PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2022/1284

Date: 20 October 2022

Queensland Government

MAKING COMPLEX EASY

Our ref: 151255

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Fortitude Valley QLD 4006
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Date: 30 September 2022

Attn: Chris Hinton
PDA Development Assessment
Economic Development Queensland
GPO Box 2022
Brisbane Queensland 4001

Dear Chris,

Sufficent Grounds Package
12 Hercules Street and 485 Kingsford Smith Drive, Hamilton (Lot 2 on SP294952 and Lot 1 on SP170806)
PDA Development Permit for a Material Change of Use for Office and Food Premises
Your ref: DEV2022/1284

1 INTRODUCTION

The Northshore Hamilton PDA Development Scheme outlines in Section 3.2.5 that permissible development is consistent with the land use plan where sufficient grounds for non-compliance against the scheme is evident.

This sufficient grounds package has been prepared to demonstrate that the proposal, being permissible development **is consistent with the current land use plan**, and therefore aligns with the intent for development on the site within the Northshore Hamilton precinct.

3.2.5 Development consistent with the land use plan
Self -assessable development which complies with any applicable development requirements is consistent with the land use plan.
Permissible development is consistent with the land use plan where:

- *i. the development complies with the requirements about the carrying out of development for the UDA, or*
- *ii. the development does not comply with the requirements about the carrying out of development for the UDA but:*
  - *the development does not conflict with the structure plan or otherwise compromise the UDA planning outcomes in the vision for the UDA*
  - *there are sufficient grounds to approve the development despite the non compliance with the UDA development requirements.*

We provide in this response the key changes to the development statistics as a result of the redesign in direct response to EDQ's Further Issues.

This package will also discuss key aspects of the development that are sufficient to offset minor non-compliances with the acceptable outcomes of the development scheme.

2 KEY DEVELOPMENT STATISTICS

Following receipt of EDQ's Further Issues a complete redesign of the proposed development has been undertaken.

- Activation of all street frontages by achieving a flush finish floor level to the existing ground level at 3.1 FFL (with the exception of the corner of Kingsford Smith Drive (KSD) – given no pedestrian access is proposed via this section).
- As a result of the point above, removal of the ramping on Hercules Street frontage. Thus, further activation achieved along this frontage.
- Removal of the defined use of cafes and reference to "retail" uses to allow flexibility of future uses (Food and drink and shop) for activation.
- A redesigned ground floor plane that provides a legible pedestrian connection "thru-way" promoting ease of traversing throughout the site and the wider precinct.
- Removal of the split-level car parking and reduction to 137 car parking spaces to accommodation additional sleeving of the podium car parking with active uses.
- The podium car parking height has been redesigned to achieve a height that permits future urban use at 3.75m floor to floor.
- Sleeving of the podium car parking for the full frontage of Northshore Way and partial sleeving to KSD and Hercules Street with office uses achieving casual surveillance, specifically to Hercules Park.
- Juliet balconies at each level of the building on Northshore Way frontage to increase casual surveillance and provide further sleeving the podium car parking levels.

Whilst the development still proposes minor non-compliances with the development scheme, it is considered that the overall design and sustainability initiatives proposed for the building forms sufficient grounds for the development and thus consistent with the development scheme.

Below is a table that outlines the updated key development statistics for the building, as previously supplied to EDQ.

Table 1: Key Development Statistics Comparison

	SCHEME	LODGEMENT	FINAL	
HEIGHT	10 storeys	61.25m	61.95m	
GFA	40,000m²	15,178m²	15,470m²	
PLOT RATIO	0.5	7.08	6.61	
SETBACK	3m to KSD	2.8	Basement	4m
			Ground	0.6m
			Podium	0m
			Level 4	3.5m
			Tower	2m

3 SUFFICIENT GROUNDS

The proposal seeks approval for a building beyond the height, bulk and primary frontage setbacks envisaged by the current development scheme. Other than these aspects the proposal is considered compliant with the development scheme.

The grounds which support the proposed increase in building height and plot ratio and reduced primary frontage setbacks are identified below:

- **Greenstar Rating**

  KSD-2 will target a 5-Star NaBERS rating for energy efficiency of base-building and tenancy areas. We note, the development has already been registered.

