

1. Compliance Assessment

An assessment of the proposed amendments to the existing Amendment Approval (DEV/2020/1124/3) are made against the relevant aspects of the Bowen Hills PDA Development Scheme (amended 9 December 2022).

1.1 Vision and Structural Plan

The proposed changes comply with the Vision for the Bowen Hills PDA, as follows.

- The development continues to contribute to the achievement of a vibrant urban area, that accommodates a diverse, integrated and balanced range of uses that are connected by a high-quality public realm.
- The range and intensity of uses are in keeping with the outcomes of the Mixed Industry and Business Zone and will contribute to the activation of places and streets at different times of the day and throughout the week. The development will not detract from the land use and form priority of the Mixed Use Zone, adjacent to high frequency public transport station.
- The development remains subservient and supportive in use and form to the Mixed Use Zone, promoting commercial / health tenancies and complying with the building height outcome for the Mixed Industry and Business Zone.
- The development continues to contribute to the evolution of the Mixed Business and Industry Zone established north of Perry Park and south of Allison Street, positively contributing to the desired mix of building forms with business frontages activating streets.
- The development facilitates the safe movement of vehicles, cyclists and pedestrians, with pedestrian and vehicle access locations consistent with the Amendment Approval.
- The development provides a high-quality public realm, that provides for community recreation and a visual break from the built landscape in Bowen Hills. The proposed building height is consistent with the planned building height for the Mixed Industry and Business Zone under the Development Scheme and therefore the development is consistent with the intended built form and scale for the site.
- The development contributes to an urban environment that is human-scale, attractive, safe and activated. The development addresses street frontages and public spaces and proposes amendments to create an interface that is integrated and activated.
- The development retains an overall design, consistent with the Amendment Approval, that considers the principles of sub-tropical urban design, including in respect of solar access, environmental performance and responsiveness, high quality living environments, and integrated landscape.

1.2 PDA-wide Criteria

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Urban Design and Public Realm	
<p>Urban Design</p> <p>Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to collectively contribute to the creation of a sense of place by:</p>	<p>Complies with Criteria</p> <p>The site continues to provide for a variety of uses to meet the diverse needs for all community members, consisting Office, Research and Technology Industry, Health Care Service,</p>

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<p>i. catering for the diverse needs of all community members, including children, elderly and people with disabilities, by applying principles of universal, adaptable and inclusive design</p> <p>ii. creating an attractive and functional relationship between buildings, private spaces and the public realm</p> <p>iii. providing a ground plane that is connected, legible, permeable, inclusive and safe</p> <p>iv. contributing positively to conditions of the urban environment and the visual experience of a place</p> <p>v. allowing for innovative and temporary use of public realm</p> <p>vi. applying Crime Prevention through Environmental Design (CPTED) principles, and</p> <p>vii. promoting identity and distinctive character, by working with the landscape, heritage and cultural features to create places with a strong relationship to their context.</p>	<p>Hospital, Food and Drink Outlet (<250m²), Shop (where located at ground level and not exceeding 250m² per tenancy), and Park uses, consistent with the Amendment Approval.</p> <p>At ground level, consistent with the Amendment Approval, the ground level includes well-designed and discernible pedestrian paths and connections, that will continue to promote and active and permeable edge, along Thompson Street and Murray Street</p> <p>The ground floor remains well linked to its surroundings, with legible pedestrian entrances to and from the development consistent with the Amendment Approval (opening to both Thompson Street and Murray Street).</p> <p>The architectural design, articulation within the façade and selection of materials remain consistent with the Amendment Approval. The podium is reduced from three (3) to two (2) levels of carparking. Car parking continues to be concealed within the podium, with the proposed minor changes responding with appropriate screening through landscaping, battening, and glazing.</p> <p>At ground level and within the podium and tower the development continue to provide a combination of balconies and full height windows that provide for casual surveillance on ground level and at a higher level (from the tower). Furthermore, the balconies serve a public function as it is a “visual expression” of Tower 1.</p> <p>The development proposes sufficient tenancy space to invigorate the Bowen Hills identity with health and wellness, cultural history, and innovation. The proposed changes continue to deliver a viable development where a day hospital and related tenants, together with office and commercial uses can function together and evolve within the ever-changing city environment.</p>
<p>Sub-tropical Design</p> <p>Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to positively respond to the local climate and improve the urban amenity of Bowen Hills by:</p> <p>i. applying design strategies that maximise natural light and air flow in the public realm and private spaces to reduce energy demand for artificial lighting and mechanical temperature control</p> <p>ii. applying design strategies to reduce the extremes of temperature and direct solar</p>	<p>Complies with Criteria</p> <p>The proposed amendments have not changed the development’s subtropical design response, as summarised below.</p> <ul style="list-style-type: none"> • The northern orientation of Tower 1 and the floor to ceiling windows allows the building to maximise access to sunlight. • The development continues to provide balconies within the northern and eastern facades of the tower to take advantage of north easterly winds. The balconies create a private outdoor space to also enjoy natural sunlight, fresh air, views and landscape.

