

The Cullen

HERCULES STREET - HAMILTON

M E W I N G  
P L A N N I N G  
C O N S U L T A N T S

# Town Planning Assessment

<b>Address</b>	5 Hercules Street, Hamilton
<b>Application</b>	PDA Development Permit for Material Change of Use for Multiple Residential, Visitor Accommodation, Other Residential, Shop, Food Premises, Office, Medical Centre, Educational Establishment, Indoor Entertainment and Indoor Sport and Recreation
<b>Applicant</b>	Limitless Residential No. 9 Pty Ltd
<b>Date</b>	August 2022



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**Prepared for: Limitless Residential No.9 Pty Ltd**

**Prepared by: Mewing Planning Consultants**

**Our reference: 20123**

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You must read the disclaimer appearing at the conclusion of this report.

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## Executive Summary

### Site Details and Planning Framework

Table 1 – Site Details and Planning Framework	
<b>Site Details</b>	
<b>Address</b>	5 Hercules Street, Hamilton
<b>RP Description</b>	Lot 1 on SP231749 and Part of Lot 0 on SP172640 (Access Easement)
<b>Site Area</b>	1,382m <sup>2</sup>
<b>Owner Details</b>	Limitless Residential No. 9 Pty Ltd A.C.N. 658 934 260
<b>Easements</b>	The site is identified as being benefitted and burdened by two (2) easements. Refer to <b>Section 2.1.4</b> of this report for further detail.
<b>Existing Use</b>	The land is currently improved by a single storey commercial building.
<b>Planning Framework</b>	
<b>Relevant Legislation</b>	Economic Development Act 2012
<b>Priority Development Area</b>	Northshore Hamilton Urban Development Area (declared 27 March 2008)
<b>Assessment Manager</b>	Department of State Development, Infrastructure, Local Government and Planning (Economic Development Queensland)
<b>Planning Scheme</b>	Northshore Hamilton Urban Development Area Development Scheme (July 2009)
<b>Structure Plan</b>	Mixed Use Centre
<b>Zone</b>	Mixed Use Centre Zone
<b>Precinct</b>	Precinct 3: Northshore Urban Village (Sub-precinct 3c)

### Development Application Details

Table 2 – Development Application Details	
<b>Proposal Overview</b>	<p>The Applicant proposes to develop a 23 storey with rooftop residential-led mixed-use development, comprising non-residential uses at the ground floor and podium, and residential uses in the tower above.</p> <p>The development comprises 100 residential units, together with 445m<sup>2</sup> of retail space (office, shop and food premises uses) activating Hercules Street and Main Street, communal open space on the podium top and roof, 154 car spaces accommodated in two (2) basement levels and three (3) podium levels, and vehicle access from Main Street. The development includes a ‘public plaza’ space on the corner of Hercules Street and Main Street.</p> <p>For further details of the proposal, please refer to <b>Chapter 3</b> of this Town Planning Assessment, together with <b>Appendix C</b>.</p>
<b>Development Description</b>	PDA Development Permit for Material Change of Use for Multiple Residential, Visitor Accommodation, Other Residential, Shop, Food Premises, Office, Medical Centre, Educational Establishment, Indoor Entertainment and Indoor Sport and Recreation.

<b>Defined Land Uses</b>	<ul style="list-style-type: none"> <li>• Multiple Residential</li> <li>• Visitor Accommodation</li> <li>• Other Residential</li> <li>• Shop</li> <li>• Food Premises</li> <li>• Office</li> <li>• Medical Centre</li> <li>• Educational Establishment</li> <li>• Indoor Entertainment</li> <li>• Indoor Sport and Recreation</li> </ul>
<b>Categories of Development</b>	Permissible Development
<b>Public Notification</b>	To be confirmed by EDQ upon lodgement
<b>Applicant Details</b>	Limitless Residential No.9 Pty Ltd
<b>Applicant's Representative</b>	Chris Vize, Principal Planner Mewing Planning Consultants GPO Box 1506, Brisbane Qld 4001 Chris.vize@mewing.com.au 0408 939 977

## Summary of Overarching Planning and Design Approach

This summary outlines key aspects of the development background and design approach, to assist MEDQ and the community's understanding of the project and its town planning assessment.

The site is located within the Northshore Hamilton PDA, which is an emerging mixed use development precinct located along the Brisbane waterfront. The PDA has brought forward a mix of residential, commercial, industrial, and public spaces in recent years, with development expected to continue over many more years, consistent with the intentions of the current and emerging PDA Development Scheme. This part of the PDA is now the subject to development of infill sites.

Since the PDA Development Scheme's original inception in 2009, a number of important developments have occurred, which will drive the PDA's vision and delivery.

- The Northshore Hamilton PDA has been identified to accommodate the Brisbane Athletes' Village (the Village) for the 2032 Olympic and Paralympic Games (the Games).
- The Games are expected to host more than 16,000 athletes and officials during the Olympic Games and 8,000 during the Paralympic Games in four (4) villages across South East Queensland. Northshore Hamilton PDA will host the largest village, with approximately two thirds of the athletes and officials during both the Olympic and Paralympic Games.
- The Village being located within Northshore Hamilton PDA allows for the accelerated delivery of existing long-term plans for sustainable growth, development and infrastructure (examples include but not limited to; roads, high frequency public transport, public spaces and new residential and mixed-use buildings). Furthermore, the Village presents economic opportunities for residents and business and the opportunity to improve and intensify transport connections.

- During community and stakeholder consultation regarding the proposed development scheme amendment, MEDQ provided growth projections of up to 14,167 additional dwellings by 2041, including 4,498 between 2021 and 2026, as per Table 3 below.

Table 3 – PDA Growth Projections						
Description	2019	2021	2026	2031	2036	Ultimate Development
Residential dwellings and non-residential floor space projections						
Residential Dwellings	2,748	3,248	4,498	5,748	6,998	14,167
Non-residential floor space (m <sup>2</sup> GFA)	176,328	194,750	240,807	286,863	332,919	819,313
Population and employment projections						
Population	4,754	5,619	7,782	9,944	12,107	24,509
Employment	3,081	3,674	5,157	6,639	8,121	25,491

- As identified in **Table 3**, the Northshore Hamilton Priority Development Area is expecting, preparing and planning for expedient growth of a range of housing, enterprise, employment, retailing, recreation and service offerings over the forthcoming years. This proposal for a residential led mixed use development will contribute to the accommodation of the projected growth within the PDA and will also assist in showcasing Northshore Hamilton with high quality and contemporary built form.

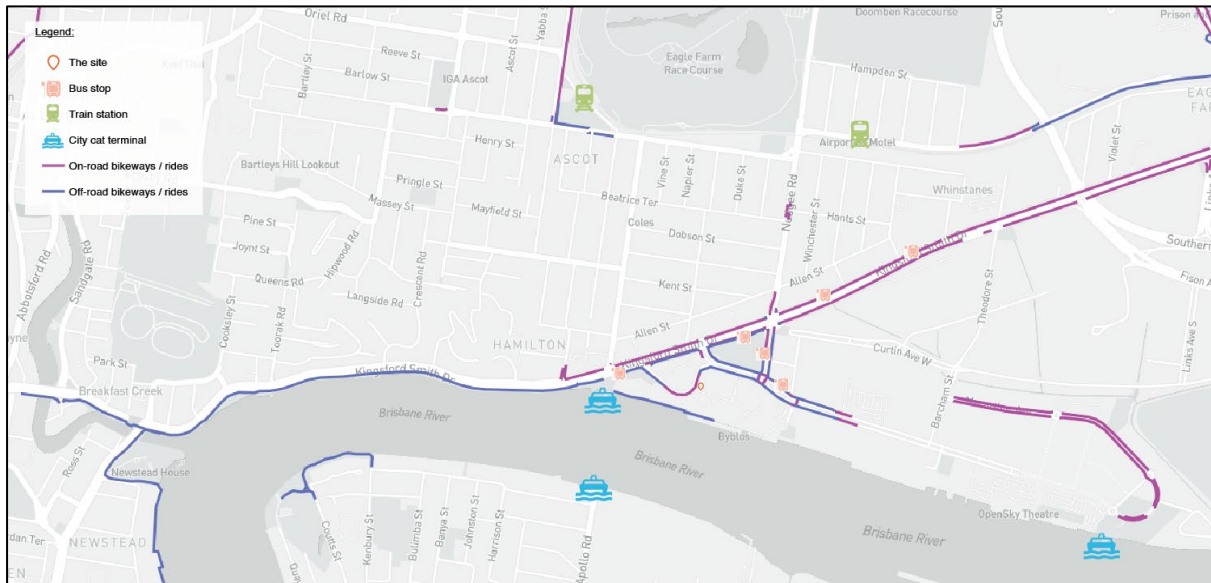
The PDA includes a range of industrial, commercial, retail, residential and recreational uses. Notably, the site is within proximity to a number of nodes and landmarks (**Figure 1**).



**Figure 1: Site's context**

- The site is proximate to regular bus and ferry services and adjacent to a highly accessible bicycle network on Hercules Street, connecting to a major gateway, being Kingsford Smith Drive and Lores

Bonney Riverwalk (**Figure 2**). The Lores Bonney Riverwalk includes a two-metre-wide pedestrian path separated from a 3m wide two-way off-road cycle path along the Brisbane River.



**Figure 2: Existing active and public transport context map**

- As demonstrated in **Figure 2** above, the site is well located to utilise public and active transport infrastructure, to connect residents, workers and visitors to, from and within the PDA.
- Additionally, Brisbane City Council recently announced plans for the Gold CityGlider, including a business case put to the State government, which is planned to provide a new high-frequency public transport connection to and from the Northshore Hamilton PDA. The planned route is within close walking distance of the subject site (see **Figure 3**).



Figure 3: Planned Gold CityGlider route (Source: Brisbane City Council website)

- The subject site is located within the core of the Northshore Urban Village precinct, and is positioned at a key corner and placemaking moment within the precinct. Consequently, the site presents an exciting opportunity to deliver a signature building that is visually stimulating and reinforces this urban moment within the PDA.



- Having regard to the site, contextual and planning characteristics, the proposal is for a high density, residential led mixed-use development that has a strong sub-tropical and high quality design outcome.
- The proposal is a 23 storey with rooftop development comprised of a distinct podium and tower form. The development includes a mix of land uses (Multiple Residential, Visitor Accommodation, Other Residential, Shop, Food Premises, Office, Medical Centre, Educational Establishment, Indoor Entertainment and Indoor Sport and Recreation) that respond to the development's zoning and precinct intent, and proximity to key landmarks, nodes and active and public transport infrastructure.
- The podium is comprised of four (4) storeys containing active retail space on the ground level and three (3) levels of podium car parking screened behind an activated, articulated and distinctive façade, and a recreation terrace on Level 4. Commercial tenancy space is incorporated into the podium levels to establish sleeving of the podium carparking, but without taking away from the distinctive brick pattern façade, interspersed with podium landscaping.
- The ground and podium have been designed to deliver three key outcomes; the creation of a public offering, landscape setting and a place for people to connect. The key features are described below.
  - The materiality chosen for the podium includes brick patterning to connect with the industrial history and development within the broader area of the PDA. Being located at a key entrance point for the PDA, provides an excellent opportunity to provide this style of locally distinctive outcome, which has been achieved successfully in other areas, such as Woolloongabba.
  - An open and landscaped public plaza space at the notable corner of Hercules Street and Main Street, signifying a pedestrian entry point into the broader Northshore Urban Village.
  - The design of the ground plane delivers truly vibrant areas and promotes safety to all areas for all users.
  - The development comprises two (2) separate retail tenancies oriented to Hercules Street and Main Street. The tenancies will accommodate a mix of retail activities (Food Premises and/or Shop) and activate the two street frontages.
  - The development includes bicycle parking visible and accessible from Hercules Street, adjacent to the separate bicycle network.
  - Separate commercial tenancies are contained within each of the three (3) podium levels, oriented to Main Street. The façade of the commercial tenancies is floor to ceiling glazing, which further activates Main Street with casual surveillance, and creates breaks in form (**Figure 4**).



**Figure 4: Proposed podium (Main Street elevation)**

- Deep planting and landscaping areas are provided on the ground plane and incorporated within the podium levels to soften the built form and add to the visual interest.
- Reclaimed timber that pays homage to the area's connection to the wharf is incorporated in the landscaped and public-facing areas of the development.
- The development provides an attractive and highly functional communal open space on Level 4, which includes an indoor gym and pilates studio, sauna, steam room, offices / meeting rooms and an outdoor barbeque / dining area, pool, spa lounge area and outdoor lawn space. The communal open space includes valuable landscape outcomes that add to the amenity of the space. Additional communal space is provided on the roof (Level 23) in the form of a library, lounge, kitchen and outdoor dining.
- The podium levels include built edges to the street, as anticipated by the Development Scheme.
- The tower (Levels 5 – 24) includes curved edges to soften the building, recesses to break up the form and massing and screening for shading.
- Tower blades and slab projections in the building façade have been employed to add articulation and visual interest at all levels. Variation in floor plates establish a distinction between the lower and upper tower levels.
- The tower levels accommodate 100 residential units, including 50 x two bedroom units, 50 x three bedroom units.
- Each unit includes a functional balcony that connects to the main living area, creating an extension of the living space. All balconies are of a sufficient size and dimension to accommodate outdoor furniture and be a usable space.
- The proposed building form and scale has been guided by the Development Scheme and the existing and anticipated / approved built form outcomes for the immediate area. The immediate locality includes a mix of constructed and approved development that ranges in height between 10 and 30 storeys (**Figure 5**). For further detail please refer to **Section 2.2.3**.



*Figure 5: Building height context*

- The building height, together with the climatic and architectural design, will reinforce the compelling corner site.
- The building height, together with the orientation, takes advantage of significant amenity and outlook to the Brisbane River.
- The tower includes built edges to the street, as anticipated by the Development Scheme, achieving casual surveillance of both street frontages.
- The development represents a balanced built form and open space response. The development proposes a site cover of 89.52% on the podium levels and 64.93% on the tower levels. The site cover is balanced by 612m<sup>2</sup> (44.3% of the site) of planted landscaping at the ground, podium and rooftop levels and within the tower and podium facades.
- The development provides access arrangements (egress and ingress) via a new crossover on Main Street. The development utilises the existing cross-intersection on Main Street and Hercules Street, and therefore does not introduce any new impacts or interruptions to the existing bicycle network along Hercules Street. Notably, this access arrangement has removed the approved and pre-lodgement concept approaches which had an access to Hercules Street, which has resulted in significant challenges to be attended to in the design, ground floor layout, car parking efficiency and ramping. Further detail regarding the access arrangement is provided by the Traffic Assessment prepared by TTM, included in **Appendix F**.

## 1. Introduction

This Town Planning Assessment accompanies a PDA Development Application made by Limitless Residential No.9 Pty Ltd (**the Applicant**) over land located at 5 Hercules Street, Hamilton (**the site**).

The Applicant proposed to develop a 23 storey with rooftop residential-led mixed-use development, comprising non-residential uses at the ground floor and podium, and residential uses in the tower above.

The development comprises 100 residential units, together with 151m<sup>2</sup> of retail space (office, shop and food premises uses) activating Hercules Street, communal open space on the podium top and roof, 154 car spaces accommodated in two (2) basement levels and three (3) podium levels, and vehicle access from Main Street. The development includes a 'public plaza' space on the corner of Hercules Street and Main Street.

