

TOWN PLANNING REPORT

Office and Food and Drink Outlet

157 Abbotsford Road, Bowen Hills QLD 4006

Lot 1 on RP165998 & Lot 219 on RP9371

August 2021

PREPARED FOR

THALLON MOLE

CONTACT INFORMATION

Viva Property Group Pty Ltd
ACN 161 458 822

Level M1, 88 Creek Street
Brisbane QLD 4000

T: 07 3831 5577

E: info@vivapropertygroup.com.au

W: www.vivapropertygroup.com.au

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IMPORTANT NOTE

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CONTENTS

CONTENTS	II
EXECUTIVE SUMMARY	IV
I. INTRODUCTION	1
2. SITE DESCRIPTION	2
2.1 SITE LOCATION	2
2.2 SITE DETAILS	3
2.3 SURROUNDING LAND USES	4
2.4 LANDOWNER.....	4
3. BACKGROUND	5
3.1 PREVIOUS APPROVALS	5
3.2 PRELODGE MENT MEETINGS	5
4. PROPOSAL DESCRIPTION	6
4.1 GENERAL DESCRIPTION	6
4.2 DESIGN AND BUILT FORM	7
4.3 LANDSCAPE DESIGN	8
4.4 ENGINEERING AND SERVICES	8
4.5 TRANSPORT, ACCESS, PARKING AND SERVICING	9
4.6 STAGING	9
5. STATUTORY REQUIREMENTS AND ASSESSMENT	10
5.1 STATUTORY PROVISIONS.....	10
5.2 STATE INTERESTS.....	10
5.3 LOCAL PLANNING REQUIREMENTS AND ASSESSMENT	11
6. PLANNING CONSIDERATIONS	31
6.1 BUILDING HEIGHT	31
6.2 PLOT RATIO	31
6.3 REAR SETBACK.....	32
6.4 SIDE SETBACK.....	33
6. CONCLUSION	35

APPENDICES

APPENDIX A	SEARCHES
APPENDIX B	PROPOSAL PLANS
APPENDIX C	CONCEPT SERVICES PLAN
APPENDIX D	TRAFFIC REPORT
APPENDIX E	LANDSCAPE CONCEPT PLAN
APPENDIX F	CODE RESPONSES

FIGURES

Figure 1 Site Location Plan	2
Figure 2 Cadastral Plan	4
Figure 3 Aerial Photograph	4
Figure 4 Proposed Service Station Development	6
Figure 5 Zoning Plan.....	24
Figure 6 Reduced Setback sits well above Adjoining Building	34

TABLES

Table 1 Supporting Information.....	1
Table 2 Site Details.....	3
Table 3 Proposal Outline.....	6
Table 4 Parking Provision	9
Table 5 Summary of Statutory Provisions.....	10
Table 6 PDA-WIDE CRITERIA – Urban Design and Public Realm	12
Table 7 PDA-WIDE CRITERIA – Connectivity	15
Table 8 PDA-WIDE CRITERIA – Sustainable Developments	17
Table 9 PDA-WIDE CRITERIA – Environment	19
Table 10 PDA-WIDE CRITERIA – Flood	21
Table 11 PDA-WIDE CRITERIA – Managing the Impacts of Infrastructure.....	21
Table 12 Built form Provisions – Mixed Industry and Business Zone	25
Table 13 Built form Provisions – Mixed Industry and Business Zone	27
Table 14 Applicable Development Scheme Criteria	30

EXECUTIVE SUMMARY

SITE DETAILS

Site Address	157 Abbotsford Road, Bowen Hills QLD 4006
Real Property Description	Lot 1 on RP165998 & Lot 219 on RP9371
Landowner	Mayne Abbott Pty Ltd (TTE)
Site Area	1,392m ²

Application Details

Proposal Description	Office and Food and drink outlet
Approval Sought	<ul style="list-style-type: none"> Development Permit for Material Change of Use for Office; Development Permit for Material Change of Use for Food and drink outlet.
Level of Assessment	Assessable Development
Public Notification	Not deemed required
Referrals	No statutory State agency referrals apply to PDA Development Applications.

Assessment Framework

Regional Plan	South East Queensland Regional Plan 2017
Regional Plan Land Use	Urban Footprint
Local Government	Brisbane City Council
Planning Scheme	Bowen Hills Priority Development Area Development Scheme
Area Classification/Zoning	Mixed industry and business zone

Applicant Details

Applicant	THALLON MOLE c/- Viva Property Group
Contact Details	James Stott / Jason King E: info@vivapropertygroup.com.au
Our Reference	200080

I. INTRODUCTION

THALLON MOLE (the Applicant) have engaged Viva Property Group to seek development approval over land located at 157 Abbotsford Road, Bowen Hills QLD 4006, formally described as Lot 1 on RP165998 & Lot 219 on RP9371 for:

- Development Permit for Material Change of Use for Office; and
- Development Permit for Material Change of Use for Food and drink outlet.

The proposed development is **Assessable Development** under the Bowen Hills Priority Development Area Development Scheme.

The proposed development is for the development of an Office and Food and drink outlet on the subject site. The proposed development has been carefully designed to ensure general compliance with all relevant assessment benchmarks.

This report addresses the merits of the proposal against the relevant provisions of the *Bowen Hills Priority Development Area Development Scheme* (the Development Scheme), the Economic Development Act 2012 and other relevant legislation. Detailed analysis of the proposal against the local and state planning framework is included within this report and its attachments.

Accompanying this Town Planning Report is the supporting information identified in *Table 1* below.

TABLE 1 SUPPORTING INFORMATION

DOCUMENT	AUTHOR	DATE
Proposal Plans	Husband Architects	July 2021
Concept Services Plan	i3 Consulting	July 2021
Traffic Report	TTM	July 2021
Landscape Concept Plan	LAUD ink	July 2021

Approval is recommended subject to reasonable and relevant conditions.

2. SITE DESCRIPTION

2.1 SITE LOCATION

The subject site is located at 157 Abbotsford Road, Bowen Hills QLD 4006, and is formally described as Lot 1 on RP165998 & Lot 219 on RP9371. Bowen Hills is an inner north-eastern suburb of Brisbane.

Figure 1 below provides an overview of the location of the subject site.

