

PRE2022/649 – 96 Campbell St & 15 Wren St, Bowen Hills

MEETING NOTES

1 William Street, Brisbane City

10am, Monday 24 April 2023

ATTENDEES

Name	Role (e.g. Planning Consultant) and Organisation
Michael Cattoni	Director, Urbis
Matthew Brown	Associate Director, Urbis
Pino Gentile	Architect, Thompson Adsett
Blake Challen	Architect, Thompson Adsett
Peita McCullough	Manager, EDQ
Jen Sneesby	Principal Planner, EDQ
Peter Richards	Principal, Archipelago
Maia Cavendish	Urban Designer, Archipelago

PROPERTY DESCRIPTION

Priority Development Area	Bowen Hills PDA – Mixed Use Zone, Precinct 1
Property Address (i.e. unit / street number, street name, suburb / town and post code)	96 Campbell St & 15 Wren St, Bowen Hills
Lot on Plan Description (e.g. Lot 3 on RP123456)	Lot 24 on SP276528 and Lot 23 on RP9941
Proposal	MCU – Multiple Dwelling, Health Care Services, Shop, Food and Drink Outlet

PRIORITY ITEMS DISCUSSED:

1.	Site Details The site is located at 96 Campbell St and 15 Wren St, Bowen Hills and is legally described as Lot 24 on SP276528 and Lot 23 on RP9941. The combined site area of stages 1 and 2 is 3,500sqm (1,642sqm stage 1 area only) The site is currently occupied by lowset buildings being used for commercial purposes.
2.	Bowen Hills Development Scheme The site is included within the Mixed Use Zone in the Bowen Hills PDA Development Scheme (the Development Scheme). The intent of the zone is to provide a wide range and intensity of commercial, retail, health and medical, community, entertainment, cultural



	<p>activities and residential uses in a predominantly high-rise built form. Development comprises a tower and podium typology which addresses the street, within a range of building heights, dependent on-site area.</p>
<p>3.</p>	<p>Proposed development</p> <p>The proposed development is defined as Multiple Dwelling (Build to Rent), Health Care Service, Shop, Food and Drink Outlet in accordance with the Bowen Hills Development Scheme (the Scheme).</p> <p>It is noted that there is potential for the Build to Rent (BTR) to be used as Key Worker Accommodation given the site's proximity to the RBWH.</p>
<p>4.</p>	<p>Built Form</p> <p><u>Building height</u></p> <p>The proposed building height of 30 storeys is in accordance with the height under the Development Scheme for a site of this size. It is noted that the application is being made over the adjoining carpark site, which is known as Stage 1 of the existing approval (DEV2014/635).</p> <p><u>Plot Ratio</u></p> <ul style="list-style-type: none"> • Based on a combined site area of 3,500sqm, the Scheme anticipates a plot ratio of 8:1. The combined GFA of Stages 1 and 2 create a total GFA across the site of 29,530sqm, which equates to a plot ratio of 8.4:1. • The proposed GFA combined with other design aspects such as the reduced setbacks, connection and overhang over the existing building results in a large, unarticulated building fronting Wren Street. • It is recommended that the applicant provides a breakdown for the GFA calculations to confirm which areas in the Multiple Dwelling development are for actual units and which areas are for the communal amenities being provided for the Build to Rent. • In addition, changes to building design are suggested below which may affect the GFA. However, if the GFA proposed still exceeds a plot ratio of 8:1, a review of the network capacity and impacts from the development will be required along with a sufficient grounds package will need to be presented. • One option for sufficient grounds could be that the development is conditioned to provide a percentage of key worker accommodation, given the sites proximity to the RBWH along with sustainability outcomes <p><u>Setbacks</u></p> <ul style="list-style-type: none"> • The proposed setback to Campbell Street is supported and will provide a beneficial separation to the development across the road. • EDQ would support a reduced setback to the boundary with the ICB, where it is demonstrated there is no impact to the bikeway that is within a Brisbane City Council (BCC) easement, and where BCC does not object to the setback. • EDQ is concerned with the reduced setback to Wren Street and subsequent reduction in tower separation to any future development across the street. Tower separation is a critical element in ensuring light penetration, ventilation and privacy can be achieved, and therefore an important design requirement for the development.