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<p>heating in buildings, streets and public spaces</p> <p>iii. orientating buildings to optimise seasonal solar gain and loss, and</p> <p>iv. using appropriate landscape, vegetation and large trees to provide shade and shelter for pedestrians and cyclists.</p>	<ul style="list-style-type: none"> • Minor changes to the podium propose additional glazing extending along the western and south-eastern corner of Level 4. The glazing will provide the opportunity for additional sunlight into the level 4 commercial space, which is important given the size of this floorplate. • The tower is glazed to balance daylight penetration and provides for both privacy and a reduced heat load from the sun. • The ground level remains appropriately shaded with deep planted trees and improve usability for pedestrians and cyclists, consistent with the Amendment Approval.
<p>Building Form</p> <p>Development delivers high-quality built form outcomes by:</p> <p>i. creating human-scale relationships between buildings, streets and the public realm</p> <p>ii. using setbacks and landscape to integrate with, complement and articulate streetscapes</p> <p>iii. using the ground floor of buildings to define the adjacent street or space, deliver a sense of safety, community ownership and promote activation</p> <p>iv. for mid-rise and high-rise buildings, providing tower separations to deliver access to light, promote air circulation, minimise overshadowing and maximise amenity and privacy for both occupants and neighbours, and</p> <p>v. responding to the cultural heritage significance of heritage places.</p>	<p>Complies with Criteria</p> <p>The development, consistent with the Amendment Approval, contributes to an urban environment that is human-scale, attractive, safe and activated. The development addresses street frontages and public spaces, creating an interface that is integrated and activated.</p> <p>The front setbacks to Murray Street and Thompson Street at ground and podium levels are consistent with the Amendment Approval and the Development Scheme. The development continues to provide a pedestrian oriented interface to complement and articulate the streetscapes, including the accommodation of a dedicated pedestrian path, multiple pedestrian access points, landscaping and an outdoor seating / dining area at the corner of Murray Street and Thompson Street and active retail / health spaces</p> <p>The proposed amendments within the tower will not change the separation that is able to be achieved to other buildings within the Masterplan and external sites. The tower form and setbacks, which are coherent with the Amendment Approval, will appropriately deliver access to light, promote air circulation, and maximise amenity.</p>
<p>Streets and Public Realm</p> <p>Development delivers high-quality streets and public realm spaces that are:</p> <p>i. attractive spaces embellished with landscape and street furniture to encourage social interaction, healthy active lifestyle and community-based activity</p> <p>ii. human-scale spaces that are designed to contribute positively to the environmental and visual experience of Bowen Hills, and</p>	<p>Complies with Criteria</p> <p>The proposed amendments continue to accommodate the tower lobby and two (2) retail / health spaces, consistent with the Amendment Approval, albeit with some minor changes to their configuration. The proposed reconfiguration to the ground level continues to create an activated and attractive edge between the development and public realm. The ground floor also continues to comprise end of trip facilities, amenities and building services, which consistent with the amendment approval, are concealed from the street frontage. The dedicated and protected pedestrian path, multiple pedestrian access points,</p>

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iii. universally designed and provide legible, permeable and safe movement for all members of the community.	<p>landscaping, and outdoor seating / dining area at the corner continue to deliver a strong interface and encourage social interaction and causal surveillance, consistent with the amendment approval.</p> <p>These ground level spaces will continue to be universally designed and inclusive and adaptable for all users (prams, wheelchairs, mobility scooters etc) with the site being flat, shaded, walkable and safe.</p>