In order to undertake the proposed development this development application comprises a PDA Development Permit for Material Change of Use for Multiple Residential, Visitor Accommodation, Other Residential, Shop, Food Premises, Office Medical Centre, Educational Establishment, Indoor Entertainment and Indoor Sport and Recreation.

The development application is subject of assessment pursuant to the *Economic Development Act 2012 (ED Act)*. The applicable planning instrument in this instance is the *Northshore Hamilton Urban Development Area Development Scheme (Development Scheme)*.

The proposed development is identified as Permissible Development under the Development Scheme. Section 87 of the ED Act prescribes the matters to be considered when deciding the application. The Development Scheme is the primary planning instrument to be used in the assessment of the development application.

This Town Planning Assessment provides a comprehensive assessment of the proposed development having regard to the Development Scheme. Key components of the Town Planning Assessment comprise:

- an overview of the site characteristics and local context (**Chapter 2**);
- a description of the proposed development (**Chapter 3**);
- identification of the applicable town planning framework (**Chapter 4**); and
- compliance assessment against the town planning framework (**Chapter 5**).

The Town Planning Assessment is supported by specialist reports and other material including:

- Certificate of Title, Easement Documentation and CLR/EMR Search (**Appendix A**);
- Application forms and owner's consent (**Appendix B**);
- Architectural Package, prepared by Plus Architects (**Appendix C**);
- Landscape Concept Plan, prepared by Archipelago (**Appendix D**);
- Engineering Assessment, prepared by NAXOS Engineers (**Appendix E**);
- Traffic Assessment and Waste Management, prepared by TTM (**Appendix F**);
- Acoustic Assessment, prepared by TTM (**Appendix G**);
- Sustainability Assessment Report, prepared by BEC (**Appendix H**); and
- Prelodgement meeting minutes and response (**Appendix I**).

## 2. Site Details and Local Context

### 2.1 Site Details

#### 2.1.1 Address and Real Property Description

The site is located at 5 Hercules Street, Hamilton and is more properly described as Lot 1 on SP231749. For completeness, the application also includes part of Lot 0 on SP172640 (easement) for the purpose of identifying access to the development site. An easement burdening Lot 0 and benefitting the subject site at 5 Hercules Street provides lawful access rights to the development.

#### 2.1.2 Location

The site is located in the western portion of the Northshore Hamilton Priority Development Area, within a developing residential-led mixed use area.

The site is located approximately 6.3 kilometres northeast of Brisbane's Central Business District and is located within proximity of Kingsford Smith Drive (a major arterial road), which provide connections to the City Centre, Brisbane Airport, and Gateway.

Further detail regarding the location of the site and its context is provided in **Section 2.2** of this report.

#### 2.1.3 Shape and Size

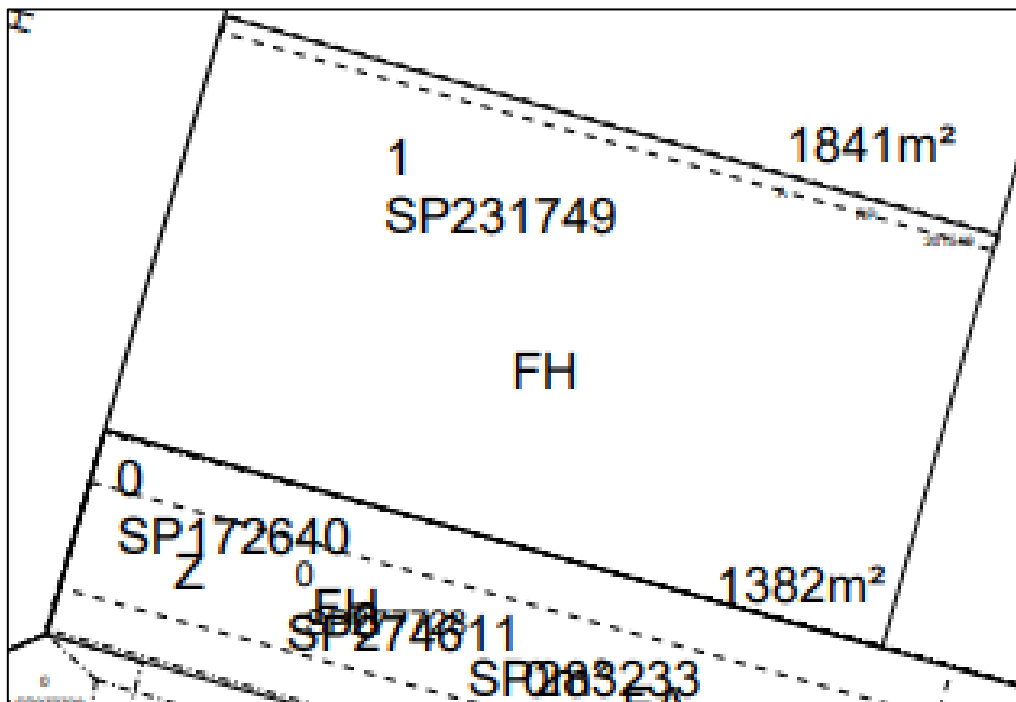
The shape of the site is rectangular in form with a total area of 1,382m<sup>2</sup> and has a frontage to Hercules Street.

#### 2.1.4 Owners and Encumbrances

Having regard to the Certificate of Title (**Appendix A**) for the site, the current owner of the site is Limitless Residential No. 9 Pty Ltd A.C.N 658 934 260.

The easements listed in **Table 4** below are identified as benefitting or burdening the site. The location of the easements has been illustrated in **Figure 6**. A copy of the easement documents is included in **Appendix A**.

Table 4 – Easement Details		
Easement	Effect	Purpose / Function
Emt A on RP201549 (601401144)	Burdening the land	Access and services (existing sewerage pipes and rainwater downpipe associated with Lot 645 on SL2184)
Emt Z on SP274611 (712867368)	Benefitting the land	Access



*Figure 6: Easements benefiting and burdening the site*

The site is not identified as being included on the Contaminated Land Register (CLR), however is identified as being included on the Environmental Management Register (EMR). The site has been subject to contamination from a hazardous contaminant. An investigation of site conditions will occur as part of the detailed design phase prior to any development works occurring on the site.

A copy of the current title search extracts and the CLR and EMR extract for the site is included as **Appendix A**.

### **2.1.5 Current Use**

The site currently accommodates a low-rise commercial building.

### **2.1.6 Topography**

The site is flat with a ground level of 3m AHD.

### **2.1.7 Vegetation and Ecology**

The site is clear of any existing trees or vegetation and is not identified as including any existing waterways or wetlands.

### **2.1.8 Flooding**

The Development Scheme does not contain any flood mapping, and therefore reference is made to Brisbane City Council overlay mapping. The Brisbane City Council Flood Overlay mapping identifies that the majority of the site is affected by Brisbane River flood planning area 4 sub-category. The site is also identified as being partially affected by medium storm tide inundation under the Coastal Hazard Overlay.

### **2.1.9 Heritage and Character**

The site does not contain or adjoin any State heritage place or Local heritage place and is not included within any Brisbane City Council character overlays.

### 2.1.10 Traffic and Access

There is currently no vehicle access provided to the site.

### 2.1.11 Roads and Verges

The site has road frontage to Hercules Street, with a type and function as follows:

- Frontage of approximately 27 metres;
- Kerb and channel construction;
- Two (2) way street with one (1) lane in each direction;
- Designated two (2) way bicycle lane with one (1) lane in each direction;
- Verge width of approximately 4 metres; and
- Regulated on-street vehicle and motor-bike parking.

The site also fronts Main Street, which is located in a privately owned lot (Lot 0 on SP172640). The subject site has the benefit of an easement establishing lawful access to the site.

### 2.1.12 Infrastructure Networks

The site is presently serviced with reticulated water mains, stormwater, sewer, electricity, communications, stormwater drainage and sewerage. For further detail refer to the Engineering Assessment included in **Appendix E** and to further details in **Chapter 3** of this report.

## 2.2 Local Context

### 2.2.1 Surrounding Land Use

The site is located in the western portion of the Northshore Hamilton Priority Development Area. The surrounding locality presents an established mixed-use area and is characterised by residential towers, with some containing ground level retail to the south and west.



*Figure 7: Existing context to the south and west of the site*

The land adjoining to the east is 19 Hercules Street and is currently vacant, however, is subject of an approval over the site. For further detail, please refer to **Section 2.2.3**.

The site is also located within proximity of major arterial roads, including Southern Cross Way and Kingsford Smith Drive, which provide connections to the Brisbane Airport, City Centre and Gateway Motorway.

Situated within the broader area, close to the site, are the following notable landmarks and uses:

- Racecourse Road mixed-use centre, located approximately 415 metres west of the site;
- Bretts Wharf Ferry Terminal, located approximately 420 metres west of the site;
- Hercules Street Park, located approximately 200 metres north of the site;
- Portside Wharf mixed-use centre, located approximately 130 metres east of the site;
- Hamilton State School, located approximately 1.5 kilometre north of the site; and
- Ascot train station located approximately 1.6 kilometres north of the site.
- Doomben train station located approximately 1.8 kilometres north of the site.

### **2.2.2 Site Approvals History**

The site has the following historic approvals.

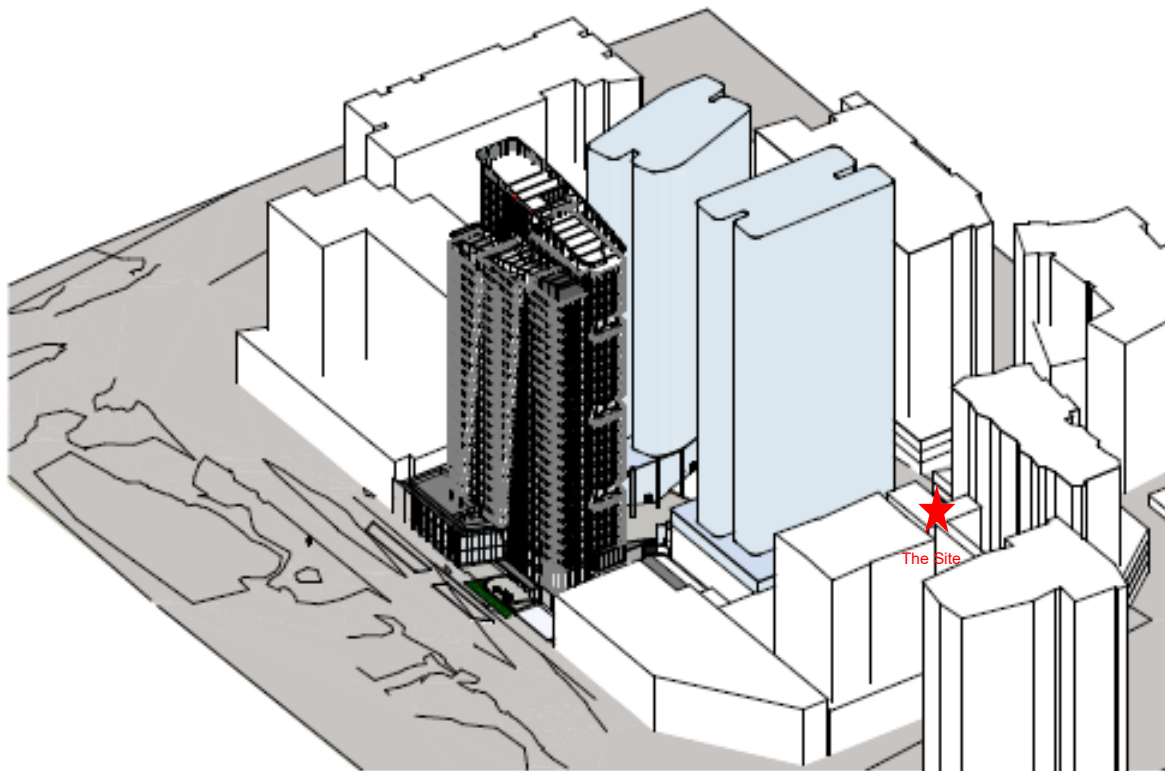
- PDA Development Permit for Material Change of Use for Multiple Residential (142 dwelling units), Shop and Food Premises (135m<sup>2</sup>) granted 21 May 2014 (application number DEV2014/543) The building comprises a podium and tower form, with a building height of 21 storeys.
- Subsequent to the approval, an amendment application was approved on 14 July 2015 (application number DEV/2014/543). The amendment application included Multiple Residential (168 dwelling units), Shop and Food Premises (135m<sup>2</sup>). The approval has since lapsed, but provides useful context to the proposed development.

### **2.2.3 Local Context Approvals**

There are a number of recent development approvals, recently constructed development and current applications in the locality surrounding the site (in the Northshore Hamilton Urban Development Area), including the following.

- 19 Hercules Street, Hamilton (DEV2020/1165) – approved PDA Preliminary Approval for Material Change of Use for Multiple Residential, Food Premises, Shop, Office, Indoor Entertainment and Medical Centre (Stages 2 and 3), PDA Development Permit for a Material Change of Use for Multiple Residential, Food Premises, Shop, Office, Indoor Entertainment and Medical Centre (Stage 1) and a PDA Development Permit for Reconfiguring a Lot (1 into 2 Lots – Stage 1 and 1 into 3 Lots – Stage 2) on 9 December 2021. Building heights of 28 to 30 storeys.





**Figure 8:** Approved development at 19 Hercules Street, Hamilton (reference: DEV2020/1165)

- 39 Hercules Street, Hamilton (DEV2016/760) – approved PDA Preliminary Approval for Material Change of Use for Multiple Residential (323 Dwelling Units), Food Premises, Shop, Indoor Entertainment and Tourist Facility on 2 March 2017. Building height of 19 storeys.
- 1A, 11 and 23 Macarthur Avenue, Hamilton (DEV2018/957) – approved PDA Preliminary Approval for Material Change of Use for Multiple Residential (156 Dwelling Units), Food Premises, Shop, Car Park, Indoor Sport and Recreation and Visitor Accommodation on 11 May 2020. Building height of 17 storeys.
- 12 Hercules Street, Hamilton (DEV2012/398) – approved Development Permit for a Material Change of Use for Multiple Residential (224 Dwelling Units). Building height of 19 storeys.

The approvals listed above, along with existing development within the locality provides relevant context to the site and the proposed development. **Figure 9** identifies these existing and approved developments.



**Figure 9: Site's built form context**

### 3. Proposed Development

#### 3.1 Overview

The site is located within a developing mixed use area, that has observed a number of recent applications approved and constructed since the creation of the Northshore Hamilton PDA.

The Applicant proposes to develop a residential-led mixed use development, comprising a combination of Multiple Residential, Visitor Accommodation, Other Residential, Shop, Food Premises, Office, Medical Centre, Educational Establishment, Indoor Entertainment and Indoor Sport and Recreation.

The particulars of the development are set out in detail below and in the Architectural Package included in **Appendix C**.