- **Activation**

- The redesign of the building has focused on improving activation of all three (3) street frontages. Pedestrian access is provided via both primary street frontages bounding the site creating a highly activated and permeable ground plane via laneway from Hercules Street and Northshore Way to the Internal Road. Entry is also provided via the existing footpath on KSD.
- Refer to Figure 1 below that illustrates the development integrates with the existing pedestrian network and highly activates each frontage.
- Additionally, connections are continued via the existing Hercules Street footpath, incorporating an active frontage through future retail uses at this interface, which contributes to and promotes the pedestrian connection to High Street. Furthermore, the development provides a connection to the adjoining western site which is considered to strengthen the interface and amenity on this boundary and contributes the connection to the wider Portside precinct.

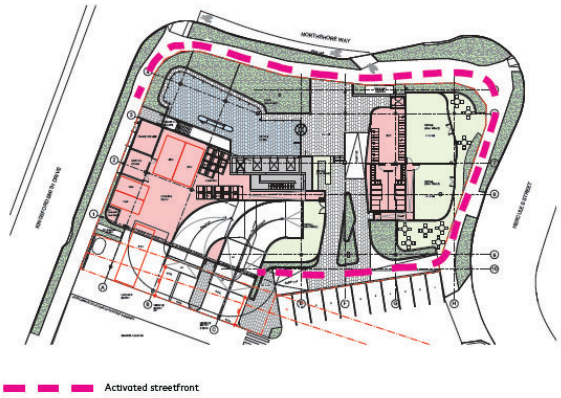


Figure 1A - Ground Floor Plan

Figure 1B - Corner of Northshore Way & Hecules Street Perspective

- The refined building design now includes sleeving of the office spaces fronting all pedestrian dominant frontages, including the full extent of Northshore Way frontage. In addition to this, Juliet balconies have been provided in the centre of the building running up each level on Northshore Way to provide an extension of the surveillance towards the adjacent Hercules Street Park. These measures, in conjunction with surveillance and overlooking opportunities afforded by the adjacent (existing) built form/s of Hamilton Harbour can achieve the intent of the development scheme.
- Sleeving the podium parking with the active office uses now achieves the relevant CPTED principles, particularly the casual surveillance requirements for overlooking on the first 5 levels as described above.
- We note on the meeting of 14 September 2022 with EDQ, the redesign was presented by Cox and EDQ provided **in principle support** for the design and advised that the application should be endorsed for approval.

- **CPTED / Surveillance**

- The development now offers 137 on-site car parks, partly in a single level of basement but also in 4 x levels of podium carpark which is fully sleeved by commercial space to the full Northshore Way frontage and partially to the KSD frontage; and otherwise enveloped in variegated bronze aluminium screening with integrated planting. The end-of-trip facility for cyclists and others is located at ground, immediately

accessible off the existing bikeway on Northshore Way. Additional bike parking is available on B1 and accessible by a shuttle lift.

- The design has given particular focus on providing full frontage sleeving to Northshore Way given the concerns of casual surveillance over the adjacent Hercules Park.

- **Natural Ventilation**

- As a commercial building, most of the natural ventilation is proposed at ground level. Natural ventilation is achieved at the ground plane, through the central laneway and outdoor dining corners at the corners facing Hercules Street. Refer to **Figure 2** – Natural Ventilation through the Ground Floor Plan.
- Whilst challenging to achieve ventilation throughout the higher levels of the building, it is proposed to incorporate sky terraces at **all** podium levels, and winter rooms and balconies located at level 7, 9 and level 12 to provide natural ventilation, fully accessible to the tenants on these corresponding levels, when the external weather conditions allow.
- These spaces are positioned only acoustically at quiet faces of the building i.e., Hercules Street frontage. Refer to **Figure 3 -** Natural Ventilation throughout tower.