	<ul style="list-style-type: none"> As you are aware, the Development Scheme specifies a minimum setback of 6m for tower levels above the podium and 18m minimum building separation. The current setback to Wren Street is well below the desired setback. It is recommended that the applicant review the building design and increase the building's setback to Wren Street. <p><u>Building Design</u></p> <ul style="list-style-type: none"> While it is commended that the podium levels are to be activated with the proposed medical centre uses, the perspectives provided in the prelodgement package show sun-shading elements that detract from the visual clarity and reduce opportunities for casual surveillance from these levels in the building. The applicant is strongly encouraged to consider other sun-shading elements which do not reduce the opportunities for activation and visual appeal. Building bulk, especially when combined with the existing building on the lower levels, is a matter of concern. It is noted that the Scheme nominates a maximum horizontal distance of 50m, with substantial breaks of 10m every 30m. Opportunities to provide greater articulation to the building, especially on the Wren Street frontage, should be explored. Although it is appreciated the building needs to be connected to the adjoining existing building to facilitate access and carparking, this creates a very large, bulky podium that is in excess of the Development Scheme requirements, with no breaks for light or air. Deep recesses could assist in breaking the mass of the overall form. Further work needs to be done to resolve this issue with the building bulk. The plans show attempts to provide variation in the floorplate for the Build to Rent component of the building, however these are presently lost with the extent and design of the external screening element that's been applied to the building. Greater consideration to be given as to how to provide an architectural feature that allows for these recesses / breaks in the building to be more easily read. The design should consider where recesses are best located and an architectural design exercise is to be carried out for the carparking levels given the horizontal length of the combined stage 1 and 2 buildings across these levels. There is concern with the impact of the existing carpark roof form could have on the proposed unit development. The rooftop is stark, reflective concrete which has potential to impact the units in terms of heat loading and visual amenity. There are opportunities to explore an extension to the carpark through this development – additional carparking could be provided in this building to service the new development and consequently reduce the number of spaces being provided in the new building and allow for an improved roof form. A better connection between the street and the residential lobby needs to be achieved.
<p>5.</p>	<p>Activation</p> <p>Provide amended plans that clearly articulate the proposals level of activation (active uses) and how they integrate with the public realm. In specific, Wren Street, Campbell Street and the bikeway.</p>
<p>6.</p>	<p>Car parking and access</p> <p><u>Car parking</u></p> <p>Under the Development Scheme, an average of 0.75 spaces per dwelling plus 0.15 visitor spaces per dwelling is envisaged, however there is in-principle support for a reduction in</p>

this rate given the sites location and proximity to the Cross River Rail station and if there are carshare arrangements proposed.

200 parking spaces were approved in the Stage 1 approval. The need to retain this number in the proposal, whilst also integrating the Stage 1 building with the Stage 2 building, and potential for adding an additional level to the Stage 1 building to maintain the approved number of spaces was discussed. EDQ are generally supportive of this however, it will depend on the design of the car parking structure. An additional level would need to ensure that the roof level is adequately designed and vegetated to provide amenity for the proposed BRT units that will directly overlook this parking structure. The applicant should look to vegetate the roof/ parking structure to reduce heat loading and glare on the BRT units.

Access, Traffic, Parking, Refuse & Impact on Bikeway

Please note that advice was sought from Brisbane City Council in relation to this proposal and they have provided the following comments:

The proposed development will need to be supported by a Traffic Report endorsed by a Registered Professional Engineer Queensland (RPEQ), demonstrating that the development achieves a suitable carparking, access and manoeuvring outcome for the site. Given the provision of parking spaces across both stages, the report should detail the provision and operation of the site as a whole rather than just stage 2.

The proposed vehicle egress to Campbell St is within close proximity to the bikeway which may create potential conflicts and results in a large stretch of hardstand to this frontage. It is recommended manoeuvring be reviewed to remove the need for this additional driveway where possible. Where this egress cannot be avoided, it may be conditioned to be left-out movements only.