#### 3.2 Development Application Particulars

Table 5 - Development Application Particulars	
<b>Development Description</b>	PDA Development Permit for Material Change of Use for Multiple Residential, Visitor Accommodation, Other Residential, Shop, Food Premises, Office, Medical Centre, Educational Establishment, Indoor Entertainment and Indoor Sport and Recreation
<b>Defined Land Use</b>	<ul style="list-style-type: none"> <li>• Multiple Residential</li> <li>• Visitor Accommodation</li> <li>• Other Residential</li> <li>• Shop</li> <li>• Food Premises</li> <li>• Office</li> <li>• Medical Centre</li> <li>• Educational Establishment</li> <li>• Indoor Entertainment</li> <li>• Indoor Sport and Recreation</li> </ul>
<b>Level of Assessment</b>	Permissible Development
<b>Assessment Manager</b>	DSDMIP (Economic Development Queensland)
<b>Referral Agencies</b>	Not Applicable
<b>Public Notification</b>	To be confirmed by EDQ upon lodgement

#### 3.3 Proposed Development

The Applicant proposes to develop a high quality residential led mixed-use development, comprising a combination of Office, Shop, Food Premises, Medical Centre, Educational Establishment, Indoor Entertainment and Indoor Sport and Recreation contained within the podium and Multiple Residential, Visitor Accommodation and Other Residential within the tower.

A summary of the development is provided as follows:

##### Podium / Street Component

- The podium form is four (4) storeys in height, and includes five non-residential tenancies directly fronting Hercules Street and Main Street.

- The podium proposes a total of 445m<sup>2</sup> of a combination of uses, including shop, food premises within two (2) tenancies on the ground level, and three (3) commercial (office/ health/ education) tenancies within Levels 1-3. Additional possible non-residential land use types are included in the application to provide flexibility for the building to meet the market across its life. All non-residential uses are orientated to Hercules Street and Main Street to engage with and activate the street frontages and encourage casual surveillance.
- The development incorporates a public plaza at the corner of the site orientated to Hercules Street and Main Street. The space provides an open and publicly accessible space that provides a notable node and the opportunity for pedestrians to circulate, stand and gather. The meeting corner will include a large subtropical feature tree which will provide shade and amenity to pedestrians and visitors.
- Deep planting, inclusive of sub-tropical shade trees, is proposed at the corner of Hercules Street and Main Street. Containerised landscaping with suitable soil depth and structure has been incorporated into the podium façade, roof terrace space and at other locations at ground level.
- Bicycle parking for visitors is provided on ground level, along with required building services, including fire stairway and egress, refuse storage room, gas / water room and boosters. Where possible building services are located behind an active building front, with non-residential uses and lobby space located along the street frontages.
- The podium levels (Levels 1-3) include 80 car parking spaces, a secure bicycle storage facility for residents, along with sleeving commercial tenancies facing Main Street.
- The development provides 902m<sup>2</sup> (65% of the site area) of communal open space, the majority of which is located on the top of the podium (Level 4). This space includes an indoor gym and pilates studio, sauna, steam room, offices / meeting rooms and an outdoor barbeque / dining area, pool, spa lounge area and outdoor lawn space. The communal open space includes valuable landscape outcomes that add to the amenity of the space.

#### Tower Component

- 100 multiple dwelling units are accommodated at levels 5-23, including:
  - 50 x two bedroom units; and
  - 50 x three bedroom units.

Each proposed unit is provided with generous private open space in the form of balconies that connect with the main living areas to create indoor / outdoor spaces that embrace Brisbane's subtropical climate. Furthermore, balconies overlook Hercules Street and Main Street, with those on the northern side of the building fitted with privacy screening to direct outlooks towards the north-east and away from future development to the north.

- The development's secondary communal open space is provided on Level 23 and includes a library, lounge and dining area.
- Additional possible accommodation uses are included in the development application to provide flexibility for the building to meet the market across its life. For the purpose of determining technical and amenity parameters (e.g. car parking, private open space, etc), it has been assumed that all units comprise Multiple Residential use.

#### Basement Component

- The development includes two (2) basement levels, including 74 car parking spaces and 40 residential bicycle spaces, fire stairway, elevator and other mechanical and service facilities.

- The development provides a total of 114 bicycle parking spaces, which responds to the ability of occupants and visitors to access the site from the highly accessible bicycle network. Notably an existing bicycle network is located along the Hercules Frontage connecting to a major gateway being Kingsford Smith Drive and Loes Bonney Riverwalk.
- Access to the basement is via a new crossover on Main Street. Further detail regarding the access arrangement is provided in Section 3.3.2 below.

### Development Summary

**Table 6** provides a more detailed summary of the proposed development.

<b>Table 6- Proposed Development Parameters</b>	
<b>GFA</b>	<p><u>Non-residential Components:</u></p> <ul style="list-style-type: none"> <li>• Office: 249m<sup>2</sup></li> <li>• Shop / Food Premises: 208m<sup>2</sup></li> </ul> <p><u>Residential Components</u></p> <ul style="list-style-type: none"> <li>• 100 Residential Units               <ul style="list-style-type: none"> <li>○ 50 x 2 bedroom units</li> <li>○ 50 x 3 bedroom units</li> </ul> </li> </ul>
<b>Height</b>	24 Storeys (23 storeys with rooftop)
<b>Site Cover</b>	1,238m <sup>2</sup> (89.5%) – Podium 898m <sup>2</sup> (65%) – Tower
<b>Gross Floor Area</b>	14,324m <sup>2</sup>
<b>Setbacks</b>	<p><u>Front (Hercules Street) boundary:</u></p> <ul style="list-style-type: none"> <li>• 0m – ground level – Level 4</li> <li>• 0.3m to slab, 0.5m to balconies, and 0.5m – 5.3m to walls – Levels 5 -22</li> <li>• 1.3m to wall – Level 23</li> </ul> <p><u>Front (Main Street) boundary:</u></p> <ul style="list-style-type: none"> <li>• 0m – ground level – Level 4</li> <li>• 0.3m to slab, 0.75m to balconies, and 0.75m – 4.6m to walls – Levels 5 -22</li> <li>• 0.3m to slab, 3m to wall – Level 23</li> </ul> <p><u>Side (northern) boundary:</u></p> <ul style="list-style-type: none"> <li>• 0m – ground level – Level 4</li> <li>• 5m – 9.2m to wall, 5.2m – 5.4m to balcony – Levels 5 – 14</li> <li>• 5m – 10.6m to wall, 5.2m – 5.4m to balcony – Levels 15 – 22</li> <li>• 4.5m to slab, 7.2m – Level 23</li> </ul> <p><u>Side (eastern) boundary:</u></p> <ul style="list-style-type: none"> <li>• 0m – ground level – Level 2</li> <li>• 0m – 6m – Level 3</li> <li>• 0m – 5.1m – Level 4</li> <li>• 5.2m – 6.1m to slab, 5.7m – 6.6m to balcony, 5.6m – 9.6m to wall – Levels 5 – 14</li> <li>• 5.2m – 6.1m to slab, 5.7m – 6.6m to balcony, 5.6m – 16m to wall – Levels 15 – 21</li> <li>• 5.2m – 6.1m to slab, 5.7m – 6.6m to balcony, 6.6m – 15.8m to wall – Level 22</li> <li>• 5.2m – 6.1m to slab, 6.7m to balcony – Level 23</li> </ul>
<b>Landscaping</b>	612m <sup>2</sup> (44.3%)
<b>Communal Open Space</b>	Total: 902m <sup>2</sup> Podium top recreation area – 787m <sup>2</sup> Rooftop level – 115m <sup>2</sup>

Table 6- Proposed Development Parameters	
<b>Access</b>	Pedestrian – Direct access available from both Hercules Street and Main Street Vehicular – Main Street via a new 6.5m wide driveway crossover
<b>Car Parking</b>	The development provides a total of 154 spaces.
<b>Bicycle Parking</b>	Total of 114 bicycle spaces, comprising: <ul style="list-style-type: none"> <li>• 102 bicycle spaces for residents; and</li> <li>• 12 bicycle spaces for visitors.</li> </ul>

### 3.3.1 Landscaping

Archipelago have prepared a Landscape Concept Plan for the proposed development (**Appendix D**).

The Landscape Concept Plan outlines the aspects proposed to be delivered for this development, including hard and soft landscaping at ground level, including, but not limited to, the following key features.

- The development provides deep planting at the corner of Hercules Street and Main Street accommodating subtropical shade trees, along with containerised planting within the site.
- The ground level includes hard and soft landscaping that has been designed to integrate with the built form, reference the site's history with the choice in materiality and contribute to the public streetscape.
- Landscaping is incorporated into the podium edges which will screen the podium car parking and provide a green landscape outcome to the streetscapes.
- The development's primary communal open space area is located on the top of the podium level (Level 4), and is inclusive of hard and soft landscaping, pool, and multiple recreation areas (**Figure 10**). Additional communal open space is in the form of an indoor seating area and outdoor terrace located on the roof. A total of 356m<sup>2</sup> of landscaped communal open space is provided.
- Balcony planters are located on tower levels and along the whole perimeter of the roof, adding living greenery to the building in accordance with subtropical design outcomes.



*Figure 10: proposed landscaping on Level 4*



*Figure 11: proposed landscaping*

### 3.3.2 Infrastructure Networks

An Engineering Assessment, including a stormwater management plan and infrastructure servicing and capacity report, has been prepared by Naxos Engineers and is included in **Appendix E**.

A summary of the proposed infrastructure connections and capacity assessment is provided in the following sections.

#### 3.3.2.1 Water

A 150mm diameter water main exists within the opposite verge in Hercules Street and a 20mm diameter water connection currently services the site. It is proposed that a new water main and service will connect to the proposed development, replacing the existing service. The existing 20mm water service will be removed and sealed at the main.

To ensure that there is capacity in the water network to cater for the development, the applicant has sought advice from Queensland Urban Utilities (QUU) via a Services Advice Notice (SAN). A copy of the SAN is included as an attachment to the Engineering Code Compliance in **Appendix E**. QUU has confirmed that, after completing a hydraulic modelling of the network at peak demand and fire flow conditions, there is sufficient capacity to service the proposed development.

#### 3.3.2.2 Sewer

A 150mm diameter sewer main exists along Hercules Street in front of the development site, with a 150mm diameter sewer property connection servicing the site. It is proposed to reuse the existing sewer connection (subject to CCTV footage undertaken at detailed design phase).

Advice received from QUU via a SAN confirms that, after undertaking a hydraulic assessment of the sewerage network servicing the site, the localised gravity mains have sufficient capacity to service the proposed development.

#### 3.3.2.3 Stormwater

The Stormwater Management Plan included as part of the Engineering Assessment has provided an assessment of the stormwater requirements for the site in respect of both quantity and quality.

#### Lawful Point of Discharge

The proposed lawful point of discharge is the existing Gully Pit (K1855876) located along the Hercules Street frontage.

### Stormwater Quantity

The site currently has a 100% impervious area. The proposed development decreases the impervious area to 84.9%. As a consequence of the reduced impervious area, there is a decrease in the stormwater discharge, and therefore, no stormwater detention is required or proposed.

### Stormwater Quality

The proposed development includes stormwater improvement devices and management arrangements to generally comply with Stormwater Quality Best Management Practices and incorporation of Water Sensitive Urban Design where possible. The approach includes:

- Site maintenance – regular landscaping and general maintenance is to occur including the removal of any rubbish or debris within the development, removing the gross pollutants on site.
- Rubbish bins – the development is required to have rubbish bins for general waste as to remove gross pollutants generated by the development.
- Filter baskets – driveway inlets to be fitted with filter baskets to prevent debris and fine sediment entering the stormwater system. Filter baskets are effective at removing gross pollutants and total suspended solids from stormwater runoff.

#### **3.3.3 Flooding**

Having regard to the overlay mapping under the Brisbane City Plan 2014, the site is affected by river flooding and storm tide inundation. As outlined in the Engineering Assessment included in **Appendix E**, the development adopts the required flood immunity levels relevant to the site.

#### **3.3.4 Traffic and Transport**

A Traffic Assessment Report has been prepared by TTM and is included in **Appendix F** to this report. A summary of that assessment is provided in the following sections.

##### **3.3.4.1 Vehicular and Pedestrian Access**

Vehicle access (ingress and egress) to the site is provided via a 6.5m wide crossover to Main Street. During pre-lodgement discussions, EDQ indicated a preference for a single driveway to Main Street, avoiding a separate driveway on Hercules Street. This has necessitated ramps to the basement and podium car parks being accessed from the single driveway to Main Street. To manage these two access ramps, separate signal systems will be employed for the basement and podium car parks, ensuring safe and convenient access is available to the car parks. Adequate queuing for two vehicles will be available within the property on the access driveway, and signals will preference entering vehicles in order to limit the need for vehicle queuing.

Notably, this access arrangement has removed the approved and pre-lodgement concept approaches which had an access to Hercules Street, which has resulted in significant challenges to be attended to in the design, ground floor layout, car parking efficiency and ramping.

The primary pedestrian access to the site will be via the Hercules Street frontage which provides connections to the retail space. Additional pedestrian access is provided via the Main Street which provides connections to the retail spaces, residential foyer and commercial foyer.

##### **3.3.4.2 Car Parking**

The development provides a total of 154 car parking spaces. The car spaces are accommodated within two (2) levels of basement and three (3) levels of podium.

##### **3.3.4.3 Bicycle Parking**



The development provides 114 bicycle spaces, with 12 spaces dedicated to visitors on the ground level, and 102 spaces for residents located in secured areas within the basement, ground and podium levels.

#### **3.3.4.4 Servicing**

The development makes provision for the required service vehicles, being an MRV. The service bay is proposed to be provided on the driveway, given the low and infrequent demand.

The refuse is proposed to be collected on-site, entering the site via Main Street. The refuse collection vehicles will park in the loading bay on the ground level.

#### **3.3.5 Waste Management**

The traffic report prepared by TTM included as **Appendix F** includes a Waste Management Plan. The Waste Management Plan includes, but not limited to the following:

- The development will provide separate residential and commercial bin rooms.
- Residential refuse room – 3 x 1,100L general waste, bins plus 1 x 1,100L waste bin to remain on equipment and 7 x 1,100L commingled recycling bins (+1 x 1,000L to remain under the chute).
- Commercial refuse room – 3 x 1,100L general waste bins and 2 x 1,100L commingled recycling bins stored within the commercial refuse room.
- Residential refuse will be collected by Council and the commercial refuse will be collected by a private contractor.
- Residential collection will occur three times a week for both general waste and commingled recycling.
- Commercial collection will occur two times a week for both general waste and commingled recycling.

#### **3.3.6 Acoustic Assessment**

An Acoustic Assessment has been prepared by TTM and is included in **Appendix G**. The assessment has concluded that the development will satisfy the relevant aspects of the City Plan in relation to noise, having regard to the following.

The acoustic assessment undertook unattended noise monitoring. The noise monitoring determined that acoustic treatments will be required. These treatments include the following:

- A minimum 2m acoustic barrier is recommended to be provided along the eastern side boundary, adjacent to the ground level car manoeuvring area.
- The commercial / retail tenancies to have hours of operation between 6am and 10pm.
- Deliveries and waste collection is to be limited to between 6am and 8pm.
- Any grates or protective covers within the car park and access driveways must be rigidly fixed in position to eliminate movement and be maintained.
- Mechanical plant is to be acoustically screened and a mechanical plant noise assessment is conducted once plant selections are finalised.

### **3.4 Pre-lodgement Discussions**

The Applicant attended a pre-lodgement meeting with EDQ, on 25 January 2022. A copy of the meeting minutes and a response to each of the matters raised in the final meeting has been provided in **Appendix I**.

## 4. Statutory Town Planning Framework

### 4.1 Introduction

This Chapter of the Town Planning Assessment identifies the applicable components of the statutory town planning framework and provides an assessment against those components. A summary of the proposed development's compliance with the statutory town planning framework is provided at the conclusion of this Chapter.