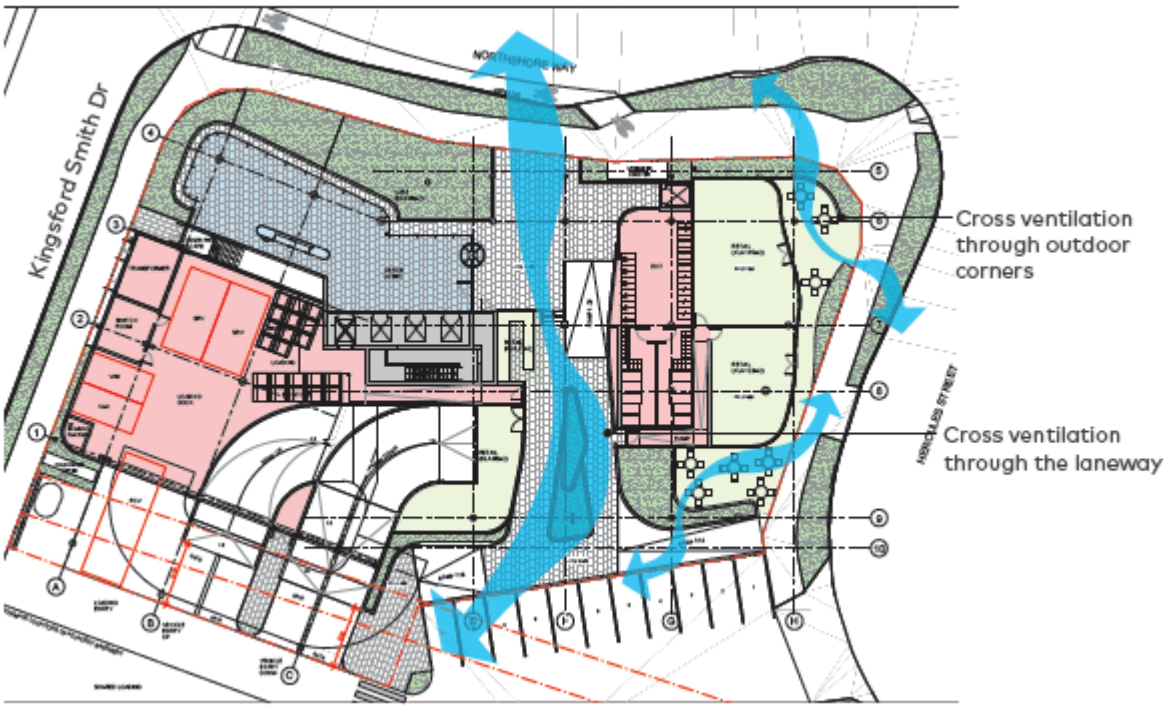


Figure 2 – Natural Ventilation through the Ground Floor Plan

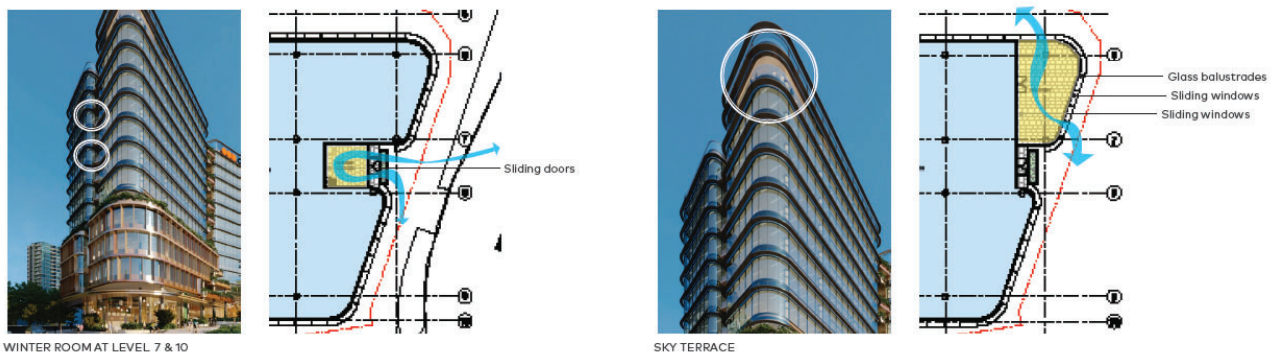


Figure 3 – Natural Ventilation throughout tower

- **Building Design / Materials**

  All materials selected have been chosen for their contextual appropriateness and long-term durability to ensure the development still looks good many decades into its occupation.