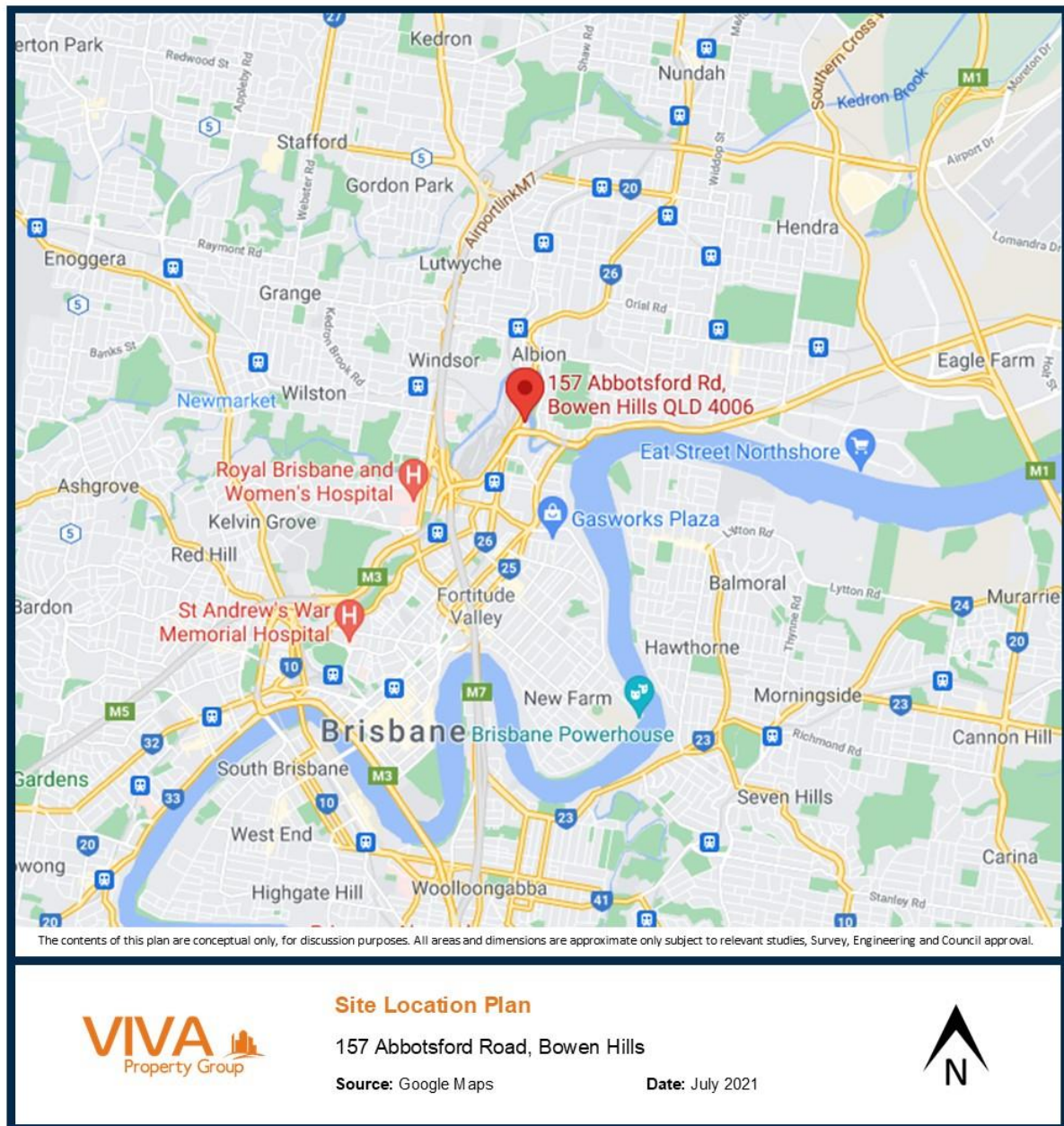


FIGURE 1 SITE LOCATION PLAN

2.2 SITE DETAILS

Key details of the subject site are outlined in *Table 2* below and detailed property searches are provided in *Appendix A*. A Cadastral Plan of the subject site is provided in *Figure 2*, and Aerial Photography is provided in *Figure 3*.

TABLE 2 SITE DETAILS

SITE ANALYSIS	
Existing Development	
Built Form	The subject site contains an existing commercial building
Storeys	3
Vehicle Entry Points	Existing crossovers to Abbotsford Road and Allison Street
Site Characteristics	
Topography	The subject site is generally level.
Vegetation	The site does not contain remnant vegetation. The site does not contain regrowth vegetation.
Waterways	The subject site contains a waterway.
Wetlands	The subject site does not feature wetlands.
Contaminated Land	<ul style="list-style-type: none"> The site <u>is not</u> registered on the Contaminated Land Register The site <u>is</u> registered on the Environmental Management Register.
Notifiable Activities	<ul style="list-style-type: none"> The site has been used for a Notifiable Activity Dry cleaning—operating a dry cleaning business where— <ul style="list-style-type: none"> » solvents are stored in underground tanks; or » more than 500 L of halogenated hydrocarbon are stored.
Heritage Places	The site is not listed on the Local or State Heritage Registers.
Infrastructure and Services	
Road Frontages	<ul style="list-style-type: none"> 32.2m
Water Supply	The site has an existing water supply which will be able to service the proposed development.
Sewerage	The proposed development will be able to connect to existing sewer infrastructure which will be able to service the proposed development.
Stormwater	Stormwater will be able to be directed to a lawful point of discharge.
Electricity and Telecommunications	The site has existing electricity and telecommunications connections which will be able to service the proposed development.

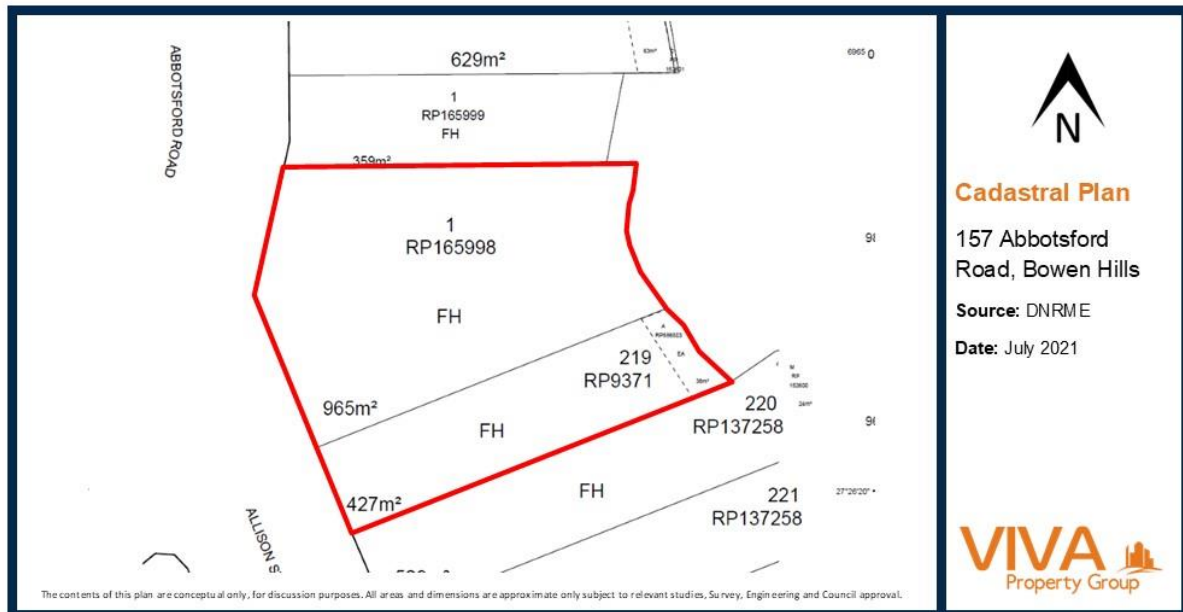


FIGURE 2 CADASTRAL PLAN



FIGURE 3 AERIAL PHOTOGRAPH

2.3 SURROUNDING LAND USES

Development surrounding the subject site consists of commercial and retail uses.

2.4 LANDOWNER

The subject site is owned in Fee Simple by Mayne Abbott Pty Ltd (TTE). Certificates of Title are provided within *Appendix A*.

3. BACKGROUND

3.1 PREVIOUS APPROVALS

There are no previous approvals that are relevant to this application.

3.2 PRELODGEEMENT MEETINGS

A prelodgement meeting has been held in relation to this application.

As a result of the prelodgement meeting, EDQ was generally supportive of the proposed development, subject to detailed assessment of the proposal's general compliance against the PDA criteria.

4. PROPOSAL DESCRIPTION

4.1 GENERAL DESCRIPTION

The proposed development is for the development of an Office and Food and drink outlet on the subject site.

The proposed development is depicted in *Figure 4* below.



FIGURE 4 PROPOSED SERVICE STATION DEVELOPMENT

The general development statistics are set out below in *Table 3*. Detailed proposal plans are provided in *Appendix B*.

TABLE 3 PROPOSAL OUTLINE

DEVELOPMENT STATISTICS	
Material Change of Use	
Proposed Use	Office and Food and drink outlet
GFA	4,529m ²
Number of Storeys	10
Front Setback	Ground <ul style="list-style-type: none"> 2570mm to café wall Levels 2-4 <ul style="list-style-type: none"> Built to boundary Above podium <ul style="list-style-type: none"> 6000mm
Rear Setback	Ground

DEVELOPMENT STATISTICS

	<ul style="list-style-type: none"> 2200mm Levels 2-4 <ul style="list-style-type: none"> 1850mm Above podium <ul style="list-style-type: none"> 3400mm 	
Side Setbacks	Northern	Ground <ul style="list-style-type: none"> Built to boundary Levels 2-4 <ul style="list-style-type: none"> Built to boundary Above podium <ul style="list-style-type: none"> 3810mm
	Southern	Ground <ul style="list-style-type: none"> Built to boundary Levels 2-4 <ul style="list-style-type: none"> Built to boundary Above podium <ul style="list-style-type: none"> 6000mm
Car Parking	77 spaces	
Landscaping	In accordance with the Landscape Concept Plan	
Vehicle Entry Points	6.3m wide entry/exit to Allison Street	
Service Vehicle	RCV	
Refuse Storage and Collection	Refuse will be stored in a dedicated refuse storage area and will be collected via onsite collection (RCV).	