### 4.2 Economic Development Act 2012

The *Economic Development Act 2012 (ED Act)* is the statutory instrument responsible for development assessment in the Bowen Hills Urban Development Area. The ED Act operates independently of the *Planning Act 2016*.

Section 87 of the ED Act sets out the provisions for the assessment manager in deciding the application.

- (1) *In deciding the application, MEDQ must consider—*
- a) the main purpose of this Act; and*
  - b) any relevant State interest; and*
  - c) any submissions made to it about the application, during the submission period; and*
  - d) the following, as in force or as prepared when the application is decided—*
    - (i) for a provisional priority development area—the provisional land use plan for the area;*
    - (ii) for another priority development area—*
      - (A) if there is a development scheme for the area—the development scheme; or*
      - (B) if there is no development scheme for the area but there is a proposed development scheme for the area—the interim land use plan for the area and the proposed development scheme; or*
      - (C) if there is no development scheme for the area and no proposed development scheme for the area—the interim land use plan for the area; and*
  - e) any PDA preliminary approval in force for the relevant land; and*
  - f) any SPA preliminary approval in force for the relevant land.*
- (2) *Also, in deciding an application for a priority development area other than a provisional priority development area, if—*
- a) there is—*
    - (i) a development scheme or interim land use plan for the area; and*
    - (ii) a proposed development scheme for the area; and*
  - b) the proposed development scheme was prepared after the development scheme or interim land use plan took effect;*

The *Northshore Hamilton Urban Development Area Development Scheme 2009* is the most relevant planning instrument for determining the applicable planning and development controls for the site.

#### 4.2.1 Assessment Manager

The Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP), represented by the Minister for Economic Development Queensland (EDQ), will be the assessment manager for the proposed development application.

#### 4.2.2 Notification

According to section 84 of the ED Act, notification may be required if the assessment manager, within 20 business days after making the application, gives the applicant notice that the applicant must comply with this section.

Furthermore, section 2.2.5 of the Bowen Hills Development PDA Development Scheme, specifies that:

*“A PDA development application will require public notification if, in the opinion of the MEDQ, the development:*

- i. may have adverse impacts on the amenity or development potential of adjoining land under separate ownership, or*
- ii. is for a use or of a size or nature which warrants public notification.”*

Confirmation of public notification requirements will be advised by EDQ following lodgement.

#### 4.3 Northshore Hamilton Urban Development Area Development Scheme

The Northshore Hamilton UDA was declared by the State Government as a UDA on 27 March 2008. The Northshore Hamilton PDA is a large urban renewal area (304 hectares) that is being transformed into a vibrant, mixed-use precinct adjoining the Brisbane river and the suburb of Hamilton. The area is now referred to as the Northshore Hamilton Priority Development Area (**Northshore Hamilton PDA**).

Development within the Northshore Hamilton PDA is directed by the Northshore UDA Development Scheme (**Development Scheme**). The development scheme became effective on 3 July 2009. Section 387 of *the ED Act* identifies that the Development Scheme is the most relevant planning instrument for determining the applicable planning and development controls for the site.

##### 4.3.1 Structure Plan

The Northshore Hamilton Urban Development Area Structure Plan identifies the site in the Mixed Use Centre area. The Mixed Use Centre area *“... will benefit from a high level of commercial exposure to Kingsford Smith Drive”*.

##### 4.3.2 Zone

The Land Use Plan identifies the site in the Mixed Use Centre Zone. The purpose of the Mixed Use Centre Zone is to cater for *“...the widest range, highest order and greatest intensity of commercial, retail, administrative, civic, community, indoor entertainment and leisure facilities, cultural activities and mixed residential”*.

##### 4.3.3 Precinct

The Development Scheme identifies the site within Precinct 3: Northshore Urban Village.

The precinct intent anticipates *“a variety of mixed uses and built forms. It will build upon the established Brisbane Cruise Ship Terminal with both density and height defining the precinct”*.

Furthermore, the site is also identified in sub-precinct 3(c): Cruise Ship Terminal. The sub-precinct intent anticipates *“...excellent pedestrian connections and will seek to incorporate restaurants, entertainment and tourist related uses to create a truly vibrant area. Built edges will front streets and open spaces”*.

*“This sub-precinct will also contain medium to high density residential forms, taking advantage of significant amenity and outlook provided by the Brisbane River”.*

#### 4.4 Level of Assessment

The level of assessment table for Precinct 3 identifies that the proposed land uses are Permissible Development (as they are not the development specified in Column 1 – Exempt Development, or Column 2B – Prohibited).

Permissible Development is required to be assessed against the requirements of the Development Scheme and requires a development application to be lodged with DSDMIP (Economic Development Queensland) for assessment and decision.

An assessment of the proposal’s compliance against the Development Scheme is provided in **Chapter 5** of this report.

#### 4.5 State Interests

Section 87 of the ED Act states 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 (“the Planning Act”), however the assessment manager when deciding the application may consider State interests arising under the Planning Act as appropriately reflecting a State interest under the ED Act. State interests under the Planning Act may include State Planning Policies, Planning Regulation 2017 and the South East Queensland Regional Plan 2017 (SEQ Regional Plan).

A summary of the State interests applicable to the site are provided below.

- SEQ Regional Plan – Urban Footprint
- Coastal Protection – Medium Storm Tide Inundation Area

The proposed development complies with the provisions of the SEQ Regional Plan. In terms of the Medium Storm Tide Inundation Area affecting the site this has been addressed in the Engineering Assessment included in **Appendix E**.

The proposed development complies with the provisions of the SEQ 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.

## 5. Compliance Assessment

This chapter outlines assessment of the proposed development against the relevant aspects of the Northshore Hamilton Urban Development Area Development Scheme.

### 5.1 Vision and Structure Plan

The proposed development complies with the Vision for the Northshore Hamilton Urban Development Area, as follows.

- The site is well located with cycling and walking networks to employment, high frequency public transport, and public open space. The proposed development contributes to the permeability and walkability of the area, and will support safe pedestrian, cyclist and vehicle movements.
- The proposed development is for a high density residential-led mixed-use development within the Mixed Use Centre Zone. The proposed development provides a range of housing choices to cater for the changing needs of the local community through a mix of densities, types, designs and price points as well as home ownership and rental options.
- The proposed development delivers a high quality design that is interesting, and capturing. The building and the mix of uses will contribute to the vibrancy of the PDA and promote a successful live, work, play outcome that is memorable to the community.
- The development has been designed to have a strong subtropical design response that is reflective of Brisbane's character and has successfully delivered outcomes reflected in Brisbane City Council's New World City Design Guide: Buildings that Breathe.

## 5.2 UDA-wide Criteria

Section 3 of the Development Scheme sets out the UDA wide development criteria. A response to the criteria is provided in **Table 5** below.

Table 7: UDA-Wide Criteria	
UDA-Wide Criteria	Compliance Assessment
<b>3.6 Affordable Housing</b>	
<p><b>Housing diversity</b></p> <p><i>All residential development (including residential components of a mixed use development) must deliver housing choice to suit a variety of households including: families, singles, couples, work-at-home occupiers, students, retirees, group accommodation households and people with special needs, by offering universal design and a variety in size, configuration, cost, location and tenure.</i></p> <p><i>Except as set out in section 3.5, all residential and mixed use developments must have a minimum of 5% of the gross floor area of all residential dwellings as affordable to rent by households on the median household income for the Brisbane City Council local government area (the “affordable housing component”).</i></p> <p><i>Where an applicant cannot demonstrate that this requirement will be achieved by the proposed development:</i></p> <ul style="list-style-type: none"> <li>• <i>the applicant will need to enter into a development agreement with the ULDA by which the applicant agrees to pay to the ULDA an equivalent monetary contribution prior to the development approval for building work being given, or</i></li> <li>• <i>if a subsidy is proposed by the applicant to achieve the affordability criteria, the subsidy must be protected by a legal arrangement to the ULDA’s satisfaction.</i></li> </ul> <p><i>This residential development is to be accessible, appropriate and designed in accordance with universal and sustainable design principles<sup>1</sup> to meet the changing needs of people and households over time.</i></p> <p><i>The affordable housing component of a development must be distributed throughout the development and:</i></p> <p><i>(i) be finished to a suitable standard with all reasonable fixtures services and appliances</i></p> <p><i>(ii) achieve high quality design outcomes to avoid identifying them or setting them apart in the community</i></p>	<p>The proposed development comprises 100 units including the following:</p> <ul style="list-style-type: none"> <li>• 50 x 2 bedroom units</li> <li>• 50 x 3 bedroom units</li> </ul> <p>The proposed development will deliver a housing choice to suit a variety of households including: families, singles, couples, work-at-home occupiers, students, retirees, group accommodation households and people with special needs, with a variety in size, configuration, orientation and price points.</p>
<b>3.7 Urban Design and Sustainability</b>	

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><b>Placemaking</b></p> <p><i>Development is to contribute to a sense of place by:</i></p> <ul style="list-style-type: none"> <li>• <i>promoting place identity and distinctive character</i></li> <li>• <i>individually and collectively creating an attractive and appealing place for residents, workers and visitors</i></li> <li>• <i>contributing to permeability of the site and the surrounding area</i></li> <li>• <i>contributing to the legibility of the UDA</i></li> <li>• <i>contributing to a public realm that is inclusive, accessible and safe</i></li> <li>• <i>creating a positive relationship between public and private realms, in particular at street and first floor levels</i></li> <li>• <i>contributing to a wide range and rich variety of activities and uses</i></li> <li>• <i>providing opportunities for formal and informal gathering and interaction</i></li> <li>• <i>connecting with the surrounding areas</i></li> <li>• <i>encouraging pedestrian and cycle use</i></li> <li>• <i>facilitating public transport access and use</i></li> <li>• <i>helping to build and support a local economy</i></li> <li>• <i>helping attract and retain a diverse population</i></li> </ul>	<p><b>Complies with Criteria</b></p> <p>The development complies with the Placemaking criteria for the reasons set out below.</p> <ul style="list-style-type: none"> <li>• The subject site is located within the Northshore Urban Village precinct and is positioned at a key corner and placemaking moment within the precinct. Consequently, the development takes advantage of the site’s exciting opportunity by delivering a signature building that is visually stimulating and reinforces this urban moment within the PDA. Furthermore, the materiality chosen for the podium includes brick patterning to connect with the industrial history and development within the broader area of the PDA, and the use of timber that has been recycled from the wharves within the ground level visible from the public realm.</li> <li>• The development individually and collectively creates an attractive and appealing place for residents, workers and visitors, contributing to permeability of the site and the surrounding area.</li> <li>• The proposed development includes a mix of land uses including: Multiple Residential, Visitor Accommodation, Other Residential, Shop, Food Premises, Office, Medical Centre, Educational Establishment, Indoor Entertainment and Indoor Sport and Recreation. Therefore, the development includes a wide range and rich variety of activities and uses.</li> <li>• An open and landscaped public plaza space at the notable corner of Hercules Street and Main Street, signifying a pedestrian entry point into the broader Northshore Urban Village and as an informal gathering and interaction area. Formal gathering areas are provided with lobbies, ground level retail and associated dining area connecting with the adjoining pedestrian footpaths.</li> <li>• The ground level provides a comfortable, safe and landscaped pedestrian environment, that connects residents and visitors from the site to the surrounding areas and to encourage active transport.</li> <li>• With the abovementioned, the development will create a positive relationship between public and private realms.</li> <li>• The development provides 114 bicycle spaces, with 12 spaces for visitors on the ground level, and 102 spaces for residents to further support active transport.</li> </ul>



**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><b>Sub-tropical design</b></p> <p><i>Development is to be climatically responsive by employing appropriate design principles and strategies that ensure:</i></p> <ul style="list-style-type: none"> <li><i>buildings are orientated to optimise seasonal solar gain and loss, taking into consideration major site views and vistas</i></li> <li><i>building form allows for cross ventilation and supports a naturally ventilated and comfortable environment</i></li> <li><i>weather protection and sun shading (including eaves and overhangs) is incorporated into façades and roof forms to reduce direct solar heat and provide rain protection appropriate to each façade orientation</i></li> <li><i>building design incorporates light and shade, providing well detailed and articulated façades</i></li> <li><i>outdoor/semi-outdoor living and ‘indoor to outdoor’ integration is provided by the use of balconies, courtyards, roof gardens and large windows creating open facades.</i></li> </ul>	<p>For further detail, please refer to the Architectural Package attached in <b>Appendix C</b>.</p> <p><b>Complies with Criteria</b></p> <p>The following design outcomes have been integrated into the development to ensure that it is climatically responsive. Please refer to <b>Section 5.5</b> and the Architectural Package in <b>Appendix C</b> for a full response.</p>
<p><b>Community safety and well-being</b></p> <p><i>Crime Prevention through Environmental Design (CPTED) principles should underpin the design of all development within the UDA.</i></p> <p><i>In particular, regard should be given to the Crime Prevention through Environmental Design (CPTED) Guidelines for Queensland.</i></p> <p><i>Development is to incorporate appropriate safety features in line with current standards and best practice guidance including fire safety, emergency vehicle access and flood immunity.</i></p> <p><i>Development must promote community health and well-being through a design that supports a health and active lifestyle. All buildings and public and private spaces will be designed to be inclusive and accessible and to comply with relevant standards.</i></p> <p><i>Development adjacent to an identified public passenger transport corridor must be designed to ameliorate the risks associated with proximity to this corridor.</i></p>	<p><b>Complies with Criteria</b></p> <p>The development incorporates key elements of CPTED as follows:</p> <ul style="list-style-type: none"> <li>Development includes windows, pedestrian entrances and openings orientated to the streetscape and pedestrian paths, and open spaces within the site.</li> <li>The development provides multiple entrance points directly visible from the adjacent road frontages to encourage pedestrian movement and activity.</li> <li>The ground floor includes active uses oriented to the street frontages to encourage casual surveillance and overlooking.</li> <li>Commercial tenancies are proposed to be located in parts of the podium. The tenancies will have floor to ceiling glazing and are oriented to Main Street, creating additional activation and casual surveillance.</li> </ul>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><i>Development in operational air space must not cause a permanent or temporary obstruction, or potential hazard to aircraft movements.</i></p>	<ul style="list-style-type: none"> <li>On top of the podium level (Level 4) is communal open space, which includes an infinity pool overlooking Hercules Street and outdoor spaces overlooking Main Street.</li> <li>The tower includes floor to ceiling glazing and balconies orientated to the two street frontages.</li> <li>Lighting will be provided where necessary.</li> <li>The built form has minimised potential entrapment zones.</li> <li>Signage will be provided to aid way finding, where required.</li> </ul> <p>The site is identified in the Brisbane River Flood Planning Area 4 sub-category under Brisbane City Council's interactive mapping. The proposed development meets all minimum flood planning levels.</p> <p>The proposed development promotes a healthy and active community, through the delivery of safe, and connected pedestrian routes. Furthermore, the site is adjacent to a newly constructed bicycle network, and provides bicycle parking adjacent to the network on Hercules Street and within the car parking levels. The development has been designed to be inclusive and accessible and to comply with relevant standards.</p> <p>The site is not adjacent to an identified public passenger transport corridor.</p> <p>The site is mapped in the follow sub-categories of the Brisbane City Plan Airport Environs Overlay:</p> <ul style="list-style-type: none"> <li>OLS – Approach and departure limitation surface boundary</li> <li>PANS - Procedures for air navigation surfaces</li> <li>BBS zone - Distance from airport 3-8km</li> </ul> <p>The proposed development has a maximum building height of 24 storeys and will not permanently or temporarily obstruct or create a hazard to the operational Airspace.</p> <p>For further detail, please refer to the Architectural Package attached in <b>Appendix C</b>.</p>
<p><b>Character and culture</b></p>	<p><b>Not Applicable</b></p> <p>The site does not include any heritage buildings, nor is it mapped as a heritage place.</p>

**Table 7: UDA-Wide Criteria**

**UDA-Wide Criteria**

**Compliance Assessment**

*To help create place identity and a distinctive character for the UDA, development should seek to protect, incorporate, reuse or re-interpret the heritage, character, cultural features and history of the UDA and surrounding area.*

**Building form**

**(a) General provisions**

*Buildings are to be well articulated with external balconies, doors and doorways, windows, shade and screening devices, outdoor planting and mixed use tenancies.*

*The use of materials and design details are to contribute both individually and collectively to a distinctive Northshore Hamilton character.*

*Residential building design is to ensure visual and noise privacy, adequate balcony size, adequate storage space, adequate room sizes, functional room relationship, and the provision of useable and well connected common outdoor spaces.*

**Complies with Criteria**

The development represents a high quality and well-articulated development outcome, including the following key components.