  The building has chosen robust materials for their durability and have been carefully curated to create a material palette for the project that speaks to the context and provide the developer long term minimal maintenance. Concrete, tiles, glass, aluminium have been chosen to create an identity that reflects the building uses and context.

  Refer to **Figure 4** below illustrating a general intent of material for the building façade.

Figure 4 – Building Materials

- **Vehicular Interface**
- The development is conveniently accessed for both cars and service vehicles via the existing internal retail street, which is an important positive aspect, removing the risks that a new cross-over to Hercules Street could bring. All private or tenant vehicular movements are via the existing service court, into a single level basement or into the elevated podium.
- Refuse, loading and other service vehicles are efficiently and discretely accommodated via the existing shared service court on site and into a dedicated loading dock secured by roller doors. A full traffic engineering report has been prepared covering all details included separately.
- In terms of futureproofing and resilience, the car parking levels of the elevated screened podium are flat floor and structured with a 3.75M floor-to-floor, enabling conversion at a later date to office (or other) uses as may be suitable at that time.
- **Connectivity**
- The proposal has been redesigned to consider the pedestrian connection throughout the ground floor plan of the development. The design has been vastly improved to provide a transparent thoroughfare via an internal laneway connection through Northshore Way, Hercules Street, and the common boundary.
- The development provides access via all existing footpaths on all three (3) frontages; and provides for a legible and equitable pedestrian link between each of these paths within the ground plane.
- Additionally, connections are continued via the existing Hercules Street footpath, incorporating an active frontage through future retail uses at this interface, which contributes to and promotes the pedestrian connection to High Street. Furthermore, the development provides a connection to the adjoining

western site which is considered to strengthen the interface and amenity on this boundary and contributes the connection to the wider Portside precinct.

- **Energy & Waste Reduction**
- Solar energy is to be supplement grid energy as a significant Solar Photovoltaic Cell Panel array from the rooftop of the building to produce significant energy. Passive design strategies in combination with efficient lighting, appliances and HVAC will also contribute to a reduction in energy requirements. It is anticipated that the building will reduce energy consumption and save between 190,000 and 220,000 kg's of CO-2 over a 30-year life span of the building.
- Rainwater is proposed to be collected on the rooftop of the building. The building will be fitted with 60,000 litre rainwater storage facility in order to irrigate the on-site green landscape. WELS-rated fittings are proposed throughout the building to reduce water consumption for the development.
- **Greenery / Sub-tropicality**
- The development implements numerous greenspaces throughout the design of the building and highlights sub-topical elements to soften the built form and integrated with the existing natural landscape. These are listed below.
  - **Vertical Greenery**

    The development implements vertical greenery via a series of planters integrated into the podium façade design. 'Draped' planting hanging over the edge of the planters animates the urban realm and provides the public a connection point to nature in an otherwise highly urban environment.
  - **Elevated Gardens**

    Elevated garden spaces are integrated into the design of the podium and towel facades. A vertical extension of Hercules Park and surrounding street landscape is achieved through the juliet balconies.
  - **Ground Plane Gardens**

    A series of planters are proposed on the edge of the building envelope to provide an appropriate level of greening to the surrounding environment.
  - **Access/Maintenance to Greenspaces**

    Ease of maintenance will be provided generally by allowing immediate personnel access from either balconies or carpark levels. All integrated greenery will be irrigated using rainwater as the first option.
- **Consistency with the bulk and scale proposed Northshore Hamilton Scheme amendment**
- Approval is sought under the current development scheme rather than the proposed development scheme amendment which has undergone public notification but is yet to be adopted by EDQ. Under this new scheme the plot ratio is proposed to increase to 4 x site area and the maximum height is increased to 23 storeys and 85m AHD.
- The proposal generally complies with this criteria being 13 - 14 storeys with a plot ratio (including road widening area of 4.14 x site area).
- **Existing approval**
- The existing approval is still current over the land for a residential tower (DEV2012/398/6) until 4 March 2023.
- This approval allows for 224 dwelling units within a 20-storey building. This approval includes no non-residential uses and a poor activation outcome to the streetscape combined with 3 levels of podium carpark with no activation.
- The proposal had a maximum height of 64.9m AHD to the roof level whereas the current proposal is 61.95m AHD to the roof level.
- The proposed built form not only achieves greater activation and pedestrian connectivity, but it also includes far superior sustainability initiatives and a slightly lower building height in terms of actual height and the number of storeys.