4.2 DESIGN AND BUILT FORM

The proposed development has been carefully designed to ensure that the building will generally comply with the urban design requirements of the Development Scheme. Specifically, it is noted that the proposed development provides an active frontage to the street with a Food and drink outlet and foyer at the ground level, and emphasises the front entry to the building through architectural and landscape treatment, pedestrian paths and the provision of continuous awnings.

The proposed café will generate pedestrian traffic, and is located at the street frontage to provide visual interest to the street, to create a more pedestrianised scale, and to assist in passive surveillance of the public realm.

The proposed development is also designed so that the ground level Office tenancy features full height glazing to the street in order to provide additional passive surveillance of the public realm.

The proposed development is well articulated with external facade treatments, varied material and design details, and the podium includes articulation in the form of screens and shades, as well as landscape treatments to reduce the visual bulk of the building and provide an appropriate transition between the ground floor and upper storeys. The podium top includes a terrace area for valuable open space.

The proposed tower include articulations and varied design details such as screens and shades in order to create visual appeal. The tower top includes valuable space for communal open spaces and roof gardens.

4.3 LANDSCAPE DESIGN

The proposed development will be landscaped with a planting schedule of native species that will assist in softening, screening and greening the site. Planting will be provided in numerous consolidated areas across the site and space will be provided to enable planting of large feature/shade/screening trees that at maturity will be complementary in scale and height to the ground level building form and will provide shade and informal recreation spaces.

It is considered that the proposed landscaping will effectively soften the scale of the development, ensure an appropriate and sympathetic interface to adjoining development and public space, and will ensure that the proposed development provides landscaping in a manner which is consistent with the desired character and amenity of the area.

A Landscape Concept Plan has been provided in support of this development application and is provided within *Appendix E*.

4.4 ENGINEERING AND SERVICES

4.4.1 SEWER

The proposed development will be serviced by a sewer connection to the existing manhole and sewer main within Abbotsford Road. Please refer to the Concept Services Plan provided as *Appendix C* for further details.

4.4.2 WATER

An existing water main is located within the verge at the frontage of the site. A new connection will be established for the proposed development; providing service to the site from the existing main. Please refer to the Concept Services Plan provided as *Appendix C* for further details.

4.4.3 ELECTRICITY

The proposed development will be able to ensure that low-voltage electricity supply is available to the development site that is sufficient for the ultimate use of the site.

Suitable evidence from an authorised electricity supplier will be able to be provided prior to the use commencing.

4.4.4 TELECOMMUNICATIONS

The proposed development will be able to provide telecommunications infrastructure in accordance with telecommunications industry standards.

4.4.5 STORMWATER

i3 Consulting Engineers have prepared a Concept Services Plan which demonstrates how the proposed development will manage stormwater runoff.

The Concept Services Plan is provided within *Appendix C*.

4.5 TRANSPORT, ACCESS, PARKING AND SERVICING

4.5.1 PARKING PROVISION

Car parking will be provided at the rates specified in *Table 4* below.

It is noted that all car parking areas are required to be designed in accordance with the relevant requirements set out in Brisbane City Plan 2014's *Transport, Access, Parking and Servicing Planning Scheme Policy*.

The subject site is mapped within the City Frame and, therefore, the car parking requirement is a maximum 1 space per 100m² gross floor area.

As such, the proposed development seeks a Performance outcome for car parking. However, it is considered that the proposed car parking is appropriate for the proposed use. Please refer to the Traffic Report provided as *Appendix D* for further information.

TABLE 4 PARKING PROVISION

PARKING PROVISION	
Car Parking	
Total	77 spaces

4.5.2 ACCESS

The proposed vehicle access arrangement from Abbotsford Road has been reviewed by an RPEQ Traffic Engineer and is generally compliant with the relevant requirements.

4.5.3 SERVICING AND REFUSE COLLECTION

Refuse will be stored in a dedicated refuse storage area and will be collected via onsite collection (RCV). Swept paths for refuse collection have been prepared and are included within the Traffic Report.

4.6 STAGING

The proposed development will be undertaken over a single stage.

5. STATUTORY REQUIREMENTS AND ASSESSMENT

This section provides an overview of the legislative context of the application under the provisions of the Economic Development Act 2012.

5.1 STATUTORY PROVISIONS

Table 5 below provides an overview of the State and local statutory provisions relevant to this proposal.

TABLE 5 SUMMARY OF STATUTORY PROVISIONS

SUMMARY OF STATUTORY PROVISIONS	
Type of Approval	<ul style="list-style-type: none"> Development Permit for Material Change of Use for Office; and Development Permit for Material Change of Use for Food and drink outlet.
Defined Use	<ul style="list-style-type: none"> Office; and Food and drink outlet
Level of Assessment	Assessable Development
Public Notification	Not deemed required
Referrals	No statutory State agency referrals apply to PDA Development Applications.
Relevant sections of State Planning Policy	<ul style="list-style-type: none"> Economic Growth Environment and Heritage Safety and Resilience to Hazards Infrastructure

5.2 STATE INTERESTS

Section 87 of the Economic Development Act 2012 (ED Act) requires that any relevant state interest must be considered in deciding a development application. For the purposes of addressing state interests in development assessment, the State Planning Policy (SPP) and State Development Assessment Provisions (SDAP) provide guidance in identifying if a state interest is relevant to the assessment of a PDA development application.

The ED Act defines State interest as follows:

State interest includes—

- (a) *an interest relating to the main purpose of this Act; and*
- (b) *an interest that, in MEDQ's opinion, affects an economic, community or environmental interest of the State or a region.*

The ED Act operates independently of the Planning Act 2016; however, the assessment manager when deciding the application may consider State interests arising under the Planning Act 2016 as appropriately reflecting a State interest under the ED Act.

State interests under the Planning Act 2016 may include the State Planning Policy, the Planning Regulation 2017, and the Regional Plan.

It is considered that the proposed development complies with the provisions of the Regional Plan, and where any State Planning Policies and/or Planning Regulation provisions would apply, the development can comply with any relevant provisions or requirements.

No further assessment is deemed to be required.

5.2.1 REFERRALS AND STATE DEVELOPMENT ASSESSMENT PROVISIONS

No statutory State agency referrals apply to PDA Development Applications.

5.3 LOCAL PLANNING REQUIREMENTS AND ASSESSMENT

The *Bowen Hills Priority Development Area Development Scheme* is applicable to this application. The relevant provisions of the Development Scheme are identified and addressed below.

5.3.1 DEFINED USE

The proposed development involves the development of an Office and Food and drink outlet on the site.

In accordance with Schedule 1 of the Development Scheme, unless defined within the Development Scheme or in the ED Act, activity groups, use and administrative definitions from the Brisbane City Plan apply to all development in the Bowen Hills PDA. The proposed uses are not defined within the Development Scheme or the ED Act and, therefore, the definitions from the Brisbane City Plan apply.

The Brisbane City Plan definition for each of the proposed uses is outlined below.

Office

- a. means the use of premises for—
 - i. providing an administrative, financial, management or secretarial service or function; or the practice of a profession; or
 - ii. providing business or professional advice or services; but
- b. does not include the use of premises for making, selling or hiring goods.

Food and drink outlet

Food and drink outlet means the use of premises for—

- a. preparing and selling food and drink for consumption on or off the premises; or
- b. providing liquor for consumption on the premises, if the use is ancillary to the use in paragraph (a).

5.3.2 LEVEL OF ASSESSMENT

The proposed development is for commercial uses which is consistent with the preferred development intent for the site under the PDA Development Scheme.

The proposed development is Assessable Development.

Public notification of the application is not deemed to be required due to the proposal's general compliance with the PDA Development Scheme.

5.3.3 PDA-WIDE CRITERIA

The PDA-wide criteria apply to all PDA assessable development within the Bowen Hills PDA. It is considered that the proposed development is generally compliant with the PDA-wide criteria as outlined following.

