



**MATERIAL CHANGE OF USE FOR
MULTIPLE RESIDENTIAL (152
SOCIAL AND AFFORDABLE
HOUSING UNITS)**

Fitzgibbon Priority Development Area

Prepared for
ST GEORGE COMMUNITY HOUSING LTD (SGCH)

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EXECUTIVE SUMMARY

The proposal is an EDQ led project, partnering with St George Community Housing (SGCH) and Bric Housing to deliver 152 social and affordable units on a large landholding situated within the Fitzgibbon Priority Development Area. More specifically, the site is situated within the Carseldine Urban Village Master Plan, an existing masterplan approval for the wider area.

As a leader in delivering high integrity social and community housing projects whilst achieving best in class sustainability targets, SGCH prides itself in delivering quality homes with high efficiency performance, whilst providing high levels of amenity and comfort within each development.

SGCH will retain ownership of the asset, while Bric Housing will be the operator on a day to day basis. Bric Housing provides both transitional and long term social housing under a range of programs in partnership with the Queensland Government, with tenant rents base on a percentage of their income to enable affordability.

The development will be facilitated through Housing Australia Future Fund (HAFF) and is therefore required to achieve an appropriate apartment mix. Accordingly, apartments will be designed in accordance with both the Social Housing design guidelines and also the guidelines from Liveable Housing Australia. In this, apartments are provided to both silver and gold standard.

The design generally aligns with the vision of the Fitzgibbon Priority Development Area, achieving key design parameters such as building height, communal open space and deep planting. The site is well-located, being approx. 280m walking distance from the Carseldine Train Station, therefore supporting a reduced car parking rate.

The application is supported by high-quality architectural plans prepared by DKO (**Appendix E**) and a number of technical reports, including:

- **Appendix F** – Landscape Concept Report;
- **Appendix G** – Engineering Services Report;
- **Appendix H** – Traffic Engineering Report;
- **Appendix I** – Sustainability Report;
- **Appendix J** – Bushfire Management Plan;
- **Appendix K** – Operational Waste Management Plan

This report addresses the merits of the development with regard to the provisions of the Fitzgibbon Priority Development Area Development Scheme and the relevant sections of the Economic Development Act 2012. For the purpose of this report, the Fitzgibbon Priority Development Area Development Scheme will be referred to as the ‘Development Scheme’ and the Economic Development Act 2012 will be referred to as the ‘ED Act’.

This application seeks the following development approvals:

ASPECT OF DEVELOPMENT	DEVELOPMENT APPROVAL SOUGHT	CATEGORY OF ASSESSMENT
Material Change of Use for Multiple Residential (152 Social and Affordable Housing Units)	Development Permit	Permissible development

KEY DETAILS

Table 1 - Key Details

KEY DETAILS	PROPOSAL DETAILS
Site Address	41 and 43 Plaza Place, Carseldine, QLD 4034
Real Property Description	Lot 2049 on SP311913 Lot 2050 on SP311913
Zone	Mixed Use zone (Sub-Precinct Parkside Residential (d))
Existing Approval	Prelim Approval for Carseldine Village Master Plan (EDQ Ref.: DEV2018/932)
Proposed Development	Multiple Dwelling (152 Units)
Level of Assessment	PDA Assessable development
Referral Agencies	N/A

REASONS FOR APPROVAL

Overall, this report demonstrates that the proposed development should be approved for the following reasons:

- The proposal aligns with the Fitzgibbon PDA vision, UDA wide criteria, precinct 1 and sub precinct 1(d) intent. Specifically, the proposal provides for social and affordable housing as anticipated on this site;
- The development has been approved for Housing Australia Future Fund (HAFF). If approved and delivered, the proposal will be retained and operated by a community housing provider ensuring the intent of the development is upheld. In that, the proposal will make a meaningful contribution to social and affordable housing stock in the Brisbane locality.
- The site is located within 280m of the Carseldine train station and therefore provides for housing choice in close proximity to public transport;
- The site is well-situated within the existing masterplan approval for the Carseldine Urban Village which anticipates affordable residential development over the site;
- Extensive prelodgement engagement has been undertaken to date which has translated to ongoing collaboration with EDQ and design development.
- The building has been designed in accordance with the relevant criteria. Where reductions are sought, meaningful design rationale has been adopted and justifications have been provided.
- Apartments are to be delivered in accordance with the Design Guidelines set out by Liveable Housing Australia and Social Housing guidelines. Notably, the proposal provides for a mix of Gold and Silver dwellings.
- The proposed development does not result in undue adverse impacts on surrounding land uses or streetscape character. The design of the proposal has been tailored to its location and is of a form and scale appropriate to its location, site attributes and surroundings.