- **Delivery of important outcomes sought in the proposed development scheme amendment**

  Since the 2009 Northshore Hamilton PDA Development Scheme much has evolved in the Northshore Hamilton precinct.

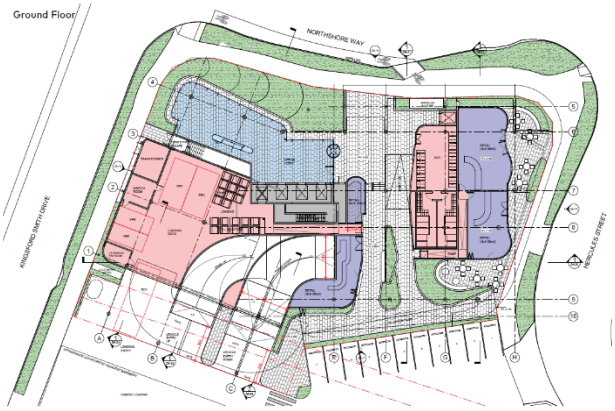
- This proposal contributes to many of the new elements sought for the precinct as outlined below:
  - The urban design allows for a connected ground plane, active frontages, and a positive relationship between the public and private realm. This was not achieved as part of the current approved residential scheme and the originally proposed design.
  - Key improvements include new retail tenancies and a publicly accessible realm at ground level, mid-block connection from existing Hamilton Harbour to Hercules Street park, removal of individual vehicular access to site, sharing existing access and allowing for increased street activation.
  - Juliet balconies at each level of the building on Northshore Way frontage to increase casual surveillance and provide further sleeving the podium car parking levels.
  - The building has undergone a significant redesign, including revision of the vehicle and pedestrian access points at ground the levels above to achieve the desired pedestrian connectivity required by the Department. Sections have been updated accordingly. Ground Level has an FFL of 4.4 with ramps of 1:8 and 1:5 to the car parking level above.
  - Sub-tropical design, including landscaping at ground level, overhangs to provide pedestrian shade and shelter, retention and increase in street trees through relocation of access, terraces at podium and landscaping on the rooftop for ESD; and
  - Podium activation and sleeving has been achieved with a commercial floor plate on each level and screening/ landscape treatment elsewhere. Ground plane floor height has been increased to enhance visibility and allow for high quality gateway-built form outcome.
  - A redesigned ground floor plane that provides a legible pedestrian connection “thru-way” promoting ease of traversing throughout the site and the wider precinct.

- **Superior design outcomes achieved**
- The proposal represents an outstanding design that will be a landmark building to complete the Hamilton Harbour precinct and act as a key identifying landmark at the entry to the wider Northshore Hamilton precinct.
- The proposal provides for a superior relationship to the Hercules Street park opposite and the new character of Hercules Street itself.
- A comparison of the existing approved, and revised development plans is shown below illustrating the design improvements.