5.3.3.1 URBAN DESIGN AND PUBLIC REALM

It is noted that the proposed development delivers the following outcomes in order to assist the PDA in achieving its intent for urban design and the public realm. This is demonstrated in *Table 6* below.

TABLE 6 PDA-WIDE CRITERIA – URBAN DESIGN AND PUBLIC REALM

PDA-WIDE CRITERIA – URBAN DESIGN AND PUBLIC REALM	
Criteria	Comment
Urban Design and Public Realm	
Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to collectively contribute to the creation of a sense of place by:	It is considered that the proposed development complies with the criteria in the following ways:
i. catering for the diverse needs of all community members, including children, elderly and people with disabilities, by applying principles of universal, adaptable and inclusive design	<p>The proposed development caters for the diverse needs of community members.</p> <p>The proposal provides PWD parking, elevators, and an at grade entry to the foyer from the street.</p> <p>Universal design principles have been incorporated into the building design.</p>
ii. creating an attractive and functional relationship between buildings, private spaces and the public realm	<p>The proposed development creates an attractive and functional relationship between the building and the public realm.</p> <p>The proposed development provides an active use at ground level that addresses and activates the street.</p> <p>The proposal also provides landscaping at the ground level to further enhance the streetscape.</p>
iii. providing a ground plane that is connected, legible, permeable, inclusive and safe	<p>The proposed development provides a ground plane that is connected, permeable, inclusive and safe.</p> <p>The ground plane is well connected to the streetscape and is highly permeable with multiple pedestrian access points from the street to the foyer entry.</p> <p>Appropriate signage will be able to be provided to ensure legibility, and passive surveillance is provided through active uses at the ground level as well as full height glazing.</p>

iv.	contributing positively to conditions of the urban environment and the visual experience of a place	<p>The proposed development positively contributes to the conditions of the urban environment and the visual experience of the place.</p> <p>The proposal includes high quality architectural design and appropriate landscaping.</p>
v.	allowing for innovative and temporary use of public realm	<p>Not applicable.</p> <p>The proposed development does not incorporate any innovative or temporary use for the public realm.</p>
vi.	applying Crime Prevention through Environmental Design (CPTED) principles	<p>The proposed development incorporates CPTED principles such as opportunities for passive surveillance, legibility and minimises entrapment locations.</p>
vii.	promoting identity and distinctive character, by working with the landscape, heritage and cultural features to create places with a strong relationship to their context	<p>The proposed development works with the streetscape by providing substantial pedestrian permeability and by minimising the vehicular access dimensions so as not to dominate the street.</p> <p>The proposed development is considered to create a strong relationship to its context.</p>
Subtropical Design		
Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to positively respond to the local climate and improve the urban amenity of Bowen Hills by:		It is considered that the proposed development complies with the criteria in the following ways:
i.	applying design strategies that maximise natural light and air flow in the public realm and private spaces to reduce energy demand for artificial lighting and mechanical temperature control	<p>The proposed development can be designed to comply with the required energy efficiency standards and, therefore, will maximise natural light and air flow in the public realm and private spaces to reduce energy demand for artificial lighting and mechanical temperature control.</p>
ii.	applying design strategies to reduce the extremes of temperature and direct solar heating in buildings, streets and public spaces	<p>The proposed development can be designed to comply with the required energy efficiency standards and, therefore, will reduce the extremes of temperature and direct solar heating in buildings, streets and public spaces.</p>
iii.	orientating buildings to optimise seasonal solar gain and loss	<p>The proposed development has been orientated to optimise seasonal solar gain and loss.</p>
iv.	using appropriate landscape, vegetation and large trees to provide shade and shelter for pedestrians and cyclists.	<p>The proposed development incorporates landscaping at the street frontage of the site that will provide shade and shelter for pedestrians and cyclists.</p>
Building Form		

Development delivers high-quality built form outcomes by:	It is considered that the proposed development complies with the criteria in the following ways:
i. creating human-scale relationships between buildings, streets and the public realm	The proposed development provides an active frontage which addresses the street and creates a human-scale relationship between buildings, streets and the public realm.
ii. using setbacks and landscape to integrate with, complement and articulate streetscapes	The proposed development provides an appropriate setback and landscaping to integrate with, complement and articulate the streetscape.
iii. using the ground floor of buildings to define the adjacent street or space, deliver a sense of safety, community ownership and promote activation	<p>The proposed development provides an active frontage at the ground level that addresses and activates the street.</p> <p>As such, it is considered that the proposed development uses the ground floor of the building to define the streetscape, deliver a sense of community ownership and to promote activation.</p> <p>It is noted that full height glazing is also provided in order to promote passive surveillance, therefore delivering a sense of safety.</p>
iv. for mid-rise and high-rise buildings, providing tower separations to deliver access to light, promote air circulation, minimise overshadowing and maximise amenity and privacy for both occupants and neighbours	<p>The proposed development does not adjoin any other towers.</p> <p>The proposed development will deliver access to light, will promote air circulation, will minimise overshadowing and will maximise amenity and privacy for both occupants and neighbours.</p>
v. responding to the cultural heritage significance of heritage places	<p>Not applicable.</p> <p>The subject site is not identified to be a heritage place.</p>
Streets and Public Realm	
Development delivers high-quality streets and public realm spaces that are:	It is considered that the proposed development complies with the criteria in the following ways:
i. attractive spaces embellished with landscape and street furniture to encourage social interaction, healthy active lifestyle and community-based activity	<p>The proposed development provides attractive spaces at street level that are embellished by landscaping and street furniture (seating).</p> <p>It is considered that the proposed development will encourage social interaction, healthy active lifestyle and community-based activity.</p>
ii. human-scale spaces that are designed to contribute positively to the environmental and visual experience of Bowen Hills	<p>The proposed development provides an active frontage and to activate the street at street level.</p> <p>The active frontage provides a human-scale and landscaped space that is designed to positively contribute to the environmental and visual experience of Bowen Hills.</p>

iii. universally designed and provide legible, permeable and safe movement for all members of the community	<p>The proposed development provides a ground level that features universal design and is legible and highly permeable.</p> <p>The ground level is well connected to the streetscape and is highly permeable with multiple pedestrian access points from the street to the foyer entry.</p> <p>Appropriate signage will be able to be provided to ensure legibility, and passive surveillance is provided through active uses at the ground level as well as full height glazing.</p> <p>The proposal provides safe movement for all members of the community.</p>
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5.3.3.2 CONNECTIVITY

It is noted that the proposed development delivers the following outcomes in order to assist the PDA in achieving its intent for connectivity. This is demonstrated in *Table 7* below.

TABLE 7 PDA-WIDE CRITERIA – CONNECTIVITY

PDA-WIDE CRITERIA – CONNECTIVITY	
Criteria	Comment
Development:	It is considered that the proposed development complies with the criteria in the following ways:
i. delivers a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles	<p>It is considered that the proposed development will deliver a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles.</p> <p>The proposal incorporates an active frontage and entry and foyer area at the street level that is highly permeable, is well defined, and is separated from the vehicle entry point.</p> <p>The proposal will be able to provide streetscape upgrade works as required by a condition of any development approval.</p>
ii. provides car parking, access and servicing facilities to meet the necessary functional requirements of development as detailed in schedule 3	<p>The proposed development provides sufficient car parking to meet the demand generated by the development.</p> <p>Accessing and servicing facilities have been designed to meet the necessary functional requirements as detailed in Schedule 3.</p> <p>All parking is located internal to the site and driveways and access will be constructed generally in accordance with the requirements</p>

	<p>set out in Brisbane City Council's TAPS Policy (please refer to the Traffic Report for further details).</p> <p>Storage and refuse areas are located within the building footprint so as not to be visible from the public realm or to have any adverse impacts on amenity.</p> <p>The proposed service bay is appropriately integrated into the building so that loading occurs internally and enables the service vehicle to exit the site in a forward gear and to be wholly contained within the site while loading/unloading.</p>
iii.	<p>ensures universal design principles are applied to access, safety, transport and connectivity within the PDA to ensure that the needs of pedestrians, cyclists and motorists are met</p> <p>The proposed development provides PWD car parking spaces that area accessible via elevator, provides at-grade pedestrian access, and provides bicycle parking at the rear of the development.</p> <p>It is considered that the proposed development effectively provides for the universal needs of pedestrians, cyclists and motorists.</p>
iv.	<p>ensures the layout of streets and the public realm prioritise pedestrian and cycle movements and the use of public transport over private vehicles by:</p> <ul style="list-style-type: none"> a. creating attractive, direct, permeable, legible and connected network of streets, pedestrian and cycle paths and safe crossings points b. giving high priority to equitable pedestrian connectivity, directness of route and facilities for all members of the community c. providing convenient through-site connections and cross-block links for pedestrians and cyclists, offering a choice of routes throughout the PDA d. connecting directly to existing footpaths, cycleways, streets and public transport in surrounding areas, and e. managing potential conflicts between pedestrians, cyclists and other users through appropriate and safe design. <p>The proposed development does not involve street layout or public realm design.</p> <p>Notwithstanding, it is noted that the proposal provides a convenient through-site connection and connects directly to existing footpaths and streets in the surrounding area.</p> <p>The proposed development also manages potential conflicts between pedestrians, cyclists and other uses through appropriate separation and safe design.</p>

5.3.3.3 HOUSING DIVERSITY

Not applicable. The proposed development is not for residential uses (including residential components of a mixed-use development).