Connectivity

Development:	Complies with Criteria
<ul style="list-style-type: none"> i. delivers a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles ii. provides car parking, access and servicing facilities to meet the necessary functional requirements of development as detailed in schedule 3 iii. ensures universal design principles are applied to access, safety, transport and connectivity within the PDA to ensure that the needs of pedestrians, cyclists and motorists are met iv. ensures the layout of streets and the public realm prioritise pedestrian and cycle movements and the use of public transport over private vehicles by: <ul style="list-style-type: none"> a. creating attractive, direct, permeable, legible and connected network of streets, pedestrian and cycle paths and safe crossings points b. giving high priority to equitable pedestrian connectivity, directness of route and facilities for all members of the community c. providing convenient through-site connections and cross-block links for pedestrians and cyclists, offering a choice of routes throughout the PDA d. connecting directly to existing footpaths, cycleways, streets and public transport in surrounding areas, and e. managing potential conflicts between pedestrians, cyclists and other users through appropriate and safe design. 	<p>The proposal continues to provide a high-quality street environment along Thompson Street and Murray Street, enhanced by seating, shading, and landscaping that is well connected to the development and locations beyond the development.</p> <p>The proposal continues to provide end of trip facilities on the ground floor, accessed from Thompson Street. The proposal provides sufficient bicycle parking for 26 bicycles (consistent with the rate under the Transport, Access, Parking and Servicing Planning Scheme Policy) available to staff and visitors. This encourages active transport (cycling and walking).</p> <p>The development provides appropriate carparking and access and servicing facilities that is reflective of the reduced gross floor area and tenant capacities, complying with schedule 3. For further detail refer to the Traffic Advice included in Appendix E.</p> <p>The streetscape prioritises pedestrian and cycle movements over private vehicles through the provision of safe, permeable, legible, and direct paths, consistent with the Amendment Approval. Vehicle access continues to be provided from Murray Street via a porte-cochere.</p>

Housing Diversity

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<p>Development for residential uses (including residential components of a mixed-use development) provides:</p> <ul style="list-style-type: none"> i. diverse housing choice to suit a variety of households by offering universal design and variety in dwelling size, configuration and adaptability ii. a minimum of 10 per cent of total residential GFA as dwellings with 3 or more bedrooms iii. a minimum of 5 per cent of total residential GFA as either or a mix of public housing, social housing or affordable housing, and iv. dwellings that are for public housing, social housing and affordable housing are integrated and distributed throughout residential and mixed-use developments and present high-quality design outcomes to avoid identifying them or setting them apart in the community. 	<p>Not Applicable</p> <p>The proposed development is not for residential uses.</p>
Sustainable Developments	
<p>Sustainable Buildings</p> <p>Development provides the design, construction and operation of sustainable buildings by achieving either:</p> <ul style="list-style-type: none"> i. a minimum 6 leaf EnviroDevelopment certification ii. a minimum 4 star Green Star: Design and as Built certification, or iii. an equivalent rating under an alternative rating system. 	<p>Complies with Criteria</p> <p>The development will continue to be delivered to achieve one of the following: a minimum 6 leaf EnviroDevelopment certification, a minimum 4 star Green Star: Design and as Built certification, or an equivalent rating under an alternative rating system, as per the maintained conditions of approval.</p>
<p>Self Sufficiency</p> <p>Development enables communities to be more resilient and self-sufficient by providing opportunities for:</p> <ul style="list-style-type: none"> i. food to be grown in private, communal or public spaces ii. water to be locally sourced for appropriate uses, and iii. energy to be locally generated and sourced. 	<p>Complies with Criteria</p> <p>It is not proposed for food to be grown on the premises of the proposed development.</p> <p>Water and irrigation tanks continue to be included in the proposal, and rainwater will be sourced for appropriate uses such as watering the landscape / plants along podium and throughout the tower, consistent with the Amendment Approval.</p> <p>Solar panels continue to be proposed on the roof of the development, sufficiently designed to be obscured from view, consistent with the solar panels that were accommodated under the Amendment Approval.</p>
<p>Sustainability Infrastructure</p>	<p>Complies with Criteria</p>