1. THE SITE

1.1. SITE DETAILS

Table 2 - Site Details

CATEGORY	DESCRIPTION
Site Address	41 & 49 Plaza Place, Carseldine
Real Property Description	Lots 2049 & 2050 on SP311913
Site Area	4,270m ²
Land Owner	Minister for Economic Development Queensland (Appendix A)
Contaminated Land	No (Appendix A)
Easements	No (Appendix A)
Existing Land Use	Vacant land

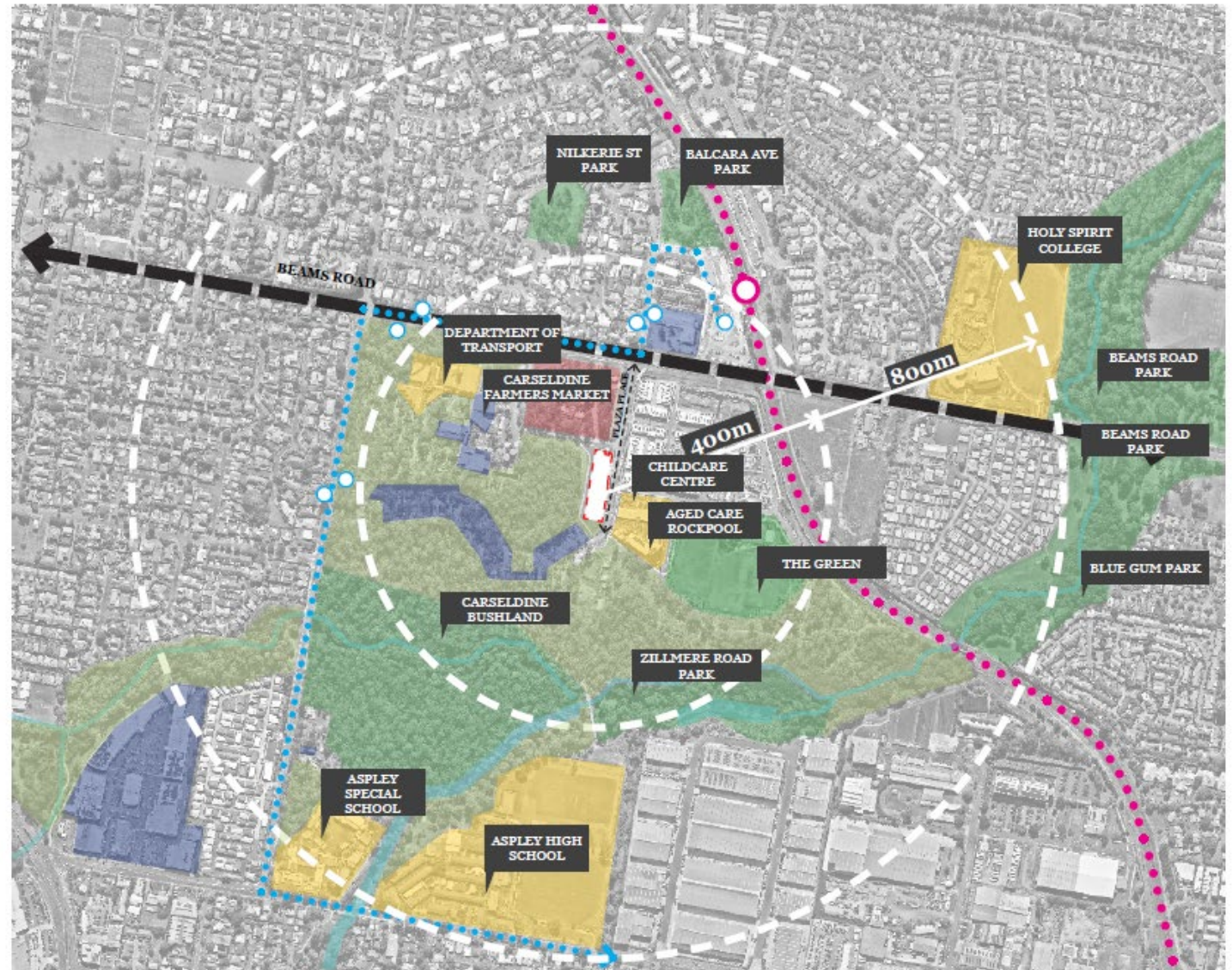


Site Location
Cadastral Boundaries

1.2. SITE CONTEXT

LEGEND

- SUBJECT SITE
- CABBAGE TREE CREEK (TIGHGUM)
- PUBLIC PARK
- BUSHLAND
- RETAIL/ COMMERCIAL
- INSTITUTION
- FUTURE DEVELOPMENT
- TRAIN STOP
- BUS STOP
- ↔ SIGNIFICANT ROAD
- TRAIN LINE



1.3. IMMEDIATE SURROUNDS

North



Source: Google Streetview

South



Source: Google Streetview

East



Source: Google Streetview

West



Source: Google Streetview

1.4. FITZGIBBON PRIORITY DEVELOPMENT AREA

The Fitzgibbon Priority Development Area (PDA) was declared 25 July 2008. The subsequent Development Scheme commenced 24 July 2009 and was amended on 3 December 2021. Located approximately 12 kilometres from the Brisbane CBD, the Fitzgibbon UDA covers 295-hectares of land in the northern suburbs of Fitzgibbon, Carseldine, Bald Hills, Taigum and Deagon.

Considering the date of the Fitzgibbon PDA, the area has been largely developed, with only a number of landholdings remaining undeveloped.

The development of the Fitzgibbon UDA will provide a level of access to services and choice in housing, employment, recreation and public transport that is rare in the Brisbane suburbs. The vision will be delivered through three distinct areas, noted below:

- 'Carseldine Urban Village';
- 'Fitzgibbon Residential';
- 'Bushland, Sport and Recreation'

1.5. CARSELDINE URBAN VILLAGE MASTER PLAN

On 30 April 2018, EDQ approved a preliminary approval for a material change of use generally in accordance with the Carseldine Urban Village master plan and PDA development permit for reconfiguring a lot (1 into 3, new road, access easement and balance lot) (EDQ Ref.: DEV2018/932)

Subsequent change applications were approved in 2018, 2021 and 2022 respectively. The MCU component has a currency period of 10 years and therefore remains current until 30 April 2028.

Within the masterplan, the site is located in Stage 2 and is in the Mixed Use zone (Sub-Precinct Parkside Residential (d)). The masterplan also denotes a maximum building height of the site of 8 storeys.