No further assessment is required.

5.3.3.4 SUSTAINABLE DEVELOPMENTS

It is noted that the proposed development delivers the following outcomes in order to assist the PDA in achieving its intent for sustainable developments. This is demonstrated in *Table 8* below.

TABLE 8 PDA-WIDE CRITERIA – SUSTAINABLE DEVELOPMENTS

PDA-WIDE CRITERIA – SUSTAINABLE DEVELOPMENTS	
Criteria	Comment
Sustainable Buildings	
Development provides the design, construction and operation of sustainable buildings by achieving either: <ul style="list-style-type: none"> i. a minimum 6 leaf EnviroDevelopment certification ii. a minimum 4 star Green Star: Design and as Built certification, or iii. an equivalent rating under an alternative rating system. 	<p>The proposed development has been designed with sustainability in mind.</p> <p>It is expected that the proposed development will be able to achieve an appropriate rating for sustainability.</p>
Self Sufficiency	
Development enables communities to be more resilient and self-sufficient by providing opportunities for: <ul style="list-style-type: none"> i. food to be grown in private, communal or public spaces ii. water to be locally sourced for appropriate uses, and iii. energy to be locally generated and sourced. 	The proposed development is not for a community.
Sustainability of Infrastructure	
Development ensures: <ul style="list-style-type: none"> i. all infrastructure is appropriately designed and delivered to support the needs of development, and ii. existing infrastructure is well used and land that is required for future infrastructure is preserved. 	<p>The proposed development will provide all relevant infrastructure that is required to support the development.</p> <p>All infrastructure will be able to be designed and constructed in accordance with the relevant standards.</p>
Water Management	
Development provides a stormwater management system designed to deliver the principles of Water	Stormwater management infrastructure and systems will be designed and constructed in compliance with the Brisbane City Plan Infrastructure design planning

<p>Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) for buildings, streets and public spaces. This can include working with established topography to sustainably manage surface water run-off at the source and deliver improved biodiversity, landscape amenity and recreational resources.</p>	<p>scheme policy.</p> <p>It is expected that this will be conditioned as part of any development approval.</p>
Energy Efficiency	
<p>Development promotes energy efficiency through:</p> <ul style="list-style-type: none"> i. site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating ii. the use of natural light and energy efficient lighting, plant and equipment and at least one of the following: iii. integration of solar generation technology within the built form or public realm, or iv. integration of green roofs, green walls or other sustainable landscape elements within the built form and the public realm, or v. integration of smart technology which passively controls the use of electricity. 	<p>The proposed development will be able to be designed and constructed in accordance with the relevant energy efficiency standards.</p>
Waste Management	
<p>Development:</p> <ul style="list-style-type: none"> i. provides facilities for recycling, composting and waste reduction, in addition to the provision of facilities for the removal of waste. Where possible, waste management facilities are centrally located on the site, and ii. ensures that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters to prevent contamination of natural waterways. 	<p>The proposed development provides a refuse storage area that is located centrally on site and provides for general and recycling waste.</p> <p>The proposed refuse storage area will be appropriately constructed in accordance with the relevant requirements in order to ensure that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters to prevent contamination of natural waterways.</p>
Transport Efficiency	
<p>Development:</p> <ul style="list-style-type: none"> i. integrates with public transport and active transport infrastructure ii. supports a reduction in car ownership and vehicle trips by providing car share facilities, ride share access, cycle access, 	<p>The proposed development is well connected to nearby public transport infrastructure and integrates with the active transport infrastructure at the site frontage. The proposal also provides cycle parking and pedestrian permeability through the site.</p>

<p>cycle storage facilities and pedestrian permeability, and</p> <p>iii. provides facilities to support the charging of electric vehicles including at least one Destination AC charger and the electrical capacity for Basic AC charging on all non-visitor parking.</p>	<p>In this regard, it is considered that the proposed development supports a reduction in vehicle ownership and vehicle trips.</p> <p>It is expected that the requirements for EV charging facilities will be conditioned as part of any development approval; if deemed required.</p>
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5.3.3.5 INFRASTRUCTURE PLANNING AND DELIVERY

Not applicable. The proposed development is not identified to be required to provide for planned future infrastructure, will not constrain planned future infrastructure, and does not involve the design and delivery of infrastructure networks.

No further assessment is required.

5.3.3.6 HERITAGE PLACES

Not applicable. The subject site is not identified to be a Heritage Place.

No further assessment is required.

5.3.3.7 ENVIRONMENT

It is noted that the proposed development delivers the following outcomes in order to assist the PDA in achieving its intent for environment. This is demonstrated in *Table 9* below.

TABLE 9 PDA-WIDE CRITERIA – ENVIRONMENT

PDA-WIDE CRITERIA – ENVIRONMENT	
Criteria	Comment
Significant Vegetation	
<p>Development:</p> <p>i. avoids impacts on significant vegetation, or</p> <p>ii. minimises and mitigates impacts on significant vegetation after demonstrating avoidance is not reasonably possible, and</p> <p>iii. provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in significant residual impact on a prescribed environmental matter.</p>	<p>Not applicable.</p> <p>The subject site does not contain any vegetation.</p>
Waterways and Riparian Areas	

<p>Development:</p> <ul style="list-style-type: none"> i. ensures that land along Breakfast Creek within 10m of the high water mark is transferred to Brisbane City Council as publicly accessible open space ii. is located, designed, constructed and operated to avoid, or where avoidance is not reasonably possible, minimises and mitigates adverse impacts on: <ul style="list-style-type: none"> a. the hydraulic capacity of the waterway b. the environmental values of receiving waters, and iii. protects environmental values of receiving waters by delivering appropriate solutions that achieve an equivalent or improved water quality outcome. 	<p>The proposed development will be able to dedicate land to Brisbane City Council as required.</p> <p>The proposed development will not have any adverse impact on the waterway and will protect environmental values of receiving waters by delivering appropriate solutions that achieve an equivalent or improved water quality outcome.</p> <p>It is expected that this will be conditioned as part of any development approval.</p>
Acid Sulfate Soils	
<p>Development:</p> <ul style="list-style-type: none"> i. ensures acid sulfate soils (ASS) will be treated in accordance with current best practice in Queensland ii. ensures the disturbance of ASS is avoided to the greatest extent practical, then managed to reduce risks posed to the natural and built environments from the release of acid and metal contaminants, and iii. that is operational work will require an ASS investigation if the work involves: <ul style="list-style-type: none"> a. the disturbance of greater than 100m³ of soil below 5m Australian Height Datum (AHD), or b. the placement of greater than or equal to 500m³ of fill material in layer of greater than or equal to 0.5m in average depth below 5m AHD. 	<p>Any requirements related to ASS will be addressed during detailed design and as part of subsequent operational works approvals.</p>

5.3.3.8 FLOOD

It is noted that the proposed development delivers the following outcomes in order to assist the PDA in achieving its intent for flood. This is demonstrated in *Table 10* below.