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<p>Development ensures:</p> <ul style="list-style-type: none"> i. all infrastructure is appropriately designed and delivered to support the needs of development, and ii. existing infrastructure is well used and land that is required for future infrastructure is preserved. 	<p>The proposed changes result in an overall reduction in the gross floor area of the development and it is anticipated this will reduce the developments demand on the infrastructure networks.</p> <p>All infrastructure has been appropriately designed and the proposed changes, consistent with the Amendment Approval, will deliver all of the infrastructure requirements, including appealing streetscapes, attractive Towers that are desirable, successful, and sustainable.</p> <p>The proposed changes do not remove the ability for existing infrastructure to be well used and land required for future infrastructure to be preserved.</p>
<p>Water Management</p> <p>Development provides a stormwater management system designed to deliver the principles of Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) for buildings, streets and public spaces. This can include working with established topography to sustainably manage surface water run-off at the source and deliver improved biodiversity, landscape amenity and recreational resources.</p>	<p>Complies with Criteria</p> <p>Refer to engineering assessment.</p>
<p>Energy Efficiency</p> <p>Development promotes energy efficiency through:</p> <ul style="list-style-type: none"> i. site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating ii. the use of natural light and energy efficient lighting, plant and equipment and at least one of the following: <ul style="list-style-type: none"> a. integration of solar generation technology within the built form or public realm, or b. integration of green roofs, green walls or other sustainable landscape elements within the built form and the public realm, or c. integration of smart technology which passively controls the use of electricity 	<p>Complies with Criteria</p> <p>The Amendment Application retains a site layout, building orientation and thermal design promoting energy efficiency consistent with the Amendment Approval. Key energy efficiency outcomes include the following.</p> <ul style="list-style-type: none"> • The orientation of Tower 1 allows the northern side to maximise natural light from the northern facing sun in the winter. • The northern and eastern facing balconies (noting some minor changes to their position within the façade) take advantage of the north easterly winds. The balconies not only create visual articulation but also create a private outdoor space to also enjoy natural sunlight, fresh air, views and landscape. • The roof continues to provide solar panels, consistent with the Amendment Approval, achieving one of the 'or' provisions in (ii). • The amendments will remove the roof terrace and landscaping, however the development continues to provide sustainable landscape elements throughout the tower and the site. • The development continues to integrate smart technology which passively controls the use of electricity. The development continues to deliver an additional two (2) electric vehicle

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	charging stations than what is required, as part of the existing approval.
<p>Waste Management</p> <p>Development:</p> <ul style="list-style-type: none"> i. provides facilities for recycling, composting and waste reduction, in addition to the provision of facilities for the removal of waste. Where possible, waste management facilities are centrally located on the site, and ii. ensures that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters to prevent contamination of natural waterways. 	<p>Complies with Criteria</p> <p>Refer to traffic assessment.</p>
<p>Transport Efficiency</p> <p>Development:</p> <ul style="list-style-type: none"> i. integrates with public transport and active transport infrastructure ii. supports a reduction in car ownership and vehicle trips by providing car share facilities, ride share access, cycle access, cycle storage facilities and pedestrian permeability, and iii. provides facilities to support the charging of electric vehicles including at least one Destination AC charger and the electrical capacity for Basic AC charging on all non-visitor parking. 	<p>Complies with Criteria</p> <p>There are existing bus stops on the street. The proposed development continues to provide permeable and safe paths and connections that are direct routes to these bus stops along Thompson Street.</p> <p>The development continues to provide end of trip facilities on the ground floor, accessed from Thompson Street, which includes parking for 26 bicycles. The bicycle parking provisions, reflects the reduced GFA, and is consistent with the rates under the Transport, Access, Parking and Servicing Planning Scheme Policy.</p> <p>The proposal retains the provision of three (3) electric charging stations for electric vehicles, consistent with the Amendment Approval.</p>
Infrastructure Planning and Delivery	
<p>Development ensures:</p> <ul style="list-style-type: none"> i. planned future infrastructure is provided or that its future provision is not constrained, and ii. Infrastructure networks are designed and delivered to meet relevant standards, in a timely and coordinated way which facilitates ongoing development in the PDA. 	<p>Not Applicable</p>
Heritage Places	
<p>Development promotes the historic identity of the Bowen Hills PDA, by conserving the cultural significance of heritage places and sensitively managing any development and adaptive reuse opportunities by:</p>	<p>Not Applicable</p> <p>The proposed development does not involve any heritage buildings nor is it mapped as a heritage place.</p>

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<ul style="list-style-type: none"> i. avoiding significant adverse impacts on the cultural heritage significance of the place by protecting the fabric, features and setting of a heritage place when providing for its continued use, interpretation and management ii. where adverse impacts cannot be avoided, minimising and mitigating unavoidable adverse impacts on the cultural heritage significance of the place or area, by adapting a heritage place to a new use in a way that is compatible and sympathetic to its heritage significance, and iii. minimising the detrimental impact of the form, bulk and proximity of adjoining development on heritage places. 	
Environment	
<p>Significant Vegetation</p> <p>Development:</p> <ul style="list-style-type: none"> i. avoids impacts on significant vegetation, or ii. minimises and mitigates impacts on significant vegetation after demonstrating avoidance is not reasonably possible, and iii. provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in significant residual impact on a prescribed environmental matter. 	Not Applicable
<p>Waterways and Riparian Area</p> <p>Development:</p> <ul style="list-style-type: none"> i. ensures that land along Breakfast Creek within 10m of the high water mark is transferred to Brisbane City Council as publicly accessible open space ii. is located, designed, constructed and operated to avoid, or where avoidance is not reasonably possible, minimises and mitigates adverse impacts on: <ul style="list-style-type: none"> a. the hydraulic capacity of the waterway b. the environmental values of receiving waters, and iii. protects environmental values of receiving waters by delivering 	Not Applicable