Existing approval

Ground level

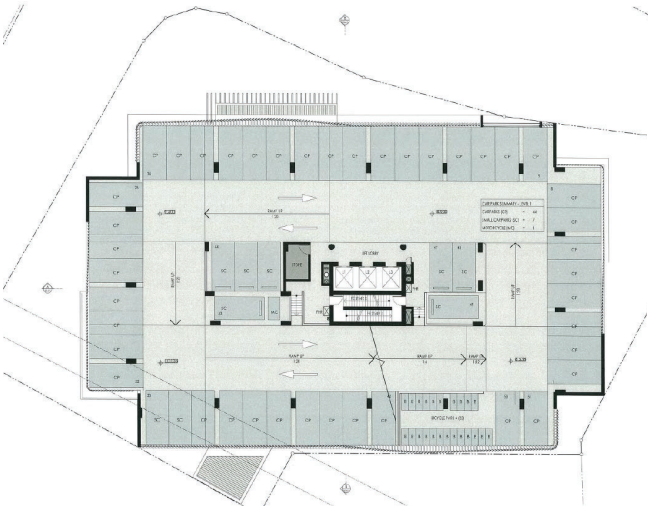
Proposed Development

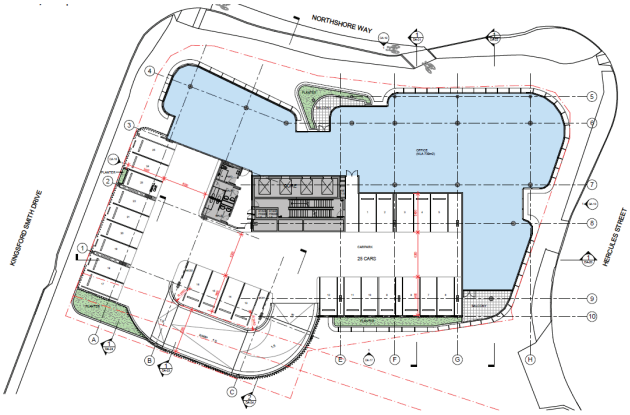


Positive changes as part of new design include:

- Re-position the basement ramp away from the pedestrian link. All vehicle access is now off the service court.
- Creation of a much wider and more generous open ventilated through-link with site lines from the retail street through to Northshore Way.
- Inclusion of an additional small active retail pod facing internal retail street.
- Recognises importance of internal Hercules St corner by creation of “outdoor room” dining pocket along Hercules Street.
- Increased view lines from Hercules Street to cross-block link entry.
- More integrated planters at ground plane to soften built form and address sub-tropicality.
- Provision of legible and equitable access (at 3.1 FFL) via all existing footpaths on all three (3) frontages.

Podium levels (typical)

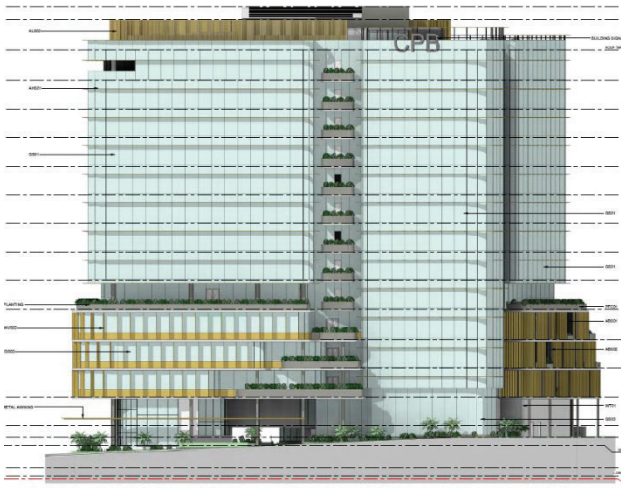




Positive changes as part of new design include:

- Inclusion of office floor plate on each level of podium providing for increased activation and overlooking to the Northshore Way, Hercules Street and Hercules Street park.
- Landscape areas integrated into carparking levels to provide relief to façade.
- More interesting shape with smaller length walls and more articulation of the façade – representing a landmark building on a prominent corner site.

Northshore Way elevation



Positive changes as part of new design include:

- Significant step in building form when compared to the original approval.
- Improved activation at all levels to Northshore Way/ Kingsford Smith Drive corner.
- Improved ground level and podium activation including prominent use of landscape elements to soften the built form and create interest to the façade.

4 SUMMARY OF SUFFICIENT GROUNDS

The proposed sufficient grounds contribute a variety of components including planning context, sustainability outcomes and positive local contributions to the Hamilton locality. The sufficient grounds interrelate in providing an outcome that is contextually responsive and which demonstrates an appropriate and landmark building on a constrained site, with a view of being adaptable to future changes in market trends and local amenity in the years to come.

Supporting Documentation

This response is supported by the following supporting documentation:

- **Attachment A**: *Supporting Sustainability Report* prepared by COX.
- **Attachment B**: *Architectural Proposal Plans* prepared by COX.

We look forward to continuing working with you on this development. If you have any queries, please contact the writer (contact details below) or Georgina Bartlett on 07 3539 9730.

Our ref: 151255

Yours sincerely,
for RPS AAP Consulting Pty Ltd

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