1.6. SITE OWNERSHIP

The site is owned by the Minister for Economic Development Queensland. St George Community Housing (SGCH) have been engaged to deliver the development and will retain ownership once delivered. Bric Housing will then facilitate the operation of building as social and affordable housing.



2. PRELODGE MENT ENGAGEMENT

The Applicant has attended several prelodgement meetings with both the Development Assessment team and Department of Housing. A summary of the meetings with the Development Assessment team is included below:

Meeting 1

The first prelodgement meeting was held on 17 March 2024. Key discussion points raised by the Applicant included Massing and Façade Articulation, Maintenance Access (CCTV and Lighting), Access to the Carpark, and Carparking Numbers.

Other discussion points included Sustainability and Green Star, POS requirements, EDQ Guidelines, Site Cover, Ventilation / Climate control, Access to natural light, Services, Bushfire and Office location.

Meeting 2

The second prelodgement meeting was held on 18 June 2024. Key takeaways from this meeting were as follows:

- The Applicant was encouraged to explore using power from solar panels to be directed to social housing units to operate the air conditioning units;
- The Applicant was also encouraged to explore a reduction in the number of spaces provided, to free up space or improve the functionality of the car parking levels and podium.
- The series of 8 'mini towers' was considered an acceptable outcome however the 3m separation between each was considered narrow from a light, ventilation, amenity and articulation perspective – SGCH encouraged to reconsider separation between towers.

Meeting 3

The third prelodgement meeting was held on 17 July 2024. Based on the feedback from the previous meetings, the Applicant made the following notable design changes:

- Reduction in car parking numbers to 99, reducing the rate to 0.66. EDQ confirmed this rate would be supportable;

- Inclusion of a brick portico at the front of the building at two locations along the frontage;
- Ground level units with direct street access;
- Improvements to the entry to improve the visibility of the entry; and
- The gaps between the towers have been increased (from 2.7m to 3.2m) to improve lighting and ventilation to the units.