- Variation in the use of materials and colours within the building facades that create a distinct and interesting signature building on a compelling corner site.  
Notably, the podium façade is predominately constructed in a brick pattern, which is distinctive to the industrial character and heritage within the Northshore Hamilton PDA. The brick façade is broken up by timber look battens and glazing.
- Discernible pedestrian entrance points within the built form.
- Two (2) retail tenancies on the ground level.
- Variation in built form across the site to creating varied and interesting forms.
- Provision of building fins, strategically placed throughout the tower which create interest and variation in the built form outcome.
- Each unit is provided with adequately sized rooms which have a functional relationship.
- Private open space in the form of balconies, ranging in size from 11m<sup>2</sup> to 119m<sup>2</sup> which are directly accessible from the main living areas. The balconies are sufficient in size and are functional outdoor spaces.
- The development provides 787m<sup>2</sup> of communal open space on Level 4, which includes an indoor gym and pilates studio, sauna, steam room, offices / meeting rooms and an outdoor barbeque / dining area, pool, spa lounge area and outdoor lawn space. The communal open space includes valuable landscape outcomes that adds to the amenity of the space.
- An addition 115m<sup>2</sup> of communal space is provided on the roof (Level 24) in the form of a library, lounge, kitchen and outdoor dining.

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><b>(b) Ground level detail</b>  <i>Ground level building elements are to introduce a variety of details and finishes.</i></p> <p><u>Entries</u>  <i>Front entries to all buildings are to be emphasised through architectural and landscape treatment, pedestrian paths and awnings so as to be obvious without the need for signage and address requirements for active frontages.</i></p> <p><u>Screening and awnings</u>  <i>Buildings are to respond to local microclimatic conditions by incorporating appropriate weather protection, screening and shading structures on the building facades to channel breezes, filter sunlight, block out night lighting and provide rain protection. At street level, awnings are to be used to provide all year protection from sun and rain. In particular:</i></p> <ul style="list-style-type: none"> <li><i>awnings to primary active frontages must be continuous across the entire street alignment, to a minimum width of 3.0 metres and extend over the footpath to within 0.9 metres of the street kerb</i></li> <li><i>awnings to secondary frontage commercial and mixed use buildings need not necessarily be continuous but must extend over the footpath to within 0.9 metres of the street kerb for the width of the building's main entry</i></li> <li><i>buildings on corners should provide an awning over the main entry on each frontage</i></li> <li><i>for residential buildings where awnings are not provided, street trees are to provide protection from climatic conditions and separate pedestrians from traffic movement.</i></li> </ul> <p><u>Landscaping</u></p>	<ul style="list-style-type: none"> <li>The proposed development provides convenient connections for residents to the two proposed communal spaces, noting that an elevator provides direct access to the communal space on Level 4 from the ground level, on the Main Street frontage. For further detail, please refer to the Architectural Package attached in <b>Appendix C</b></li> </ul> <p><b>Complies with Criteria</b>  The development complies with the criteria for the reasons set out below.</p> <p><u>Entries</u></p> <ul style="list-style-type: none"> <li>Building entrances are designed to be clearly discernible within the façade and will be directly accessible from the street frontages.</li> <li>The pedestrian entrances will be sheltered by the podium above and therefore pedestrians connections will be comfortable and protected from the weather.</li> </ul> <p><u>Screening and Awnings</u></p> <ul style="list-style-type: none"> <li>The ground level is recessed from the podium levels above, creating a covered pedestrian environment on the ground level.</li> <li>Therefore, all entrances on the ground level will be protected from weather conditions.</li> <li>The slab projections within the tower levels creates an additional level of shading to the level below.</li> </ul> <p><u>Landscaping</u></p> <ul style="list-style-type: none"> <li>The development provides landscaping on the ground level, within the podium levels and planters within the tower. The proposed landscaping within the development contributes to the character, visual amenity and interest of Northshore Hamilton.</li> <li>The development provides landscaping along the street frontages, with the inclusion of a large sub-tropical tree within the landscaped public plaza space at the notable corner of Hercules Street and Main Street, contributing to the public realm.</li> <li>The ground level hard and soft landscaping addresses streets and open spaces and contributes to the amenity of the public realm.</li> </ul>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><i>Landscaping is to contribute to the visual amenity and liveability of Northshore Hamilton.</i></p> <p><i>For residential development, landscaping must constitute 30% of the site area and provide on site recreation opportunities.</i></p> <p><i>For non-residential and mixed use development, landscaping must be designed and located to provide a positive visual and amenity contribution to the public realm.</i></p> <p><i>In general, landscaping is to be designed and located so that it:</i></p> <ul style="list-style-type: none"> <li>• <i>addresses streets and open spaces and contributes to the amenity of the public realm</i></li> <li>• <i>does not undermine personal and property security of the surveillance of footpaths and public open space</i></li> <li>• <i>does not encroach into pedestrian and cycle pathways or obscure visibility of path users</i></li> <li>• <i>deters crime and vandalism</i></li> <li>• <i>responds to microclimatic opportunities.</i></li> </ul> <p><u><i>Fences and walls</i></u></p> <p><i>Except for specific feature walls associated with specific uses, fences or walls to ground floor residential uses must be visually permeable. 50% permeability generally provides an appropriate level of visual permeability.</i></p> <p><u><i>Storage and bin areas</i></u></p> <p><i>External storage and bin areas must be contained within the buildings and/or must not be visible from the public realm.</i></p> <p><i>Building design and external storage and bin areas must facilitate the efficient sorting and disposal of waste to maximise recycling opportunities.</i></p> <p><u><i>Windows to retail tenancies</i></u></p> <p><i>Window sills to retail tenancies should be within 100 - 300 millimetres above the corresponding footpath level. Floor levels behind the windows can be higher than this on sloping footpaths.</i></p> <p><i>Use of reflective glass in windows is not appropriate.</i></p>	<ul style="list-style-type: none"> <li>• The landscape concept plan has selected appropriate vegetation to maintain sightlines and encourage casual surveillance and does not encroach into pedestrian and cycle pathways.</li> <li>• The recreational deck (communal open space) on Level 4 provides 356m<sup>2</sup> of hard and soft landscaped areas.</li> <li>• The proposed development includes 612m<sup>2</sup> (44.3%) of landscaping/ outdoor recreation.</li> </ul> <p>For further detail, please refer to the Landscape Concept Plan prepared by Archipelago, included in <b>Appendix D</b>.</p> <p><u>Fences and Walls</u></p> <ul style="list-style-type: none"> <li>• The development does not propose to provide fences or walls to the boundaries or between the buildings.</li> </ul> <p><u>Storage and Bin Areas</u></p> <ul style="list-style-type: none"> <li>• Refuse storage rooms will be concealed within the buildings to ensure that they are not visible from the street or within the site.</li> </ul> <p><u>Windows to retail tenancies</u></p> <ul style="list-style-type: none"> <li>• Window sills to retail tenancies will be within 100 - 300 millimetres above the corresponding footpath level.</li> <li>• The development will not use reflective glazing.</li> </ul> <p>For further detail, please refer to the Architectural Package attached in <b>Appendix C</b> and the Landscape Concept Plan attached in <b>Appendix D</b>.</p>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><b>(c) Upper level detail</b></p> <p><i>The upper level elements of buildings must incorporate appropriate elements such as overhangs and sun shading to detail the top of the building against the skyline.</i></p> <p><u>Balconies</u></p> <p><i>Covered balconies are encouraged in all locations to reflect a sub-tropical character and provide external spaces that can be used under a variety of weather conditions.</i></p> <p><i>Residential buildings must contain generous balconies attached to major internal living areas overlooking streets and public spaces providing surveillance and connection with the street.</i></p> <p><i>Commercial and mixed use buildings should also feature balconies that overlook streets and public spaces providing surveillance and connection with the street.</i></p> <p><i>In all locations, balconies must be appropriately located and/or screened to maximise privacy between buildings and or to the public realm.</i></p> <p><u>Roof form</u></p> <p><i>Roofs are to be appropriately designed to ensure plant and equipment is integrated with the overall roof design.</i></p> <p><i>Varied roof forms, building heights and massing of elements is encouraged.</i></p>	<p><b>Complies with Criteria</b></p> <p>The upper level of the building includes the following details.</p> <ul style="list-style-type: none"> <li>• Each unit is provided with a balcony, ranging in size from 11m<sup>2</sup> to 119m<sup>2</sup> which are directly accessible from the main living areas and orientated to Hercules Street and Main Street providing casual surveillance. The balconies are sufficient in size and are functional outdoor spaces.</li> <li>• The proposed balconies have been appropriately positioned to maximise privacy between adjoining units. Furthermore, the balconies orientated to the north and east include screening to maximise privacy between future adjoining buildings.</li> <li>• The building includes slab projections and fins that will provide sun shading to the building facades.</li> <li>• Whilst the commercial tenancies within the podium levels do not provide balconies to the Main Street, the façade consists of floor-to-ceiling glazing to encourage casual surveillance of Main Street.</li> </ul> <p><u>Roof form</u></p> <ul style="list-style-type: none"> <li>• The roof has been designed to contribute to the architectural design and quality of the building, inclusive of a landscaped edge.</li> </ul> <p>For further detail, please refer to the Architectural Package attached in <b>Appendix C</b>.</p>
<p><b>(d) Building arrangement</b></p> <p><i>High rise buildings are to employ appropriate key massing techniques to achieve distinct lower, middle and upper sections so as to:</i></p> <ul style="list-style-type: none"> <li>• <i>maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy</i></li> <li>• <i>deliver a variety of setbacks on the ground floor to create plazas, outdoor dining areas or open vistas</i></li> <li>• <i>create internal communal open spaces and courtyards in both residential and commercial developments</i></li> <li>• <i>reduce the visual bulk of the building</i></li> </ul>	<p><b>Complies with Criteria</b></p> <p>The proposed development is for a 23 storey with rooftop building with a podium and tower form. The design of the building employs appropriate key massing techniques and façade design detailing that achieves distinct lower, middle and upper sections.</p> <ul style="list-style-type: none"> <li>• The ground level is distinct by the use of a high floor to ceiling. Furthermore, the ground level is recessed from the podium levels above.</li> <li>• The podium is distinct from the tower primarily with the use of materiality, with distinctive brick patterning. The podium is built to the street edges, as anticipated in the Development Scheme.</li> <li>• The tower is elevated from the podium, creating an open “recreational deck” on top of the podium (Level 4) which accommodates indoor and outdoor communal space.</li> <li>• Furthermore, the tower has a reduced footprint from the podium.</li> </ul>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<ul style="list-style-type: none"> <li>provide roof forms that are more visible and accentuated so as to enliven the skyline of the Northshore Hamilton UDA.</li> <li>Where residential uses are located above podiums, it is expected that the tower footprints will be smaller to provide roofspace for terraces, roof gardens etc.</li> </ul>	<ul style="list-style-type: none"> <li>The tower is broken up, providing a middle and upper section.</li> <li>The middle section (Levels 5 – 14) is distinct with the frequent use of fins and similar / consistent floor plates / layouts.</li> <li>The upper section, Levels 15 -23, accommodate the penthouses and sub-penthouses. The upper section is distinct from the middle section with the reduction of fins through the façade and large balconies.</li> </ul> <p>For further detail, please refer to the Architectural Package attached in <b>Appendix C</b>.</p>
<p><b>(e) Building frontages</b></p> <p><i>Buildings in the UDA must contribute to an active and safe public realm.</i></p> <p><i>Map 3 identifies the different frontages within the Northshore Hamilton UDA and describes their role for contributing to an active and safe public realm.</i></p> <p><i>For north eastern facing blocks 30% of the frontages should be to a maximum of three storeys to ensure adequate solar access is achieved at street level and overshadowing is minimised. Refer to Map 4.</i></p> <p><u>Primary active frontages</u></p> <p><i>Primary active frontages are the ground level facades which face the street. Within the UDA these frontages are generally concentrated around the three activity centres and plazas.</i></p> <p><i>Buildings on primary active frontages must:</i></p> <ul style="list-style-type: none"> <li>activate the street for extended hours of the day and night by building up to or near the street edge, generally parallel to the street alignment and supporting a mix of uses.</li> <li>be visually and physically permeable containing many windows and entrances</li> <li>reinforce the priority of the pedestrian by addressing the street, having strongly expressed pedestrian entrances, minimising the number and size of vehicle access points and using appropriate street treatments. If vehicle access points are unavoidable, they should be integrated into the building design to minimise their impact on the safety and amenity of the public realm</li> </ul>	<p><b>Complies with Criteria</b></p> <p>The site is not identified as either a primary or secondary frontage under Map 3. Furthermore, the site is not required to provide an edge treatment under Map 4. With the abovementioned, the proposed development is located on an “other frontage”.</p> <p>While not identified as a primary or secondary frontage, the applicant recognises that this corner is a key entrance to the Portside retail and mixed use precinct. As such, the development proposes some key elements that would otherwise be sought for a primary or secondary frontage, including:</p> <ul style="list-style-type: none"> <li>active uses at ground level that interface directly with the public realm and pedestrian/ cyclist environment;</li> <li>commercial space within the podium levels that achieve partial sleeving of the car parking area and promote casual surveillance of the street and visual interest;</li> <li>built edge treatment to both street frontages, with residential development within the tower having a strong interface to the street, through orientation, balconies and large glazed facades, further promoting casual surveillance;</li> <li>well-detailed facades at all levels of the building, with fine-grain detailing emphasised on the lower levels; and</li> <li>a defined gateway into the Portside precinct, by opening up and activating the corner of the building.</li> </ul> <p>The proposed basement levels are provided within the ground level footprint and includes setbacks to allow for deep planting areas.</p> <p>Pedestrian entrances to the ground level retail tenancies, podium commercial tenancies, residential units within the tower are well discernible. Entry to the ground level retail</p>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<ul style="list-style-type: none"> <li>• <i>contribute to comfort for pedestrians by delivering continuous awnings providing shelter over footpaths</i></li> <li>• <i>incorporate car parking which is either located below ground level or not visible from the public realm</i></li> <li>• <i>provide opportunities to overlook the street, increase surveillance and reinforce the active frontage, particularly from upper floors.</i></li> </ul> <p><u>Secondary active frontages</u></p> <p><i>Buildings on secondary active frontages need not be activated by retail and commercial uses but must:</i></p> <ul style="list-style-type: none"> <li>• <i>address the street and public realm providing casual surveillance</i></li> <li>• <i>provide facades that contain well-detailed and articulated access points at frequent intervals along pedestrian networks, and do not include blank walls</i></li> <li>• <i>provide awnings located at key entry points.</i></li> </ul> <p><u>Other frontages</u></p> <p><i>Buildings on other frontages must:</i></p> <ul style="list-style-type: none"> <li>• <i>address the street and public realm but may have a wider variety of setbacks to allow for privacy to be maintained between street and dwelling and cater for courtyards, balconies and deep planting areas</i></li> <li>• <i>locate basements, where provided, within building footprints and set back from street alignments to allow areas for deep planting</i></li> <li>• <i>emphasise entries through architectural and landscape treatment, pedestrian movement paths, awnings and height.</i></li> </ul>	<p>tenancies is via the Hercules Street frontage adjacent to the cycle route and pedestrian path.</p> <p>A large, landscaped foyer is provided for the residents of the building from Main Street. A separate foyer on the Main Street is provided for the commercial tenants. The two foyers are easily identifiable as they are adjacent to the pedestrian foot path.</p> <p>For further detail, please refer to the Architectural Package attached in <b>Appendix C</b>.</p>
<p><b>Buildings and public realm relationships</b></p> <p><i>The public realm will provide a network of destination spaces and green links which provide vistas and connections to the Brisbane River and other open space consistent with the structure plan.</i></p>	<p><b>Complies with Criteria</b></p> <p>The site is not identified by the Structure Plan as including any open spaces, pedestrian networks or other designations.</p>