TABLE 10 PDA-WIDE CRITERIA – FLOOD

PDA-WIDE CRITERIA – FLOOD	
Criteria	Comment
Development in a flood hazard area or coastal hazard area:	The subject site is mapped as being within the Flood overlay and the Coastal hazard overlay under the Brisbane City Plan 2014.
i. is designed and located to avoid, or where avoidance is not reasonably possible, minimise and mitigate the susceptibility to and the potential impacts of inundation	As required under the Development Scheme, an assessment of the proposed development against the Brisbane City Plan 2014 Flood overlay code and the Brisbane City Plan 2014 Coastal hazard overlay code is provided.
ii. ensures underground car parks are designed to prevent the intrusion of storm tide waters or flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level	Please refer to <i>Appendix F</i> .
iii. provides measures to ensure critical services remain operational in an inundation event. Essential electrical services including substation equipment and switchboards must be located above the defined flood level, and	
iv. ensures any hazardous material manufactured or stored on site is not susceptible to risk of inundation.	

5.3.3.9 MANAGING THE IMPACTS OF INFRASTRUCTURE

It is noted that the proposed development delivers the following outcomes in order to assist the PDA in achieving its intent for managing the impacts of infrastructure. This is demonstrated in *Table 11* below.

TABLE 11 PDA-WIDE CRITERIA – MANAGING THE IMPACTS OF INFRASTRUCTURE

PDA-WIDE CRITERIA – MANAGING THE IMPACTS OF INFRASTRUCTURE	
Criteria	Comment
Railway Environment	
Development:	It is considered that the proposed development complies with the criteria in the following ways:
i. does not create a safety hazard for users of a railway, by increasing the likelihood or frequency of loss of life or serious injury	Not applicable. The subject site is not mapped as being within a Railway Environment.
ii. does not compromise the structural integrity of railways, rail transport	Not applicable.

	infrastructure, other rail infrastructure or railway works	The subject site is not mapped as being within a Railway Environment.
iii.	does not result in a worsening of the physical condition or operating performance of railways and the rail network	Not applicable. The subject site is not mapped as being within a Railway Environment.
iv.	does not compromise the state's ability to construct railways and future railways, or significantly increase the cost to construct railways and future railways	Not applicable. The subject site is not mapped as being within a Railway Environment.
v.	does not compromise the state's ability to maintain and operate railways, or significantly increase the cost to maintain and operate railways	Not applicable. The subject site is not mapped as being within a Railway Environment.
vi.	ensures the community is protected from significant adverse impacts resulting from environmental emissions generated by a railway	Not applicable. The subject site is not mapped as being within a Railway Environment.
Subsurface Transport Infrastructure		
	Development does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure that is an existing or endorsed proposed tunnel	Not applicable. The subject site is not mapped as being within proximity to existing or proposed subsurface transport infrastructure.
Noise – Transport Noise Corridors and Entertainment Venues		
	Development is oriented, designed and constructed to: <ul style="list-style-type: none"> i. reduce exposure to noise impacts from designated transport noise corridors and ii. reduce the exposure of residential uses to noise impacts from lawfully operating entertainment venues. 	Not applicable. Assessment against the Brisbane City Plan's Transport noise corridor overlay is only triggered for residential uses.
Procedures for Air Navigation Services		
	Development does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport as identified on the Brisbane City Plan Airport Environs overlay mapping	The proposed development will not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport as identified on the Brisbane City Plan Airport Environs overlay mapping.
Air Quality		
	Development must limit exposure and risk associated with pollutants that could have an adverse effect on human health	The subject site is mapped within the Transport air quality B and Transport air quality A sub-

	<p>categories of the Brisbane City Plan's Transport air quality corridor overlay code.</p> <p>It is considered that the proposed development will limit exposure and risk associated with pollutants that could have an adverse effect on human health.</p> <p>This is demonstrated through general compliance with the relevant Performance outcome (PO3 of the Transport air quality corridor overlay) as outlined below.</p> <p>The proposed development incorporates built form and landscape design elements that maximise wind movement around buildings and the dispersion of road traffic air pollutants, including:</p> <ul style="list-style-type: none"> ▪ maintaining gaps between buildings at 7m or higher; ▪ variation in the building facade, in addition to balconies; ▪ varying the building shape and form from that of neighbouring buildings; and ▪ providing vegetation between the road and the building.
<p>Development in a transport air quality overlay is designed to:</p> <ol style="list-style-type: none"> minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of uses of a childcare centre, multiple dwelling, residential care facility or retirement facility, and maximise wind movement around buildings and the dispersion of traffic air pollutants. 	<p>The proposed development is not for a childcare centre, multiple dwelling, residential care facility or retirement facility, and will maximise wind movement around buildings and the dispersion of traffic air pollutants (achieved through appropriate building separation and variation in the building façade as outlined above).</p>
<p>Development within 100m of the Clem Jones Tunnel north ventilation outlet and above RL+45m AHD must be designed and oriented to:</p> <ol style="list-style-type: none"> avoid unreasonable impacts on the performance of the ventilation outlet, and mitigate potential air quality impacts on occupants resulting from the ventilation outputs. 	<p>The subject site is not mapped as being within 100m of the Clem Jones Tunnel north ventilation outlet.</p>

<p>Development within 150m of the Queensland Urban Utilities odour control device must be designed and oriented to mitigate:</p> <ul style="list-style-type: none"> i. unreasonable impacts on the performance of the odour control device ii. potential air quality impacts on occupants resulting from the odour control device iii. the intrusion of air pollution from the odour control device, and iv. reverse amenity impacts on the lawful operation of the odour control device 	<p>The subject site is not mapped as being within 150m of the Queensland Urban Utilities odour control device.</p>
<p>Development for a sensitive use within 500m of an existing High impact industry identified on Brisbane City Plan Industrial amenity overlay map is designed and constructed to achieve acceptable air quality, odour and health risk standards</p>	<p>Not applicable. The proposed development is not for a sensitive use.</p>

5.3.4 ZONE PROVISIONS

Under the Development Scheme, the subject site is mapped as being within the Mixed industry and business zone. Local zoning around the site is illustrated in *Figure 5* below.



FIGURE 5 ZONING PLAN

A full assessment of the proposed development against the Mixed industry and business zone provisions is provided following.

5.3.4.1 ASSESSMENT AGAINST THE ZONE PROVISIONS

It is considered that the proposed development is generally consistent with the preferred development intent of the Mixed industry and business zone as the proposed development provides for commercial uses (Office) on a large land parcel in a business park environment. The proposed development also incorporates a complementary use (Food and drink outlet) that does not exceed 250m² GFA.

With regard to built form, the proposed development is also considered to generally comply. An assessment of the proposed development against the built form provisions of the Mixed industry and business zone is provided in *Table 12* below.

TABLE 12 BUILT FORM PROVISIONS – MIXED INDUSTRY AND BUSINESS ZONE

BUILT FORM PROVISIONS – MIXED INDUSTRY AND BUSINESS ZONE	
Criteria	Comment
Maximum Plot Ratio	
3:1	The proposed development will seek a Performance outcome for plot ratio. Please refer to <i>Section 6</i> for further details.
Minimum Site Area	
800m ²	The subject site has an area of 1,392m ² .
Minimum Frontage	
20m	The frontage of the site exceeds 20m
Maximum Height Provisions	
8 storeys	The proposed development will seek a Performance outcome. Please refer to <i>Section 6</i> for further details.
Building Envelope	
Front Setback <ul style="list-style-type: none"> ▪ Ground level <ul style="list-style-type: none"> » 3m ▪ Up to 4 storeys <ul style="list-style-type: none"> » 0m ▪ Above 4 storeys <ul style="list-style-type: none"> » 6m 	At ground, the proposed development provides a front setback of 1470mm to the hydrant booster and 2570mm to the café. The majority of the building at ground is provided with compliant setbacks to the front boundary. It is considered that the relaxation being sought is minor in nature and poses no issues of concern. The proposed development provides compliant front boundary setback (to wall) at the upper levels.
Side Setback <ul style="list-style-type: none"> ▪ Up to 4 storeys <ul style="list-style-type: none"> » 0m where podium parking » Otherwise, 3m ▪ Above 4 storeys 	The proposed development seeks a Performance outcome. Please refer to <i>Section 6</i> for further details.

