme and Sub-precinct Plan aim to create a high quality sustainable environment that provides the community with a strong sense of place and a rich variety of public open spaces.

The public realm should aim at creating places for people, with good access and movement for pedestrians and cyclists, as well as providing a unique landscape environment. An attractive and accessible public realm will be a key component in establishing a distinctive overall character for Sub-precinct 3a. Remora Road is one of the key entry points for the Northshore Hamilton UDA and must provide a unique entry streetscape that integrates Remora Road Park and the active built form.

Design Objectives and Outcomes

Design objectives and outcomes have been prepared to provide guidance for any future application for Material Change of Use within Sub-precinct 3a.

Objective 1	Establish Remora Road Park as a key neighbourhood park	Key Design Outcomes + Improve upon existing facilities and open space landscape within Remora Road Park + Retain and upgrade existing playground facilities within Remora Road Park + Restructure Remora Road Park to include a shaded circulation promenade that could define a central kick-around / event space (refer Figure 7) + Reinforce existing key visual connection and view corridor from Kingsford Smith Drive through the park to the Brisbane River (refer Figure 7)
Objective 2	Create an attractive and safe public realm and streetscape	Key Design Outcomes + Provide pedestrian crossing connections across Remora Road and Hercules Street into Remora Road Park (refer Figure 7) + Provide a key public open space connection from Curtin Avenue through to Remora Road as identified on Figure 7 + Provide a pedestrian friendly environment with an emphasis on safety and security + Implement boulevard tree planting and landscape treatments along the primary frontages of Remora Road and Macarthur Avenue (refer Figures 5 & 7) + Provide street tree planting and landscape treatments along secondary frontages (refer Figures 5 & 7)
Objective 3	Create opportunities for formal and informal gathering	Key Design Outcomes + Create an urban environment that includes a variety of quality semi-public and private spaces + Ensure connections are provided between public and semi-public open spaces + Provide a public realm that responds to it's subtropical context + Provide a landscaped public open space connection as identified on Figure 7 + Create arrival points within Remora Park Road as indicated in Figure 7. Arrival points are landscaped open spaces which are framed by landscape and or structural elements. Integration of public artwork at these nodes is encouraged + Reinforce key pedestrian and visual connections, as indicated on Figure 7 with high quality landscape treatments

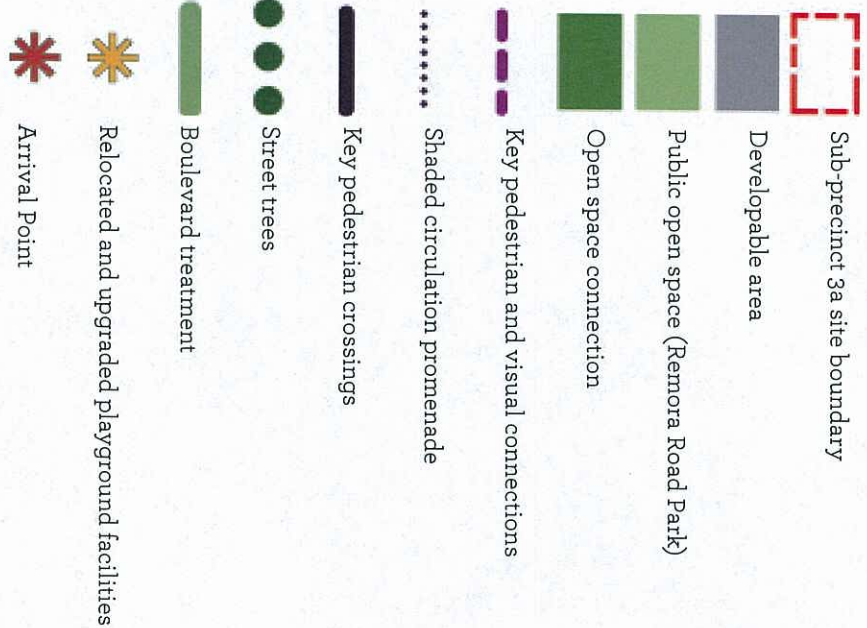


Figure 7: Open Space and Public Realm Plan