**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><i>The public realm will create a sense of place reflecting the character of the location and the context of its history and uses.</i></p> <p><i>Material and plant selection for the public realm will be appropriate to the location and relative to the sense of place.</i></p> <p><i>Shade trees will be established along streets and within public and private spaces including on-street car parking areas.</i></p> <p><i>Private and public realms will be clearly delineated but integrated.</i></p> <p><i>Buildings and the public realm will have an appropriate climate-based orientation and design, ensuring shade is provided, breezes can be shared and sunlight reaches internal and external spaces.</i></p> <p><i>Setbacks and integration with the public realm will provide for the movement of pedestrians and standing areas for public transport stops.</i></p> <p><i>Continuous awnings in defined locations will be used to provide protection from the rain and sun and will be integrated with street plantings.</i></p> <p><i>At ground level, buildings and the public realm shall be designed to overlap and integrate shopping, dining and other outdoor activities.</i></p> <p><i>Year round weather protection will be located along all buildings that are built to the boundary of the public realm.</i></p> <p><i>Balconies will be provided to enable surveillance and connection with the public realm.</i></p> <p><i>Building and landscape materials will be durable and of a high quality.</i></p>	<p>Nonetheless, the development seeks to provide a positive contribution to the public realm, inviting and engaging users of the adjoining footpath and cycleway to linger at a key entrance point to the Portside retail and mixed-use precinct. The development includes the following key elements:</p> <ul style="list-style-type: none"> <li>• The design of the ground plane delivers truly vibrant areas and promotes safety to all areas for all users, with the inclusion of a large open and landscaped public plaza space at the notable corner of Hercules Street and Main Street, signifying a pedestrian entry point into the broader Northshore Urban Village. The development includes a large sub-tropical tree on the corner. The development comprises two (2) separate retail tenancies oriented to Hercules Street and Main Street. The tenancies will accommodate a mix of retail activities (Food Premises (with outdoor dining to Hercules Street) and/or Shop) and activate the two street frontages.</li> <li>• The materiality chosen for the podium includes brick patterning to connect with the industrial history and development within the broader area of the PDA. Being located at a key entrance point for the PDA, provides an excellent opportunity to provide this style of locally distinctive outcome, which has been achieved successfully employed in other areas, such as Woolloongabba. Recycled timber is proposed to be incorporated in the landscaped and public-facing areas of the development that pays homage to the area's connection to the wharf. The plant selection has been strategically chosen to deliver a lush subtropical haven for residents, guests and visitors. All building and landscape materials will be durable and of a high quality. For further detail, please refer to the Architectural Package (<b>Appendix C</b>) and Landscape Concept Plan (<b>Appendix D</b>).</li> <li>• The proposed development has been well designed with an appropriate climate-based orientation. For further detail, please refer to the Buildings that Breathe Response in <b>Section 5.5</b>.</li> <li>• The ground level is setback from the built to boundary podium levels above, thus providing a covered, weather protected ground plane. The ground level provides for public realm and pedestrian movement within the site in a comfortable and inviting landscaped environment.</li> <li>• Balconies are provided to all units. Balconies are orientated to Main Street and Hercules Street to enable surveillance and connection with the public realm.</li> </ul>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><b>Private open space</b></p> <p>(a) <i>Common areas</i></p> <p><i>Common private open space must be provided in all residential developments and:</i></p> <ul style="list-style-type: none"> <li><i>provide for a mixture of outdoor uses and activities</i></li> <li><i>be positioned for good solar orientation</i></li> <li><i>landscaped appropriately for a subtropical environment</i></li> <li><i>minimise water use</i></li> <li><i>respect privacy of users and residents, including those on neighbouring properties.</i></li> </ul> <p>b) <i>Balconies and other private open space</i></p> <p><i>All residential units must incorporate generous balconies or private open space, attached to major internal living areas and providing room for outdoor private activity and furnishings such as a table, chairs, planting, a BBQ and shade. Balconies should be sized proportionately to the unit size and must not be less than 9m<sup>2</sup> with a minimum dimension of three metres. However, it is considered desirable that 16m<sup>2</sup> of private open space or balcony be achieved for all dwelling units.</i></p> <p><i>Balconies must be appropriately located and/or screened to maximise privacy between buildings and/or the public realm without compromising CPTED principles.</i></p> <p><i>Ground floor private open space must provide privacy but still allow overlooking to the street to promote casual surveillance. Fences should be no higher than 1500mm and are to be visually permeable.</i></p>	<ul style="list-style-type: none"> <li>Overall, the proposed development creates a sense of place reflecting the character of the location and the context of its history and uses.</li> </ul> <p><b>Complies with Criteria</b></p> <p>The development provides an attractive and highly functional communal open space on Level 4, which includes an indoor gym and pilates studio, sauna, steam room, offices / meeting rooms and an outdoor barbeque / dining area, pool, spa lounge area and outdoor lawn space. The communal open space includes valuable landscape outcomes that adds to the amenity of the space. Additional communal space is provided on the roof (Level 24) in the form of a library, lounge, kitchen and outdoor dining. The proposed communal spaces are well orientated and / or separated from adjoining existing and approved developments.</p> <p>Each unit includes a functional balcony that connects to the main living area, creating an extension of the living space. All primary balconies are of a sufficient size (between 11m<sup>2</sup> and 119m<sup>2</sup>) and dimension (minimum 3m) to accommodate outdoor furniture and be a usable space.</p> <p>All balconies are appropriately positioned and separated from the adjoining unit's balcony. Furthermore, the development includes fins throughout the façade which contribute to the separation and privacy of the balconies. CPTED principles are not compromised.</p> <p>The proposed development does not include ground level units and therefore no private open space at ground level.</p>
<p><b>Lighting</b></p> <p><i>External lighting should be designed to light up the building, particularly entrances and vegetated areas, without overspilling into other buildings or the sky.</i></p> <p><i>External materials should not cause unreasonable glare.</i></p>	<p><b>Complies with Criteria</b></p> <p>External lighting will be designed to illuminate pedestrian entrances and connections. The outdoor lighting will not cause overspilling into other buildings or the sky. Proposed external materials will not cause an unreasonable glare.</p>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><b>Riverwalk</b></p> <p><i>The riverwalk will provide continuous public space at the river's edge. It will provide both a linking function as well as being a key linear destination for the UDA.</i></p> <p><i>The design of the riverwalk must ensure that the public space will be accessible to all users of the area, and must create a character that connects to the water's edge.</i></p> <p><i>The riverwalk must:</i></p> <ul style="list-style-type: none"> <li>• <i>provide a continuous pedestrian and cyclist path</i></li> <li>• <i>ensure that pedestrians and cyclists are separated</i></li> <li>• <i>provide shade amenity at appropriate locations along the riverwalk's path</i></li> <li>• <i>provide respite areas away from the movement area</i></li> <li>• <i>provide nodal areas at the end of street alignments</i></li> <li>• <i>provide adequate seating and lighting.</i></li> </ul> <p><i>The design of the riverwalk should be similar in nature to other riverwalks in Brisbane.</i></p> <p><i>Figure 3 shows a possible riverwalk outcome for the Northshore Hamilton UDA.</i></p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located along the river.</p>

### 3.8 Transport, access, on-site parking and servicing

**Public transport**

*The Northshore Hamilton UDA precincts must be developed at a density that can be serviced by a bus rapid transit service. Floor space limitations have been included in each precinct to achieve this. Sub-precinct plans are to incorporate provisions to give effect to the public transport options indicated on the structure plan (refer to Figure 1).*

*Priority should be given to pedestrian, cycle and public transport modes, over private vehicle use.*

**Complies with Criteria**

The development is adjacent to a highly accessible bicycle network on Hercules Street, connecting to a major gateway, being Kingsford Smith Drive and Loes Bonney Riverwalk. The development provides 114 bicycle spaces, with 12 spaces dedicated to retail customers on the ground level, and 102 spaces for residents and visitors to further support active transport.

The ground level provides legible and weather protected pedestrian connections along the Hercules Street and Main Street frontages, connecting the site to the broader locality.

The site is proximate to regular bus and ferry services. The site is well located to utilise public and active transport infrastructure, to connect residents, workers and visitors to, from and within the PDA.

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><b>Transport corridors</b></p> <p><i>Development does not unreasonably constrain future provision of public transport infrastructure (including rail, light rail, road, busway and cycleway infrastructure) and does not adversely impact on the function or operation of existing or future public transport corridors including rail, light rail or busway corridors .</i></p>	<p><b>Complies with Criteria</b></p> <p>The proposed development is not located adjoining existing or future mapped transport infrastructure and therefore will not prejudice the future provision of transport infrastructure.</p> <p>Notwithstanding, site adjoins cycleway infrastructure. The proposed development gains vehicular access via Main Street, and will not adversely impact the function or operation of the cycleway along Hercules Street.</p> <p>For further detail, please refer to the Traffic Assessment prepared by TTM, included in <b>Appendix F</b>.</p>
<p><b>Car parking</b></p> <p><i>On-site car parking areas, loading bays and service areas are either integrated within or under buildings and sleeved by active frontages, or are located away from the public realm behind buildings.</i></p> <p><i>The use of large blank screens to mask loading areas is not appropriate.</i></p> <p><i>Vehicle service area cross-overs and car parking must not detract from the character of active edges and the public realm.</i></p> <p><i>Co-location of uses and sharing of car parking spaces is encouraged to maximise efficiency.</i></p> <p><i>Development is required to provide car parking (unless otherwise specified in a sub-precinct) in accordance with the following rate<sup>7</sup> identified in Table 1: Car parking rates.</i></p> <p><i>Where a request is made to provide car parking at a rate exceeding that prescribed for the precinct, the request must be accompanied by a strategy to maximise use of pedestrian, cycle and public transport opportunities over private vehicle use.</i></p> <p><i>Where possible, underground car parking areas are to be naturally ventilated. Ventilation grills and structures should be integrated into the building design, located away from the primary street facade and oriented away from windows of habitable rooms and private open space.</i></p>	<p><b>Complies with Criteria</b></p> <p>The proposed development proposes on-site car parking, loading bays and service areas contained within two (2) basement levels and three (3) podium levels. The podium level is strategically sleeved with commercial tenancies facing Main Street, along with its distinctive façade material treatment and integrated landscaping.</p> <p>Access is provided in the south-eastern corner of the site from Main Street, which ensures the presentation of active edges to both Hercules Street and Main Street.</p> <p>The development provides a total of 154 car spaces. TTM advises the proposed car parking rate reflects the expected demand for the development.</p> <p>For further detail, please refer to the Traffic Assessment prepared by TTM attached in <b>Appendix F</b>.</p>
<p><b>Circulation</b></p>	<p><b>Complies with Criteria</b></p>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><i>Development is to support increased accessibility, permeability and movement for pedestrians and cyclists and appropriate movement by vehicles, including emergency vehicles and priority for public transport.</i></p> <p><i>Pedestrian and cycle way paths and high quality cycling facilities are to be incorporated in new roads within the UDA.</i></p> <p><i>Development is to be designed to include safe and highly visible connections to pedestrian and cycle networks through building siting, landscape design elements and treatments.</i></p>	<p>The proposed development provides pedestrian connections (separate to vehicle movement areas) along Hercules Street and Main Street. The connection will encourage pedestrian and cyclist movement around the site and the PDA more broadly.</p> <p>The pedestrian connections throughout the site are supported by hard and soft landscaping, weather protection and appropriate lighting, creating an inviting and safe environment that is activated by ground level uses.</p> <p>Vehicles are proposed to access the site via Main Street. The vehicle cross over is an appropriate location, separate to the existing cycle network and pedestrian paths.</p> <p>The development does not propose a new road or access easements.</p>
<p><b>End of trip facilities</b></p> <p><i>End of trip facilities for pedestrians and cyclists are to be provided as part of development for non-residential uses including secure, undercover bicycle storage facilities, showers and lockers. Such facilities are to be provided to a standard consistent with AS2890.3. Bicycle facility targets for apartments are:</i></p> <ul style="list-style-type: none"> <li>• <i>residents – to have secure space per dwelling according to AS2890.3</i></li> <li>• <i>visitors – to have secure space per 400m<sup>2</sup> according to AS2890.3.</i></li> </ul> <p><i>Bicycle facility targets for sites other than apartments are:</i></p> <ul style="list-style-type: none"> <li>• <i>workers – to have secure space per 200m<sup>2</sup> net lettable area (NLA) according to AS2893.0</i></li> <li>• <i>visitors – to have secure space per 1000m<sup>2</sup> NLA according to AS2893.0</i></li> </ul> <p><i>Bicycle facility targets for sites other than apartments are:</i></p> <ul style="list-style-type: none"> <li>• <i>workers – to have secure space per 200m<sup>2</sup> NLA according to AS2893.0</i></li> <li>• <i>visitors – to have secure space per 1000m<sup>2</sup> NLA according to AS2893.0</i></li> </ul>	<p><b>Complies with Criteria</b></p> <p>The proposed development provides 102 bicycle spaces across the parking levels for residents and visitors and 12 visitor bicycle spaces at the ground level for retail customers. This equates to approximately 1.02 bicycle parking spaces per unit plus nominal retail parking, which has been considered a generous and appropriate supply by TTM.</p> <p>A number of storage lockers are provided within the parking levels for the use of residents.</p> <p>The cycle parking layout will be to a standard consistent with AS2890.3.</p> <p>For further detail, please refer to the Traffic Assessment prepared by TTM attached in <b>Appendix F</b>.</p>
<p><b>3.9 Sustainability and the environment</b></p>	
<p><b>Safety and risk</b></p> <p><i>The following existing activities have the potential to adversely impact development. These activities and their impact areas are:</i></p>	<p><b>Not Applicable</b></p> <p>The proposed development is not identified as being impacted by any overlay in Map 8, Map 9, Map 10 and Map 11.</p>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<ul style="list-style-type: none"> <li>• fuel storage facilities (Map 8)</li> <li>• asphalt and concrete batching plants (Map 9)</li> <li>• chrome plating facility (Map 10)</li> <li>• marine industry activities (Map 11)</li> <li>• aircraft operations.</li> </ul> <p><i>Development within the impact areas for the listed activities must demonstrate how the development will not be adversely affected by the potential environmental impacts associated with the above mentioned ongoing activities.</i></p>	
<p><b>Contaminated land</b></p> <p><i>Development must ensure that all land and groundwater will be fit for purpose. Remediation will meet Environmental Protection Agency (EPA) guidelines for the assessment and management of contaminated land in Queensland.</i></p>	<p><b>Complies with Criteria</b></p> <p>The proposed development will not be affected by the site's listing on the environmental management register (<b>Appendix A</b>).</p> <p>The Applicant intends to seek advice from a suitably qualified person and will remediate the site prior to any site works occurring on the site, which can be conditioned.</p>
<p><b>Acid sulfate soils (ASS)</b></p> <p><i>The following site works will trigger an acid sulfate soil investigation:</i></p> <ul style="list-style-type: none"> <li>• Development areas below 5m Australian Height Datum (AHD) involving the disturbance of greater than 100m<sup>3</sup> of soil</li> <li>• Development areas below 5m AHD requiring the placement of greater than or equal to 500m<sup>3</sup> of fill material in layer of greater than or equal to 0.5m in average depth</li> <li>• Development areas between 5m AHD and 20m AHD requiring the disturbance of greater than or equal to 100m<sup>3</sup> of soil below 5m AHD.</li> </ul> <p><i>Acid sulfate soils will be treated in accordance with current best practice in Queensland.</i></p>	<p><b>Will Comply with Criteria</b></p> <p>As part of the detailed design phase of the development and before construction works commence the Applicant will undertake an acid sulfate soils investigation and management plan. The Applicant will accept any reasonable and relevant condition that requires the investigation to be completed.</p>
<p><b>General noise requirements</b></p> <p><i>The design, siting and layout of development must address noise impacts and where necessary incorporate appropriate noise mitigation measures.</i></p>	<p><b>Complies with Criteria</b></p>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
<p><i>Development achieves acceptable noise levels for noise sensitive uses in affected areas.</i></p> <p><i>An acoustic report will be required to evaluate and address potential noise impacts and recommend appropriate noise mitigation measures.</i></p>	<p>An Acoustic Assessment has been prepared by TTM and is included in <b>Appendix G</b>. The assessment confirms the proposed development appropriately addresses noise impacts and where necessary incorporates appropriate noise mitigation measures.</p> <p>The development achieves acceptable noise levels for noise sensitive uses in affected areas.</p> <p>For further detail, please refer to the Acoustic Assessment included in <b>Appendix G</b>.</p>
<p><b>General air quality</b></p> <p><i>Development will limit exposure and risk associated with pollutants that could have a potentially adverse affect on human health. Development for industrial uses will be in accordance with best practice air quality guidelines and standards.</i></p>	<p><b>Not Applicable</b></p> <p>The proposed development is for Office, Shop, Food Premises, and Multiple Residential. The proposed development will not have any associated pollutants that could have an adverse effect on human health.</p>
<p><b>Water management</b></p> <p><i>Development is to demonstrate, to the greatest extent possible, current best practice Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWC) principles for Australia.</i></p>	<p><b>Complies with Criteria</b></p> <p>Please refer to the Engineering Assessment prepared by NAXOS Engineers attached in <b>Appendix E</b>.</p>
<p><b>Biodiversity and habitat</b></p> <p><i>Development must not adversely affect significant vegetation. Development is to be setback ten metres from the high water mark except where stated otherwise in precincts and sub-precincts. On-site stormwater management measures must ensure water quality maintains aquatic ecosystem values.</i></p>	<p><b>Not Applicable</b></p> <p>The site is clear of any existing trees or vegetation and therefore is not identified as containing significant vegetation.</p>
<p><b>Energy efficiency</b></p> <p><i>Development is to promote energy efficiency by encouraging: alternative energy supply through the use of renewable energy sources passive thermal design of buildings energy efficient plant and equipment use of natural light and energy efficient lighting.</i></p>	<p><b>Complies with Criteria</b></p> <p>The development promotes energy efficiency through the following design outcomes.</p> <ul style="list-style-type: none"> <li>• Large building fins to provide protection to the building facades.</li> <li>• Use of energy efficient plant and equipment</li> <li>• Provision of glazing within the façade to encourage access to natural light.</li> <li>• Provision of energy efficient lighting.</li> <li>• Provision of windows and openings to all habitable spaces to capture breezes and encourage natural cooling.</li> </ul>