» 6m	
Rear Setback <ul style="list-style-type: none"> Up to 4 storeys <ul style="list-style-type: none"> » 0m where podium parking » Otherwise, 6m Above 4 storeys <ul style="list-style-type: none"> » 9m 	<p>The proposed development seeks a Performance outcome.</p> <p>Please refer to <i>Section 6</i> for further details.</p>
Building Form	
Scale and Bulk <ul style="list-style-type: none"> Any part of a building above the podium has a maximum site coverage of 60%, and a maximum horizontal dimension of 50m. A maximum length of 30m on any one outer building wall on the street frontage. A maximum wall length of 10m between building articulations. 	<p>The proposed development provides a tower site cover of approximately 52% and ensures that the outer building wall on the street frontage does not exceed a length of 30m.</p> <p>It is acknowledged that the proposal does not provide significant building wall articulation every 10m. However, the proposal has been designed to ensure that the façade is articulated by screens, shades and green walls/landscaping at all levels so as to provide visual interest and to minimise the visual appearance of building bulk and scale.</p>
Orientation <ul style="list-style-type: none"> Development is oriented to address Thompson Street and Murray Street frontages. Development on a corner lot is oriented to address both street frontages. 	<p>Not applicable.</p> <p>The subject site does not have frontage to Thompson Street or Murray Street and is not a corner lot.</p>
Building Separations <ul style="list-style-type: none"> Above 4 storeys: <ul style="list-style-type: none"> » minimum 12m separation distance between commercial buildings, or » minimum 18m separation distance from any residential building. 	<p>The proposed development above 4 storeys will provide a minimum separation distance of 12m to a commercial building and 18m separation distance from a residential building.</p>
Fences <ul style="list-style-type: none"> Front fences or walls must be 50% visually permeable and no higher than 1.5m. 	<p>Not applicable.</p> <p>The proposed development will not incorporate any front fences or walls.</p>
Rooftops <ul style="list-style-type: none"> Roofs are designed to ensure plant and equipment are screened or otherwise integrated with the overall roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building. 	<p>Plant and equipment on the roof level is screened so as not to be visible.</p> <p>The roof top area is utilised for employee recreation areas and for landscaping.</p>

<ul style="list-style-type: none"> Roof top areas can be utilised for employee recreation, solar energy, cool roof and green roof uses. 	
Communal Open Space and Facilities	
<p>Development of provides universally accessible communal open space:</p> <ul style="list-style-type: none"> i. a minimum of 10% of the site area ii. a minimum of 40m², having a minimum dimension of 4m iii. as a mix of ground level, vertically integrated or roof top settings iv. respects the privacy of both users and those overlooking from neighbouring properties v. includes landscape and deep planting shade trees or structures suited to the subtropical environment vi. is positioned for good solar orientation and minimises water use, and vii. does not include driveways, storage or turning areas 	<p>The proposed development provides a communal open space area on the rooftop that is approximately 340m² in area (including landscaping and excluding lobby, lifts, services and amenities).</p> <p>The proposed communal open space area significantly exceeds 10% of the site area and has minimum dimensions exceeding 4m.</p> <p>Communal open space is also provided at ground level and as courtyards, terraces and balconies on individual levels of the building.</p> <p>Subtropical landscaping is provided in the ground level and rooftop open space areas.</p> <p>It is considered that the proposed development provides communal open space that significantly exceeds the intended requirements under the Development Scheme.</p>

With regard to urban design, the proposed development is also considered to generally comply. An assessment of the proposed development against the urban design provisions of the Mixed industry and business zone is provided in *Table 13* below.

TABLE 13 BUILT FORM PROVISIONS – MIXED INDUSTRY AND BUSINESS ZONE

URBAN DESIGN PROVISIONS – MIXED INDUSTRY AND BUSINESS ZONE	
Criteria	Comment
Building Elements and Appearance	
<ul style="list-style-type: none"> Development addresses the street with commercial showrooms, retail and industrial tenancies and well defined entries for pedestrians on the ground floor. Buildings are to be well articulated with external facades treatments, varied material and design detail, balconies, recessed doors and doorways, windows, shade and screening devices and outdoor planting that provides a distinctively commercial appearance. Buildings incorporate appropriate weather protection, screening, and shading structures on the building facades to channel breezes, filter sunlight and provide rain protection. 	<p>The proposed development addresses the street with active uses at ground level and a well-defined entry for pedestrians on the ground floor.</p> <p>The proposed development is well articulated with external façade treatments and varied material and design details. The entrance is recessed and screening devices and outdoor planting is provided in order to provide a distinctly commercial appearance.</p> <p>The proposed development incorporates appropriate weather protection, screening, and shading structures on the building facade to channel breezes, filter sunlight and provide rain protection (a full width awning is provided).</p>

Ground Level Treatment

- Development along Thompson Street and Murray Street activates street frontages through a variety of measures, including varied design concepts and providing a high frequency of front entries or doors to commercial, industrial, retail, community and communal uses.
- Front entries to all buildings active street frontages and are emphasised through architectural and landscape treatment, pedestrian paths and the provision of continuous awnings.
- Pedestrian generating uses including showrooms and commercial uses, should be located at the street frontage to provide visual interest to the street, create a more pedestrianised scale and assist in passive surveillance of the public realm.
- Buildings should be designed to address car parking areas with windows and entrances providing passive surveillance.

The proposed development addresses the street with active uses at ground level and a well-defined entry for pedestrians on the ground floor. A full width awning is also provided.

The active uses at ground level provide visual interest to the street, create a human scale, and provide passive surveillance of the public realm.

Podium Treatment

- Podiums are designed to address, activate and provide a visual appeal to street frontages.
- Podiums include articulations in building facades and landscape treatments to reduce the visual bulk of the building and provide an appropriate transition between the ground floor and upper storeys.
- Podiums maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy.
- Podium tops provide valuable space for communal open spaces and roof gardens.

The proposed podium addresses the street and provides a visual appeal to the street through the provision of active uses and landscaping at the ground level.

The podium includes articulation in the building façade as well as green walls to reduce the visual bulk of the building and to provide an appropriate transition between the ground floor and upper storeys.

The podium maintains a strong relationship with the street by activating the public realm and providing a public entrance space.

The podium top provides terraces for communal open spaces.

Tower Treatment

Towers include articulations and varied design details to create visual appeal.

The proposed tower provides articulation and varied design details such as screening, shades and variation in materials and finishes in order to create visual appeal.

Landscape	
<ul style="list-style-type: none"> Development provides on-site landscape and shade trees that contribute to the area's streetscape and commercial character. Development provides landscaped areas, areas, including deep planting, along a minimum length of 50% of street frontages. 	<p>The proposed development provides on-site landscape and shade trees in order to contribute to the area's streetscape and commercial character. A Landscape Concept Plan has been prepared by LAUD ink and is provided in support of this application.</p> <p>Due to the requirement for pedestrian permeability, vehicle access and manoeuvring, and a transformer, it is noted that the proposal seeks an extremely minor relaxation for street frontage landscaping (49% of the street frontage).</p> <p>Notwithstanding the extremely minor relaxation being sought, it is considered that the proposed landscaping will effectively soften the scale of the development, ensure an appropriate and sympathetic interface to adjoining development and public space, and will ensure that the proposed development achieves general compliance with the intent of the Development Scheme.</p> <p>It is considered that the proposed landscaping is provided in a manner which is consistent with the desired character and amenity of the area.</p>
Public Realm	
<ul style="list-style-type: none"> Development contributes to an active and safe ground level public realm along Thompson Street and Murray Street. Development addresses and provides passive surveillance of its interface with the street and other adjoining public spaces, including land along Breakfast Creek. Streetscape treatments facilitate pedestrian and cycle amenity and safety. Development provides good pedestrian linkages to Perry Park. 	<p>The proposed development addresses the street with active uses at ground level and a well-defined entry for pedestrians on the ground floor.</p> <p>The proposed active uses at the ground floor provide passive surveillance of the proposal's interface with the street and other adjoining public spaces and the permeability facilitates pedestrian and cycle amenity and safety.</p>

5.3.5 PRECINCT PROVISIONS

In accordance with Map 7 of the Development Scheme, the subject site is not located within a precinct.

No further assessment is required.