Key takeaways from this meeting are as follows:

- Communal Open Space
 - The Applicant was advised to consider the function of the communal open space and how this function might be accommodated throughout the development.
 - Design of the private open space on level 1 should be re-considered, due to current limited access and functionality.
- Building Articulation
 - The building still appears as too heavy and flat and does not complement surrounding development. Further measures to articulate the building and reduce its bulky appearance are investigated.
 - The reduced setback to the frontage is supported by EDQ but should be used to contribute to the improvement of the articulation of the building and interaction with the ground plane
 - The submitted architectural plans are to show window openings to allow EDQ to determine if apartments are receiving sufficient light and ventilation.
 - The balconies should be opened up further to allow better light penetration into apartments and to make the spaces more usable.
- Building Entry
 - Explore ways to improve the stairway presence.
 - The gap above the entry is to be continued up the building to provide a consistent rhythm to this portion of the building and improving articulation.

3. PROPOSAL

3.1. OVERVIEW OF PROPOSAL

The proposal is for a Development Permit for Material Change of Use for a Multiple Residential (152 units). Specifically, the Multiple Residential will deliver key social and affordable housing in the Fitzgibbon Priority Development Area.

Capitalising on its proximity to the Urban Village and Carseldine train station, the development provides for 152 apartments and range of ancillary amenities. With the aim of delivering housing supply and choice, the product mix has been carefully curated to achieve genuine diversity that is responsive to different lifestyle needs. Specifically, the development proposes a mix of 1-, 2- and 3-bedroom apartments with varying floor areas between 50m² and 106m².

The ground plane design is permeable and supports high levels of street activation and surveillance opportunities, whilst being responsive to the site topography and hierarchy and function of the road frontage.

A large communal open space area is provided at the rear of the building on level 2 and is intended to be accessible by building occupants only. The area is situated directly above the podium car parking, which is appropriately screened through generous landscaping. Access to the car parking is sought via a 9m crossover from Meander Street.

The development will be facilitated through Housing Australia Future Fund (HAFF) and is therefore required to achieve an appropriate apartment mix. Further, apartments are to be delivered in accordance with the Design Guidelines set out by Liveable Housing Australia and Social Housing guidelines. Notably, the proposal provides for a mix of Gold and Silver rated dwellings.

In addition to the design guidelines prescribed for Social and Affordable Housing, the design was developed through four guiding principles, as outlined below (*source: DKO Architects*).

01

Provide great amenity



02

Passive design



03

Building operational requirements



04

Durable and Cost effective



3.2. KEY PROPOSAL DETAILS

Table 3 - Key Proposal Details

PARAMETER	PROPOSAL
Building Height	7 storeys (2 storey podium)
Building Length	119m (significant indentations every 30m)
Setbacks	Front (east) – 1.5m Front (north) – 0m to adjoining PMT, 5.3m otherwise Side (south) – 2m Side (west) – 0m to car parking, 3.4m to habitable room
Site Cover	79.44%
Private Open Space	8 – 13 sqm/unit
Communal Open Space	935m ² (equivalent to approx. 21.9% of the site area)
Deep Planting	9.25%
Car Parking	101 car spaces
Bicycle Parking	63 bicycle spaces
Access	New road to the north (Meander Street)



3.2.1. Apartment Mix

As part of the HAFF application, the development is required to provide a minimum number of units, which is has attributed to the density and size of each individual dwelling.

The proposal provides for a combination of social and affordable apartments. As discussed, the proposal has been designed in accordance with the Design Guideline set out by Liveable Housing Australia and Social Housing Design Guidelines. The Guidelines describe 15 liveable design elements. Each element provides guidance on what performance is expected to achieve either silver, gold or platinum level accreditation. Of note, this development will deliver a range of silver and gold standard apartments, as outlined below in **Table 4**.