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<p>appropriate solutions that achieve an equivalent or improved water quality outcome.</p>	
<p>Acid Sulfate Soils</p> <p>Development:</p> <ul style="list-style-type: none"> i. ensures acid sulfate soils (ASS) will be treated in accordance with current best practice in Queensland ii. ensures the disturbance of ASS is avoided to the greatest extent practical, then managed to reduce risks posed to the natural and built environments from the release of acid and metal contaminants, and iii. that is operational work will require an ASS investigation if the work involves: <ul style="list-style-type: none"> a. the disturbance of greater than 100m³ of soil below 5m Australian Height Datum (AHD), or b. the placement of greater than or equal to 500m³ of fill material in layer of greater than or equal to 0.5m in average depth below 5m AHD. 	<p>Not Applicable</p>
<p>Flood</p>	
<p>Development in a flood hazard area or coastal hazard area:</p> <ul style="list-style-type: none"> i. is designed and located to avoid, or where avoidance is not reasonably possible, minimise and mitigate the susceptibility to and the potential impacts of inundation ii. ensures underground car parks are designed to prevent the intrusion of storm tide waters or flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level iii. provides measures to ensure critical services remain operational in an inundation event. Essential electrical services including substation equipment and switchboards must be located above the defined flood level, and iv. ensures any hazardous material manufactured or stored on site is not susceptible to risk of inundation. 	<p>Not Applicable</p> <p>The development site is not mapped to have any flooding or coastal hazards.</p>
<p>Managing the Impacts of Infrastructure</p>	

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<p>Railway Environment</p> <p>Development:</p> <ul style="list-style-type: none"> i. does not create a safety hazard for users of a railway, by increasing the likelihood or frequency of loss of life or serious injury ii. does not compromise the structural integrity of railways, rail transport infrastructure, other rail infrastructure or railway works iii. does not result in a worsening of the physical condition or operating performance of railways and the rail network iv. <i>does not compromise the state's ability</i> to construct railways and future railways, or significantly increase the cost to construct railways and future railways v. <i>does not compromise the state's ability</i> to maintain and operate railways, or significantly increase the cost to maintain and operate railways, and vi. ensures the community is protected from significant adverse impacts resulting from environmental emissions generated by a railway. 	<p>Not Applicable</p>
<p>Sub-surface Transport Infrastructure</p> <p>Development does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure that is an existing or endorsed proposed tunnel.</p>	<p>Not Applicable</p>
<p>Noise – Transport Noise Corridors and Entertainment Venues</p> <p>Development is oriented, designed and constructed to:</p> <ul style="list-style-type: none"> i. reduce exposure to noise impacts from designated transport noise corridors, and ii. reduce the exposure of residential uses to noise impacts from lawfully operating entertainment venues. 	<p>Not Applicable / Complies with Criteria</p> <p>The approval and proposed changes do not propose to include an Entertainment Venue.</p> <p>The façade outcomes are consistent with the approval, and address transport noise corridor requirements.</p>
<p>Procedures for Air Navigation Services</p> <p>Development does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport as identified on the</p>	<p>Complies with Criteria</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"> • OLS - Horizontal limitation surface boundary, • PANS - Procedures for air navigation surfaces