**Table 7: UDA-Wide Criteria**

UDA-Wide Criteria	Compliance Assessment
	<ul style="list-style-type: none"> <li>Provision of solar panels on the roof.</li> </ul> <p>The building achieves a high building performance rating, as outlined in the Sustainability Assessment Report included in <b>Appendix H</b>.</p>
<p><b><i>Lifecycle costs and material</i></b> <i>Development is to encourage sustainable features and smart design to reduce construction and operating costs. Development is to encourage the efficient use of resources and waste minimisation.</i></p>	<p><b>Complies with Criteria</b> The development will utilise durable materials to manage the life cycle costs of the building and encourage waste minimisation. The development includes timber that has been recycled from the Wharfs.</p>
<p><b>3.10 Lot Design</b></p>	
<p><b>Not Applicable</b> - The proposed development is not for a reconfiguration of a lot.</p>	
<p><b>3.11 Clean industry, research and technology facilities</b></p>	
<p><b>Not Applicable</b> – The proposed development is not for Clean Industry, Research and Technology Facilities.</p>	
<p><b>3.12 Harbour, foreshore and marinas</b></p>	
<p><b>Not Applicable</b> – a harbour, foreshore or marina is not proposed.</p>	

### 5.3 Zone Provisions

The Northshore Hamilton UDA Development Scheme does not identify specific provisions for the Mixed Use Centre Zone. The proposed development complies with the intent of the zone, by delivering a mix of non-residential and residential development, that achieves activated frontages on Hercules Street and Main Street and accommodates residential units that will cater for a variety of household types.

### 5.4 Precinct 3: Northshore Urban Village Precinct

A response to the development parameters for Precinct 3 is provided in **Table 6** below.



**Table 8: Precinct 3 - Northshore Urban Village**

Precinct Criteria	Compliance Assessment
<p><b>Precinct Intent</b></p> <p><i>The Northshore Urban Village Precinct will form one of a series of activity nodes within the UDA. It will provide for a variety of mixed uses and built form outcomes. It will build upon the established Brisbane Cruise Ship Terminal with both density and height defining the precinct. The precinct will contain areas of festival and limited subsistence retail (with a supermarket of up to 1,500m2 GFA for the total precinct), offices, community uses and medium to high density residential development. The area will be highly serviced by public transport, pedestrian and cycle connections and will contain a waterfront open space area that marks the commencement of a public river linear park. This precinct is comprised of four sub-precincts.</i></p>	<p><b>Complies</b></p> <p>The development is proposed to accommodate a range of residential and non-residential uses to provide a variety of experiences for “live, work, play” and achieve a density and height that will assist in defining the precinct. The development includes the following uses:</p> <ul style="list-style-type: none"> <li>• Multiple Residential</li> <li>• Visitor Accommodation</li> <li>• Other Residential</li> <li>• Shop</li> <li>• Food Premises</li> <li>• Office</li> <li>• Medical Centre</li> <li>• Educational Establishment</li> <li>• Indoor Entertainment</li> <li>• Indoor Sport and Recreation</li> </ul> <p>The site is well situated adjacent to a separated cycle network, and within proximity to a number of bus stops and city cat terminal.</p>

Precinct Outcomes	
<p><i>The precinct will form the western activity node of the Northshore Hamilton UDA. Remora Road is framed by an entry park and a strong built edge. Macarthur Avenue will be established as the main street, connecting Portside with a dedicated public transport corridor. A public park adjoining the Brisbane River, at the heart of the retail area, will be a focal point. A mixture of integrated uses will provide a variety of experiences for shopping, entertainment and leisure activities. Buildings will support high and medium density residential living. Public transport will be provided through a combination of CityCat services and at-grade rapid transit which will utilise a future dedicated public transport corridor</i></p>	<p><b>Complies</b></p> <p>The development is proposed to accommodate a range of residential and non-residential uses to provide a variety of experiences for “live, work, play”. The development delivers high density residential living, as intended for the precinct, and takes advantage of the recognised river and city views that are available in this unique part of the city.</p> <p>The proposed development comprises of two retail tenancies orientated to Hercules Street and Main Street on the ground level, three commercial tenancies within three podium levels orientated to Main Street, and an infinity pool overlooking Hercules Street on the recreational deck. Furthermore, balconies within the tower levels are orientated to overlook the street. With the above mentioned, the</p>

**Table 8: Precinct 3 - Northshore Urban Village**

**Precinct Criteria**

*preserved along Macarthur Avenue. The precinct will benefit from river and city views. Particular focus will be given to ensuring a safe public edge to the waterfront based on CPTED principles. All buildings will address streets, including residential buildings which will provide entrances to ground floor units. The precinct has the long-term potential for a harbour to be incorporated in the southeastern corner. Development must not prejudice navigational safety and effective operation of the existing Brisbane Cruise Ship Terminal and port activities.*

**Compliance Assessment**

proposed development provides ample street activation and casual surveillance, resulting in a safe public edge.  
The proposed development will not prejudice navigational safety and effective operation of the existing Brisbane Cruise Ship Terminal and port activities.

**Preferred Land Uses**

*Sub-precinct principles (3c)*

*This sub-precinct may see the establishment of a second cruise ship berthing facility. The sub-precinct will have excellent pedestrian connections and will seek to incorporate restaurants, entertainment and tourist related uses to create a truly vibrant area. Built edges will front streets and open space. Any development will promote safety and security for all users when cruise ships are berthed, with appropriate areas for wharf operations and stevedoring, passengers, visitors and service vehicles<sup>16</sup>. This subprecinct will also contain medium to high density residential forms, taking advantage of the significant amenity and outlook provided by the Brisbane River. The relationship between the existing and future development in this sub precinct with future development in Sub-precinct 3(d) River Park, is critical to ensure a consolidated retail centre is delivered and the Northshore Hamilton Urban Village precinct is reinforced as an important activity centre.*

*The maximum residential GFA for this subprecinct will be in the order of 125,000m2*

- *The maximum commercial GFA for this subprecinct will be in the order of 10,000m2 .*
- *The maximum retail GFA for this sub-precinct will be in the order of 16,000m2 .*

**Complies with Precinct and Zone intent**

Use

The proposed development is for a residential led mixed use outcome. It is proposed to include non-residential uses on the ground level and within the podium, and residential uses in the tower. The development is proposed to include the following uses:

- Multiple Residential
- Visitor Accommodation
- Other Residential
- Shop
- Food Premises
- Office
- Medical Centre
- Educational Establishment
- Indoor Entertainment
- Indoor Sport and Recreation

The non-residential uses that are located within the podium levels and on the ground level will create and contribute to a vibrant area. The podium is built to the two street frontages. The high-density

**Table 8: Precinct 3 - Northshore Urban Village**

**Precinct Criteria**

*Sub-precinct outcomes*

- *An east/west active retail link must be established between the existing portside retail area to connect to Sub-precinct 3(d) River Park as indicated Map 3: Active frontages.*
- *East/west pedestrian and cyclist connections must be established along the river's edge with continuous retail frontages as indicated on Map 3: Active frontages and Map 5: Key connections.*
- *Continuous awnings must be provided along the footpath of the major retail link/street. Commercial or residential uses above the retail uses must overlook the streets and access to these buildings must be via well defined entrances at ground level.*
- *Visual and physical north/south connections to the river must be established. Provision of appropriate access to retail frontages at all times including during cruise ship berthing.*

**Compliance Assessment**

residential use within in the tower levels contains 100 units. All units include balconies, windows, openings and glazing. Units will take advantage of the outlook to the Brisbane River.

GFA

The development has limited retail and commercial GFA, which will ensure that it does not compete with areas within the PDA that are intended to provide core retail functions.

The overall (residential and non-residential) GFA of the proposal is considered appropriate based on the following:

- One of the key vision outcomes for the PDA is to achieve a transit-oriented community. The subject site is located along a major cycle route, is within walking distance of existing and future public transport nodes and has convenient access to retail services for residents within the proposed building. Achieving an appropriate critical residential mass on this site, along with active uses at ground level that engage pedestrians at a key entrance to the PDA, is a desirable outcome and assists in achieving this overall vision for the PDA.
- Outcomes expressed in the Development Scheme for this sub-precinct seek high density residential living and building heights that facilitate this outcome. They also seek to achieve built edges fronting the street and above-ground commercial and residential uses overlooking the street.
- The surrounding context, inclusive of existing and approved buildings, are of a scale similar or greater than that proposed for the subject site. In particular, 19 Hercules Street, adjoining the site, has preliminary approval for three towers up to 30 storeys in height and with substantial plot ratio.
- The draft PDA Development Scheme reflects an emerging policy context for Northshore Hamilton, and anticipates an increase in building height and mass, when compared to the current Development Scheme.

The development provides limited retail floor area, contained within small tenancies, on the ground level as envisaged for Precinct 3 (please see a full response below). The majority of floor area making up the ultimate plot ratio is residential floor space. In this respect, the relevant issues are whether the proposal ensures capacity in the infrastructure networks (water, sewer, stormwater and road networks), that the building height and mass is appropriate for its context and the design manages interface and privacy issues to adjoining sites.