5.3.6 APPLICABLE ASPECTS OF DEVELOPMENT SCHEME

Based on the assessment outlined above, the sections of the Development Scheme that are identified as being applicable to the proposed development are outlined in *Table 14* below.

TABLE 14 APPLICABLE DEVELOPMENT SCHEME CRITERIA

APPLICABLE CODE/SECTION	LOCATION OF RESPONSE
Primary Codes and Criteria	
PDA-Wide Criteria	<i>Section 5.3.3</i>
Zone Provisions	<i>Section 5.3.4</i>
Brisbane City Plan 2014 Flood Overlay Code	<i>Appendix F</i>
Brisbane City Plan 2014 Coastal Hazard Overlay Code	<i>Appendix F</i>

6. PLANNING CONSIDERATIONS

6.1 BUILDING HEIGHT

The Bowen Hills PDA Development Scheme seeks a maximum building height of 8 storeys in the Mixed industry and business zone. It is acknowledged that the proposed development will technically be defined as 10 storey development.

However, it is noted that the additional building height is in relation to a mezzanine level and a rooftop structure only.

It is noted that the mezzanine level is internal to the building, will not be discernible in any way from outside of the building, and is only for services (not for useable space).

It is also noted that the rooftop structure is defined as a storey as the lobby is not for access between levels. However, it is considered that the rooftop structure is not material to the height of the building and is intended to provide amenity in the form of additional weather protection for occupants. It is noted that the rooftop structure is small-scale and centrally located on the rooftop and, therefore, will not be readily discernible from the streetscape or adjoining properties.

As the additional building height will not be readily discernible, the additional height will not have any adverse impacts in terms of visible building bulk and scale. Further, as the additional building height is predominantly for non-useable space such as services, there will be no adverse impacts in terms of density or additional infrastructure demand as a result of the additional building height.

Given the above, it is evident that the proposed development presents as 8 storeys when viewed from the public realm and, as such, the additional building height will not be discernible and is not material. Further, the additional building height poses no issues of concern with relation to building bulk and scale, density, or impacts on infrastructure.

6.2 PLOT RATIO

The Bowen Hills PDA Development Scheme seeks a maximum plot ratio of 3:1 in the *Mixed industry and business zone*. It is acknowledged that the proposed development will seek a relaxation for plot ratio as it will have a plot ratio of 3.25:1. However, and as outlined below, it is considered that the proposed plot ratio is an appropriate development outcome for the site.

The plot ratio of 3.25:1 only marginally exceeds the nominated maximum plot ratio for the site and will not be readily discernible. Given the minor nature of the relaxation being sought, it is not expected that the additional GFA on site will pose any issues of concern.

The additional GFA is considered to be immaterial with regard to demands on infrastructure due to the minor relaxation being sought. Further, the proposed development provides a generally compliant building height (with the additional height being predominantly for services), provides generally compliant setbacks and site cover, and provides external design elements that will reduce the visual bulk and scale of the building. As such, it is considered that the additional GFA will not have any adverse impacts in terms of building bulk and scale.

It is also noted that the proposed development provides for a range of commercial uses along with a complementary Food and drink outlet not exceeding 250m² in accordance with the preferred

development intent of the *Mixed industry and business zone*. The additional GFA is consistent with the development intent of the zone.

Further, the additional GFA does not have any adverse impact on the creation of a vibrant public realm at the street level. The proposal provides an active frontage that addresses the street, provides a human-scale interface with the street, and enhances amenity through the provision of landscaping and street furniture.

Consideration should also be given to the fact that the proposed development is the first proposal for redevelopment along Abbotsford Road and Allison Street. This section of Abbotsford Road and Allison Street consists of a range of older industrial style buildings that do not contribute to the streetscape or character of the Bowen Hills area. Economic incentive in the form of development uplift will assist in ensuring this development is able to be economically viable and a catalyst site for the redevelopment and revitalisation of the precinct.

Overall, it is considered that the proposed plot ratio results in a development that is of an intensity that considers the capacity of infrastructure, does not result in a material increase in building bulk and scale, supports the strategic and local role of the *Mixed industry and business zone*, and supports the development of a vibrant public realm. It is considered that the proposed development advances the purpose and intent of the Bowen Hills PDA Development Scheme.

6.3 REAR SETBACK

The Bowen Hills PDA Development Scheme seeks a rear boundary setback in the *Mixed industry and business zone* as follows:

- Up to 4 storeys:
 - » 0m where podium parking;
 - » Otherwise, 6m.
- Above 4 storeys:
 - » 9m.

It is acknowledged that the proposed development seeks a relaxation as it provides a rear boundary setback of 1850mm where up to 4 storeys, and 3400mm where above 4 storeys. However, it is considered that the proposed rear boundary setback is an appropriate development outcome for the site and poses no issues of concern.

Attention is drawn to the context of the site, specifically the fact that the rear boundary of the site adjoins Breakfast Creek. As such, the reduced setback will not have any adverse impacts in terms of building separation to provide visual and acoustic privacy. Further, the proposed rear boundary setback at the ground level has been carefully considered so as to allow sufficient space for the establishment of landscaped areas to enhance the amenity of the site and the locality.

Further, the proposed rear boundary setback will not have any adverse impact on the waterway and will protect environmental values of receiving waters by delivering appropriate solutions that achieve an equivalent or improved water quality outcome.

Given the context of the subject site and the locality and the design of the proposed development, it is considered that the proposed rear boundary setback is an appropriate development outcome for the site and poses no issues of concern.

6.4 SIDE SETBACK

The Bowen Hills PDA Development Scheme seeks a side boundary setback in the *Mixed industry and business zone* as follows:

- Up to 4 storeys:
 - » 0m where podium parking;
 - » Otherwise, 3m.
- Above 4 storeys:
 - » 6m.

It is acknowledged that the proposed development seeks a relaxation as it provides a northern side boundary setback of 0mm for commercial spaces at the ground level and level 4, and provides a northern side boundary setback of 3810mm where above 4 storeys. However, it is considered that the proposed rear boundary setback is an appropriate development outcome for the site and poses no issues of concern.

With regard to the ground level northern side boundary setback, it is noted that the proposed built to boundary wall will match the extent of a built to boundary wall on the adjoining site. As such, it is considered that there will not be any negative impacts on the amenity of adjoining building occupants.

With regard to the northern side setback of 3810mm where above 4 storeys, it is again considered that there will not be any negative impacts on the amenity of adjoining building occupants.

Firstly, it is noted that the adjoining building is 2 storeys in height and, as such, the proposed reduced side boundary will be sitting well above the adjoining development and will not have any impact in terms of building separation and access to natural breezes and light. Further, there will be no impacts in terms of visual or acoustic privacy due to the fact that the proposal will be sitting well above the adjoining building. The way in which the reduced setback component of the proposed development will sit well above the adjoining building is demonstrated in *Figure 6* below.

Secondly, it is noted that the subject site is the last site within the *Mixed industry and business zone* at the northern end of the PDA, and the northern side boundary of the subject site adjoins land located within the *Industrial zone*. Importantly, the maximum allowable building height for development within the *Industrial zone* is 4 storeys.

As such, the proposed reduced setback of 3810mm where above 4 storeys will not prejudice the future development of the adjoining site and will always maintain an appropriate building separation and access to natural breezes and light as it will always be sitting above the adjoining development, regardless of any redevelopment of the adjoining site.

Given the above factors, it is evident that the reduced northern side boundary setback at ground level, level 4 and where above 4 storeys poses no issues of concern and is an appropriate development outcome for the site.



FIGURE 6 REDUCED SETBACK SITS WELL ABOVE ADJOINING BUILDING

6. CONCLUSION

This Town Planning Report supports a Development Application made by THALLON MOLE to EDQ for the development of an Office and Food and drink outlet on the subject site.

The site is located at 157 Abbotsford Road, Bowen Hills QLD 4006, and is formally described as Lot 1 on RP165998 & Lot 219 on RP9371.

The application seeks approval for:

- Development Permit for Material Change of Use for Office; and
- Development Permit for Material Change of Use for Food and drink outlet.

As demonstrated in this Town Planning Report and the supporting technical appendices, the proposed development is generally consistent with the intent of the Development Scheme and other relevant instruments.

Approval is recommended subject to reasonable and relevant conditions.