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<p>Brisbane City Plan Airport Environs overlay mapping.</p>	<ul style="list-style-type: none"> • BBS zone - Distance from airport 8-13km. <p>The development will not permanently or temporarily obstruct or create a hazard to the operational Airspace.</p>
<p>Air Quality</p> <p>Development must limit exposure and risk associated with pollutants that could have an adverse effect on human health. Development in a transport air quality overlay is designed to:</p> <ol style="list-style-type: none"> i. minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of uses of a childcare centre, multiple dwelling, residential care facility or retirement facility, and ii. maximise wind movement around buildings and the dispersion of traffic air pollutants. <p>Development within 100m of the Clem Jones Tunnel north ventilation outlet and above RL+45m AHD must be designed and oriented to:</p> <ol style="list-style-type: none"> i. avoid unreasonable impacts on the performance of the ventilation outlet, and ii. mitigate potential air quality impacts on occupants resulting from the ventilation outputs. <p>Development within 150m of the Queensland Urban Utilities odour control device must be designed and oriented to mitigate:</p> <ol style="list-style-type: none"> i. unreasonable impacts on the performance of the odour control device ii. potential air quality impacts on occupants resulting from the odour control device iii. the intrusion of air pollution from the odour control device, and iv. reverse amenity impacts on the lawful operation of the odour control device. <p>Development for a sensitive use within 500m of an existing High impact industry identified on Brisbane City Plan Industrial amenity overlay map is designed and constructed to achieve acceptable air quality, odour and health risk standards.</p>	<p>Complies with Criteria</p> <p>The health care centre / hospital operator within the development is defined as a sensitive use. However, the site is not located within the Transport Air Quality Corridor overlay.</p> <p>The proposed development in relation to the Amendment Application is not identified within the Transport air quality corridor overlay. The necessary considerations to the design will minimise the impacts of air pollution from vehicle traffic and maximise wind movement around buildings and the dispersion of traffic air pollution.</p>

1.3 Mixed Industry and Business Zone

Mixed Industry and Business Zone	Compliance Assessment
Built Form	
<p>Preferred Development Intent</p> <p>Development provides for a range of commercial, showroom, service industry, low impact industry and warehouse uses on large parcels of land in a business park environment. Uses are focused on knowledge creation and entrepreneurial activities along with complementary uses such as shop (not exceeding 250m² GFA per tenancy), food and drink outlet, short term accommodation and indoor sport and recreation.</p>	<p>Complies</p> <p>The amendment application does not propose any changes to the approved land uses under the Amendment Approval. The development therefore continues to deliver a mix of uses that comply with the preferred development intent for the Mixed Industry and Business Zone.</p> <p>The proposed changes do not remove any of the uses from the existing approval which complied with the preferred development intent to facilitate a range of non-residential economy-building, knowledge creation and entrepreneurial activities.</p> <p>The ground floor proposes changes to its configuration to the configuration of the retail / healthcare spaces, resulting in two (2) spaces with a GFA of 359m² and 46m². The revised ground level configuration will accommodate a mix of retail (including shop and food and drink outlet) and healthcare services. No component of these spaces will result in a shop with a GFA exceeding 250m².</p> <p>The balance of the site and the precinct will also deliver a range of uses pursuant to the preferred development intent.</p>
<p>Plot Ratio</p> <p>3:1</p>	<p>Complies</p> <p>As per the outcomes under the Amendment Approval the proposed GFA in conjunction with the future development of the masterplan area will as a whole comply with the plot ratio, as expressed in the approved Plan of Development.</p> <p>This Amendment Application reduces the gross floor area for tower 1 from 12,576m² to 8,025m².</p>
<p>Site Area / Frontage</p> <p>800m² and 20m</p>	<p>Complies</p> <p>Site area of 1.26 hectares, and multiple frontages all in excess of 20 metres. The Stage 1 tower development site has an area of 1,654m and frontages of 40m to Murray Street and 40m to Thompson Street.</p>
<p>Building Height</p> <p>8 Storeys</p>	<p>Complies (alternative outcome under the Amendment Approval)</p> <p>The 14 storey building height under Amendment Approval represented an alternative outcome for the site, which was balanced by the sufficient grounds package.</p> <p>The proposal seeks a reduced building height of eight (8) storeys, consistent with the intended outcome for the zone.</p>