A Services Advice Note has been received from Urban Utilities that confirms that the water and sewer networks have sufficient capacity to accommodate the proposed development (refer advice from

**Table 8: Precinct 3 - Northshore Urban Village**

Precinct Criteria	Compliance Assessment
	<p>Urban Utilities contained within the Engineering Assessment in <b>Appendix E</b>). The development application is accompanied by a stormwater management plan prepared by Naxos Engineers demonstrating no increase in stormwater discharge from pre to post development (in fact, a minimal decrease). Furthermore, advice has been sought from TTM in regards to traffic impacts (refer <b>Appendix F</b>). TTM has reviewed the Transport Study from Cardno completed in 2016 for the Northshore Hamilton PDA and confirms that the assumed residential yield for the subject site in the Study exceeds the number of residential units in the proposed development. In this regard, the planned capacity in the road network should not be impacted by the proposal.</p> <p>The proposed development will establish a built form that provides an appropriate relationship to the adjoining 19 Hercules Street, which will accommodate 28 to 30 storey towers. A step down in building height to 24 storeys on the subject site will assist in grounding the adjoining higher built form.</p> <p>Additionally, the design of the proposed building assists in reducing its overall bulk through the following:</p> <ul style="list-style-type: none"> <li>• The proposal is comprised of a distinct podium and tower form. The podium and tower are distinct through setbacks and materiality. Additionally, the tower levels are elevated about the podium.</li> <li>• The podium is comprised of four (4) storeys containing active retail space on the ground level and three (3) levels of podium car parking screened behind an articulated and distinctive façade, and a recreation terrace on Level 4.</li> <li>• Commercial tenancy space is incorporated into the podium levels to establish a partial sleeving of the podium carparking, but without taking away from the distinctive brick pattern façade, interspersed with podium landscaping.</li> <li>• The materiality chosen for the podium includes brick patterning to connect with the industrial history and development within the broader area of the PDA and reclaimed timber that pays homage to the area’s connection to the wharf is incorporated in the landscaped and public-facing areas of the development. Glazing is incorporated into the podium where the commercial tenancies are located to maximise activation to Main Street.</li> <li>• The tower (Levels 5 – 24) includes curved edges to soften the building, recesses to break up the form and massing and screening for shading.</li> <li>• Tower blades and slab projections in the building façade have been employed to add articulation and visual interest at all levels. Variation in floor plates establish a distinction between the lower and upper tower levels.</li> <li>• The development has been thoughtful in its layout that orientates habitable spaces away from the side boundaries to appropriately manage these interfaces and takes advantage of the</li> </ul>

**Table 8: Precinct 3 - Northshore Urban Village**

Precinct Criteria	Compliance Assessment
	<p>opportunity for the development to have a strong north and south orientation with views towards the City, Hercules Street Park and the Brisbane River.</p> <p><u>Sub-precinct outcomes</u></p> <p>As the site is located along the north-eastern edge of the precinct, there is limited to no relationship with the interface of sub-precinct 3(d).</p> <p>The site is not mapped as an active frontage on Map 3 or mapped as pedestrian and cyclist connection on Map 5.</p> <p>The ground level is setback from the street frontages and the podium levels are built to the front boundaries. Therefore, the podium provides a continuous awning along both of the frontages. The commercial tenancies located in the podium and the residential units located in the tower above include a glazed façade, windows and balconies which overlook both Hercules Street and Main Street. Access to the ground level retail is separated from the residential lobby. Furthermore, the commercial lobby is separated. All entrances are well defined at ground level.</p>

**Development parameters**

<p><b>Heights</b></p> <p><i>3 – 23 storeys (15 storeys shown in figure 13 for subject site)</i></p>	<p><b>Complies with Precinct and Zone intent (alternative to Development Parameter in relation to building height)</b></p> <p>The proposed development has a building height of 23 storeys with rooftop. This proposed height is considered to be consistent with the site’s context, consisting of existing high-rise built form, as well as approved buildings up to 30 storeys in height (refer Figure 12 below). Particular note is made of the approved 28 to 30 storey towers on 19 Hercules Street directly adjoining the site. The proposed building will be at a lesser scale and height to the adjoining development, and will assist in grounding this adjoining built form into the surrounding context. This is demonstrated in Figure 13 below.</p>
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Table 8: Precinct 3 - Northshore Urban Village

Precinct Criteria

Compliance Assessment

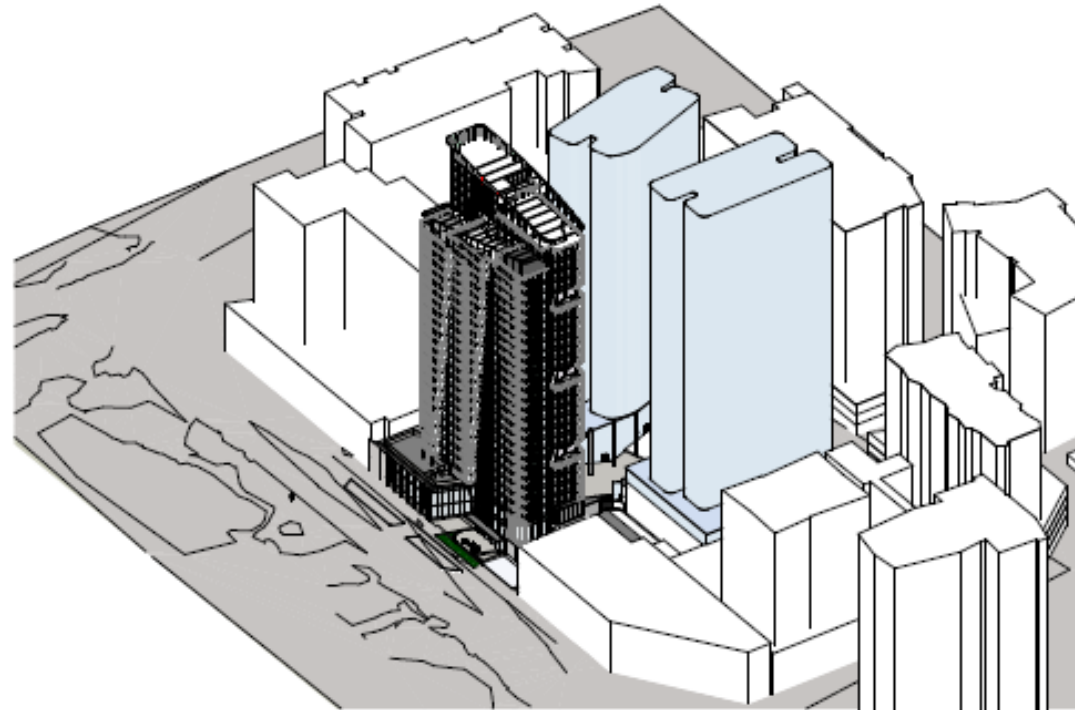


Figure 12: Site's built form context

Table 8: Precinct 3 - Northshore Urban Village

Precinct Criteria

Compliance Assessment



**Figure 13:** Approved development at 19 Hercules Street, Hamilton (reference: DEV2020/1165)

Additionally, the design of the proposed building assists in reducing its overall bulk through the following:

- The proposal is comprised of a distinct podium and tower form. The podium and tower are distinct through setbacks and materiality. Additionally, the tower levels are elevated about the podium.

**Table 8: Precinct 3 - Northshore Urban Village**

Precinct Criteria	Compliance Assessment
	<ul style="list-style-type: none"> <li>• The podium is comprised of four (4) storeys containing active retail space on the ground level and three (3) levels of podium car parking screened behind an articulated and distinctive façade, and a recreation terrace on Level 4.</li> <li>• Commercial tenancy space is incorporated into the podium levels to establish a partial sleeving of the podium carparking, but without taking away from the distinctive brick pattern façade, interspersed with podium landscaping.</li> <li>• The materiality chosen for the podium includes brick patterning to connect with the industrial history and development within the broader area of the PDA and reclaimed timber that pays homage to the area’s connection to the wharf is incorporated in the landscaped and public-facing areas of the development. Glazing is incorporated into the podium where the commercial tenancies are located to maximise activation to Main Street.</li> <li>• The tower (Levels 5 – 24) includes curved edges to soften the building, recesses to break up the form and massing and screening for shading.</li> <li>• Tower blades and slab projections in the building façade have been employed to add articulation and visual interest at all levels. Variation in floor plates establish a distinction between the lower and upper tower levels.</li> <li>• The development has been thoughtful in its layout that orientates habitable spaces away from the side boundaries to appropriately manage these interfaces and takes advantage of the opportunity for the development to have a strong north and south orientation with views towards the City, Hercules Street Park and the Brisbane River.</li> </ul> <p>Further to the contextual reasoning for the proposed building height, the development adopts a superior design outcome that demonstrates sufficient grounds for any perceived non-compliance in this regard. The sufficient grounds presented by the proposal are outlined in <b>Section 5.6</b> of this report.</p>

**Setbacks**

Brisbane River (setback from the high water mark)

20 metres for all buildings.

Frontages

Commercial and Retail: 0 metres with up to five metre setback at ground for public activated spaces.

Residential and community uses: three to five metres with up to five metres setback at ground for public activated spaces.

**Complies with alternative for some setbacks**

The proposed development does not front the Brisbane River.

The proposed non-residential uses on the ground level are setback 3m to Hercules Street 0.5m to Main Street. The podium levels are setback 0m to Hercules Street and Main Street.

The proposed residential uses located within the tower levels are setback:

Front (Hercules Street) boundary:

- 0.3m to slab, 0.5m to balconies, and 0.5m – 5.3m to walls – Levels 5 -22
- 1.3m to wall – Level 23



**Table 8: Precinct 3 - Northshore Urban Village**

Precinct Criteria	Compliance Assessment
<p><i>Three metres to Kingsford Smith Drive (after road widening provisions)</i></p> <p><u>Tower separation</u></p> <p><i>12 metres between commercial buildings.</i></p> <p><i>18 metres between residential buildings.</i></p> <p><i>18 metres between residential and commercial buildings</i></p>	<ul style="list-style-type: none"> <li>• 30.2m separation to building on opposite side of Hercules Street</li> </ul> <p><u>Front (Main Street) boundary:</u></p> <ul style="list-style-type: none"> <li>• 0.3m to slab, 0.75m to balconies, and 0.75m – 4.6m to walls – Levels 5 -22</li> <li>• 0.3m to slab, 3m to wall – Level 23</li> <li>• 16.7m – 18.8m separation to building on opposite side of Main Street</li> </ul> <p>The proposed development has a 14.7m – 18.7m separation to the approved tower to the east.</p> <p>To manage interfaces with surrounding existing and approved buildings, particularly the adjoining sites at 9 and 19 Hercules Street, units have been orientated away from side boundaries, and instead face towards the street frontages and takes advantage of views towards the river. Screening is proposed in order to further ensure privacy and amenity within and adjoining the site is preserved.</p> <p>For further detail, please refer to the Architectural Package attached in <b>Appendix C</b>.</p>
<p><b>Active frontages</b></p> <p><i>Primary – 75% active edge – more than 15 premises every 100 metres.</i></p> <p><i>Secondary – 40% active edge – at least five premises every 100 metres.</i></p> <p><i>Note: Refer to Map 3</i></p>	<p><b>Not Applicable</b></p> <p>Hercules Street is not identified as a Primary or Secondary Frontage in Map 3.</p>
<p><b>Connections</b></p> <p><i>North/south connections through Remora Road Park to the existing cruise ship terminal must be promoted. The public realm area between the river park precinct and the future public transport node on the northern side of MacArthur Avenue is a vital link in establishing a functional and sustainable activity centre. The linear, riverside open space must be maintained and promoted.</i></p> <p><i>Refer to Map 5</i></p>	<p><b>Not Applicable</b></p> <p>The site is not identified as being required to provide a connection in Map 5.</p>
<p><b>Open and civic space</b></p> <p><i>Network park.</i></p> <p><i>Destination park.</i></p> <p><i>Connecting park.</i></p>	<p><b>Not Applicable</b></p> <p>The site is not identified within Map 6.</p>

**Table 8: Precinct 3 - Northshore Urban Village**

Precinct Criteria	Compliance Assessment
<p><i>Civic space.</i> <i>Refer to Map 6</i></p>	
<p><b><i>New and upgraded roads</i></b> <i>New roads.</i> <i>Existing road upgrade.</i> <i>Minor improvements.</i> <i>Refer to Map 7</i></p>	<p><b>Complies</b> Map 7 identifies Hercules Street and Main Street as an ‘existing road with minor improvements’. There are no proposed upgrades to Hercules Street. Additionally, Main Street is a privately owned lot, subject of an easement benefitting the subject site. There are no proposed changes to Main Street.</p>
<p><b><i>Car parking</i></b></p>	<p><b>Complies</b> The development provides a total of 154 car spaces. The Development Scheme does not identify whether the requirements (108 car parking spaces in this instance) is a minimum or a maximum. TTM advises the proposed car parking rate reflects the expected demand for the development. For further detail, please refer to the Traffic Assessment prepared by TTM attached in <b>Appendix F</b>.</p>

## 5.5 Sub-tropical Design

The development delivers a high quality design that is informed by the Development Scheme, existing and emerging character of the locality and Brisbane's sub-tropical climate. The building has been designed in accordance with the Buildings that Breathe Guidelines. This includes:

- **Orientate Yourself** – The position and configuration of the site provides the opportunity for development to have a strong north and south orientation with views towards the City, Hercules Street Park and the Brisbane River.
- **Occupy Outdoor Spaces** – The proposal includes a permeable ground plane with active retail uses where people can meet, work, eat or / and relax. Balconies and glazing are orientated to the street frontages for casual surveillance. Communal open space is located on Level 4, with an additional space provided at the rooftop level, creating a place to relax and enjoy the sub-tropical climate and take advantage of the stunning outlooks available.
- **Illuminate with Daylight** – The proposed development is appropriately setback in response to the planning scheme provisions and the adjoining land uses, providing access to natural light.
- **Natural Air and Ventilation** – Operable windows, doors and openings are located, oriented and designed to allow for natural ventilation, capture cooling breezes, facilitate cross ventilation and allow the passage of daylight while reducing unwanted heat transfer, and connecting indoor and outdoor spaces.
- **Shade and Protect** – The ground level retail tenancies are recessed and therefore the podium level above provides shade along the frontage to Hercules Street, protecting pedestrians from weather conditions. The ground level and rooftop terrace includes landscaping, shade and protection to create occupiable outdoor spaces that are comfortable all year round.
- **Living Greenery** – The proposed development includes containerised landscaping integrated within the podium and a well-landscaping top of podium space associated with the communal open space. Landscaping provided on the rooftop level provide enjoyable outdoor spaces for residents, as well as providing a 'green top' to the building. Street trees, landscaping and deep planting are provided on the ground plane.
- **Identity Matters** – The proposed development includes a selection of high-quality building materials, strong articulation through rhythm and a layering of transparent and solid materials and spaces provide texture and contribute to a sense of breathable, occupied buildings. The use of distinctive brick pattern and glass for the podium façade re-interprets the area's history, along with reclaimed timber used within the ground level landscape.
- **Reduce Energy and Waste** – The building is capable of delivering efficient air conditioning systems, water harvesting and recycling, and energy efficient fittings and fixtures. 114 bicycle parking spaces are provided, encouraging occupiers and visitors to take advantage of the bicycle network adjacent to the site.

Further detail on how the proposed development responds to Buildings that Breathe outcomes, please refer to the Architectural Plans included in **Attachment C**.

## 5.6 Summary of Sufficient Grounds

The following provides a summary of the sufficient grounds that are proposed by the development.

- Public plaza space at the notable corner of Hercules Street and Main Street, signifying a pedestrian entry point into the broader Northshore Urban Village and a compelling moment within the streetscape.

- Electric vehicle charging spaces for the purpose of public charging availability. The applicant proposes to engage with EDQ regarding a suitable electric vehicle charging strategy for the site, including the appropriate location and arrangement within the site.
- Artistic / creative lighting to signify the key corner at night time (as well as daytime).
- Exemplar architectural outcomes, that signifies the key corner for public wayfinding, and incorporate materials such as brick patterning, glass and reclaimed timber that re-interprets the area's heritage and provides a positive contribution to the public realm.
- Residential levels achieve an average software rating of over 6 stars, which exceeds the average 5 star rating sought by the Queensland Development Code MP4.1 and will achieve a comfortable and usable space for residents.

## **6. Conclusion and Recommendations**

This town planning assessment accompanies an application by Limitless Residential No.9 Pty Ltd seeking approval of a PDA Development Permit for Material Change of Use for Multiple Residential, Visitor Accommodation, Other Residential, Shop, Food Premises, Office Medical Centre, Educational Establishment, Indoor Entertainment and Indoor Sport and Recreation at 5 Hercules Street, Hamilton.

An assessment has been undertaken with regard to the proposed development in order to assess the application against the applicable statutory town planning framework, in particular the Northshore Hamilton PDA Development Scheme.

The information provided in this proposal report (and accompanying material) demonstrates that the proposed development complies with all relevant and applicable provisions of the statutory town planning framework.

We therefore recommend that EDQ favourably consider the proposed development and approve the proposed development application, subject to reasonable and relevant conditions.