It is noted the proposed development will be cantilevered over the existing bikeway to the east. To ensure the safe operation of the bikeway is maintained, the development must achieve a minimum 2.5m height clearance to the bikeway. However, it is recommended that the height be greater than 2.5m where possible to ensure the bikeway is not enclosed and does not appear as private infrastructure. Where any of the existing bikeway lighting is impacted, it is to be replaced with a suitable lighting device. Further advice can be sought from Council's City Lighting team if necessary.

In addition to the above, to ensure there is no confusion for bikeway users, it is recommended that signage or line-marking be investigated to make it clear that the bikeway is publicly accessible as it currently has limited indicators. Any signage or linemarking is to be provided in accordance with the requirements of the Brisbane City Council's Infrastructure design Planning scheme policy (PSP).

Where seeking a reduced carparking rate for Build-to-rent development, the Traffic Report should provide a strong justification, factoring in the proximity to public transport, proximity of services, street parking controls, parking demand, the preparation of a Green Travel Plan (car share, bike share, travel planning information for residents etc.) and site management.

Notwithstanding any shortfall in carparking proposed, Council recommends that all visitor and bicycle parking achieve the minimum requirements of the Transport, access parking and servicing (TAPS) PSP.

	<p><i>The servicing provisions for loading bays, refuse storage location and capacity, and vehicle types is to be provided in accordance with the requirements of the TAPS PSP and the Refuse PSP.</i></p> <p><i>The proposed plans show the building cantilevered over the bikeway to the east, however it is unclear whether there will be any support structures (pylons or similar) within the landscaped area adjoining the ICB overpass. It is also unclear the extent to which the trees in this location will be impacted. It is recommended these established trees be retained as part of any development to maintain shading and amenity to the site and bikeway users.</i></p> <p><i>The residential tenancy refuse bin room should be separate from the commercial retail tenancies. If the bin room is accessed by residents, the refuse chutes should be separate from the residential refuse bin room and only accessible by authorised personnel. The residential bin room should provide sufficient capacity for 54,720L of general refuse and 54,720L of commingle recycling each week, with three collections per week. This will require 17 1,100L bulk bins for general refuse, 17 bulk bins for recycling with an additional bulk bin for both refuse and recycling under chute.</i></p> <p><i>The stage 2 development plans should demonstrate a separate refuse bin room for general and commingle recycling for commercial uses. The separate bin room should provide sufficient capacity and manoeuvrability for the required number of bulk bins for general refuse and recycling.</i></p> <p><i>The commercial refuse bin should achieve capacity for 9,455L of general refuse and 10,734L of commingle recycling each week, with two refuse collections per week. The commercial bin room would therefore require 5 x 1,100L bulk bins for refuse and 5 x 1,100L bulk bins for recycling.</i></p> <p><i>The development should demonstrate that a Refuse Collection Vehicle (RCV) servicing and loading bay be shown on the plans, with a minimum 10.5m long x 3.5m wide RCV bay. The development should also achieve a 3.6m vertical height clearance.</i></p> <p><i>The location of the service / loading bay should demonstrate there is sufficient space provided for the transfer of bulk bins from the refuse bin room to the rear of the RCV. The current plans do not appear to show sufficient space provided between the eastern side of the building and the potential RCV loading area for the loading of bulk bins.</i></p> <p><i>To enable a rear load RCV to efficiently and safely access the site, the servicing aisle should achieve a minimum width of 4.5m.</i></p> <p><i>A swept path analysis (RPEQ certified) should demonstrate that a 10.24m long rear load RCV can safely and efficiently service the property.</i></p>
<p>7.</p>	<p>Next Steps</p> <ul style="list-style-type: none"> - Recommend contacting BCC to discuss proposal to cantilever the building over the bikeway - Contact EDQ for additional prelodgement meeting once further work carried out on design - As the GFA is in excess of the anticipated GFA under the Development Scheme, and other inconsistencies with the Development Scheme, the development will

	<p>need to demonstrate there are sufficient grounds to justify the approval of the development.</p>
8.	<p>Required supporting information</p> <p>The development application will be required to be supported by:</p> <ul style="list-style-type: none">• Town planning report;• Architectural drawings• Landscape drawings;• Traffic engineering report addressing car parking, site access and manoeuvring;• Stormwater management plan;• Air quality assessment (100 buffer zone for Clem Jones Tunnel north ventilation outlet)• Acoustic report.