<p>Building Envelope</p> <p><u>Front Setback</u></p> <p>Ground level: 3m</p> <p>Up to 4 storeys: 0m</p> <p>Above 4 storeys: 6m</p> <p><u>Side Setback</u></p> <p>Up to 4 storeys: 0m where podium car parking, otherwise 3m</p> <p>Above 4 storeys: 6m</p> <p><u>Rear Setback</u></p> <p>Up to 4 storeys: 0m where podium car parking, otherwise 6m</p> <p>Above 4 storeys: 9m</p>	<p>Complies / Alternative Outcome (consistent with the Amendment Approval)</p> <p>The amendment application proposes the following setbacks.</p> <ul style="list-style-type: none"> • Thompson Street <ul style="list-style-type: none"> ○ 3-4m at ground level Complies ○ 0.8 – 2.6m up to level 4 Complies ○ 0.8 – 2.6m between levels 5 – 8 Alternate • Murray Street <ul style="list-style-type: none"> ○ 2.4 – 13m at ground level Mostly complies ○ 0 – 1.7m up to level 4 Complies ○ 0.5 – 1.7m between levels 5 – 8 Alternate • Southern boundary (side) <ul style="list-style-type: none"> ○ 0m at ground level Complies ○ 0 – 5.8m up to level 4 Complies ○ 6.3m between levels 5 – 8 Complies <p>The proposed setback are generally consistent with the Amendment Approval, except for the change to the podium height, which results in increased compliance with the setback provisions.</p>
<p>Scale and Bulk</p> <p>Any part of a building above the podium has a maximum site coverage of 60%, and a maximum horizontal dimension of 50m. A maximum length of 30m on any one outer building wall on the street frontage. A maximum wall length of 10m between building articulations.</p>	<p>Alternative Outcome (consistent with the Amendment Approval)</p> <p>The tower floor plates are generally consistent with the Amendment Approval, with no changes proposed to the setbacks, site coverage, and building lengths.</p>
<p>Orientation</p> <p>Development is oriented to address Thompson Street and Murray Street frontages.</p> <p>Development on a corner lot is oriented to address both street frontages.</p>	<p>Complies</p> <p>Development remains oriented to address Thompson Street and Murray Street frontages.</p>
<p>Building Separation</p> <p>Above 4 storeys:</p> <ol style="list-style-type: none"> i. minimum 12m separation distance between commercial buildings, or ii. minimum 18m separation distance from any residential building. 	<p>Complies</p> <p>The development does not have interfaces to any existing buildings, such that separation does not apply.</p> <p>The masterplan provides for compliant separation within the Plan of Development</p>
<p>Fences</p> <p>Front fences or walls must be 50% visually permeable and no higher than 1.5m.</p>	<p>Not Applicable</p>

<p>Rooftops</p> <p>Roofs are designed to ensure plant and equipment are screened or otherwise integrated with the overall roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building. Roof top areas can be utilised for employee recreation, solar energy, cool roof and green roof uses.</p>	<p>Complies</p> <p>The development proposes a dedicated plant room on the roof of the development. The roof plant is centralised on the roof and integrated into the overall architectural design to minimise its visibility and contribute to the building cap. Solar panels are provided on top of the plant, consistent with the solar panels accommodated as part of the Amendment Approval.</p>
<p>Communal Open Space</p> <p>Development of provides universally accessible communal open space:</p> <ol style="list-style-type: none"> i. a minimum of 10% of the site area ii. a minimum of 40m², having a minimum dimension of 4m iii. as a mix of ground level, vertically integrated or roof top settings iv. respects the privacy of both users and those overlooking from neighbouring properties v. includes landscape and deep planting shade trees or structures suited to the subtropical environment vi. is positioned for good solar orientation and minimises water use, and vii. does not include driveways, storage or turning areas. 	<p>Not Applicable</p> <p>The development is for non-residential uses, to which communal open space does not apply.</p>
<p>Urban Design</p>	
<p>Building Elements and Appearances</p> <p>Development addresses the street with commercial showrooms, retail and industrial tenancies and well defined entries for pedestrians on the ground floor. Buildings are to be well articulated with external facades treatments, varied material and design detail, balconies, recessed doors and doorways, windows, shade and screening devices and outdoor planting that provides a distinctively commercial appearance. Buildings incorporate appropriate weather protection, screening, and shading structures on the building facades to channel breezes, filter sunlight and provide rain protection.</p>	<p>Complies</p> <p>The amendment application includes some changes to the configuration of the ground level, however consistent with the Amendment Approval, the development complies with the Building Elements and Appearance Outcome for the reasons stated below.</p> <ul style="list-style-type: none"> • The ground level comprises a tower lobby that includes glazing and a discernible pedestrian entrance from Murray Street, which will contribute to the articulation and activation of the streetscape. • The development includes two (2) retail / health spaces adjacent to the lobby and oriented to Thompson Street that will provide the opportunity for retail activation, including an outdoor dining and seating area at the corner, and casual surveillance of the streetscape. • The development provides a covered pedestrian path and entrances and landscaping within the front setback.

	<ul style="list-style-type: none"> The design of the tower, is consistent with the Amendment Approval, providing a distinctive commercial appearance with the inclusions of a landscaped podium, varied material and design detail, balconies throughout the tower, and landscaping integrated into the façade. <p>Refer to the Architectural Plans included in Appendix C provided.</p>
<p>Ground Level Treatments</p> <p>Development along Thompson Street and Murray Street activates street frontages through a variety of measures, including varied design concepts and providing a high frequency of front entries or doors to commercial, industrial, retail, community and communal uses.</p> <p>Front entries to all buildings active street frontages and are emphasised through architectural and landscape treatment, pedestrian paths and the provision of continuous awnings.</p> <p>Pedestrian generating uses including showrooms and commercial uses, should be located at the street frontage to provide visual interest to the street, create a more pedestrianised scale and assist in passive surveillance of the public realm.</p> <p>Buildings should be designed to address car parking areas with windows and entrances providing passive surveillance.</p>	<p>Complies</p> <p>The proposed changes continue to provide a pedestrian oriented and activated ground level, maintaining the key elements of the Amendment Approval. The ground floor continues to comprise the tower lobby, two (2) retail / health spaces, covered pedestrian path and entrances, end of trip facilities, amenities, and building services.</p> <p>The ground floor positioning allows for the opportunity for retail activation, including outdoor dining, toward Thompson Street and Murray Street. A covered pedestrian path is providing within the site, with landscaping to the streets. Pedestrian access is to be gained via Murray Street and Thompson Street, at various positions along each frontage.</p> <p>Refer to the Architectural Plans included in Appendix C provided.</p> <p>Alternate</p> <p>An awning is not provided, as per the approval, which is due to a balancing of planting edges and the provision of pedestrian access within the site (which is covered by the building above)</p>
<p>Podium Treatments</p> <p>Podiums are designed to address, activate and provide a visual appeal to street frontages. Podiums include articulations in building facades and landscape treatments to reduce the visual bulk of the building and provide an appropriate transition between the ground floor and upper storeys. Podiums maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy. Podium tops provide valuable space for communal open spaces and roof gardens.</p>	<p>Complies</p> <p>The podium, consistent with the Amendment Approval, has been designed to address, activate and provide a visual appeal to street frontages, including the accommodation of an active space at level 2, articulations in building facades and landscape treatments to reduce the visual bulk of the building and provide an appropriate transition between the ground floor and upper storeys.</p> <p>The reduction in the height of the podium from five (5) to four (4) storeys creates a greater level of compliance for the developments with this outcome.</p> <p>Refer to the Architectural Plans included in Appendix C provided.</p>
<p>Tower Treatments</p> <p>Towers include articulations and varied design details to create visual appeal.</p>	<p>Complies</p> <p>The development continues to provide for articulations, balconies, landscaping, and more that creates a visual appeal. The change to the scale of the development has not changed the architectural design of the tower, including the variation and</p>

	<p>articulation in the façade or the use of materials and landscaping.</p> <p>Refer to the Architectural Plans included in Appendix C provided.</p>
<p>Landscape</p> <p>Development provides on-site landscape and <i>shade trees that contribute to the area's</i> streetscape and commercial character. Development provides landscaped areas, areas, including deep planting, along a minimum length of 50% of street frontages.</p>	<p>Complies</p> <p>The development continues to provide on-site landscaping that contributes to the area's streetscape. There are no changes proposed to the landscaping areas provided on the ground floor including key deep planting locations in the south-eastern corner of the ground plane and shade trees along Thompson Street and Murray Street.</p> <p>The development consistent with the Amendment approval has integrated landscaping into the podium and tower.</p> <p>Refer to the Architectural Plans included in Appendix C provided.</p>
<p>Public Realm</p> <p>Development contributes to an active and safe ground level public realm along Thompson Street and Murray Street. Development addresses and provides passive surveillance of its interface with the street and other adjoining public spaces, including land along Breakfast Creek. Streetscape treatments facilitate pedestrian and cycle amenity and safety. Development provides good pedestrian linkages to Perry Park.</p>	<p>Complies</p> <p>The proposed changes do not remove the key elements of the Amendment Approval promoting an active and safe ground level public realm along Thompson Street and Murray Street.</p> <p>The development continues to deliver a strong pedestrian circulation outcome, connecting Thompson Street to Abbotsford Road. The pedestrian connection, consistent with the Amendment Approval, will be sleeved by active uses and outdoor dining / seating areas, which will encourage the activation and casual surveillance of the pedestrian path. Landscaping has also been integrated into the pedestrian path to create a comfortable and amenable space for pedestrians.</p>