Table 4 – Apartment Mix

LEVEL	1 BED		2 BED		3 BED	TOTAL UNITS
	Silver	Gold	Silver	Gold	Silver	
Ground	5	2	6	1	0	14
Level 1	5	3	8	1	1	18
Level 2	6	2	12	3	1	24
Level 3	6	2	12	3	1	24
Level 4	6	2	12	3	1	24
Level 5	6	2	12	3	1	24
Level 6	7	2	11	3	1	24
Total	41	15	73	17	6	152

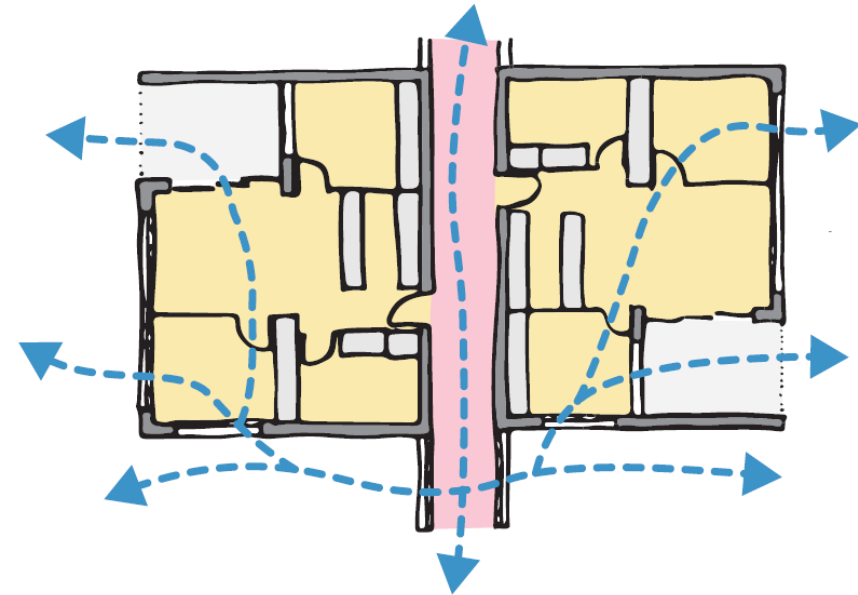
The core design elements do not necessarily accommodate the needs and abilities of all home occupants. However, they are considered to be of most widespread benefit and use in the majority of circumstances.

3.2.2. Architectural Design

The seven (7) storey built form has been indented to provide the visual appearance of four (4) smaller towers to reduce the overall bulk and scale. The design also incorporates 2 storey podium car parking (to the rear of the site). Internal access is provided by a central lift core which is accessed from the central plaza. Individual direct pedestrian access from Plaza Place is also provided to the ground level apartments. The building office is centrally located and oversees all movements within the building.

Apartments have been designed with the sub-tropical climate in mind, utilising dual aspect to allow for cross-ventilation, as shown through the design diagram in **Figure 1** below. This dual aspect has been applied to 75% of the total dwellings on each floor plate.

Figure 1 – Design Diagram



Source: DKO Architecture

Solid balconies have been provided in lieu of transparent materials or battens to enhance privacy and to screen any personal items stored on the balconies. The design of these balconies is shown below in **Figure 2**.

Figure 2 – Solid Balustrades



Source: DKO Architecture

3.2.3. Materiality

Each building has been carefully considered in the context of materiality, with the proposed palette shown through **Figure 3** and **4** below.

Relevantly, durability of materials is critical for maintenance purposes for community housing providers. Therefore, the proposed material palette is provided for visioning purposes and may be further refined as detailed design stage to accommodate required design guidelines. Materiality has been a key consideration for the design process to ensure longevity of the high quality design.

Figure 3 – Materials



Source: DKO Architecture

Figure 4 – Materials



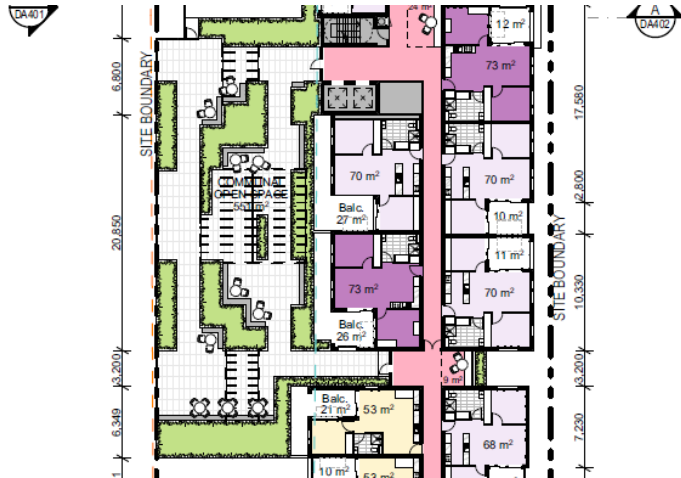
Source: DKO Architecture

3.2.4. Communal Open Space

The development dedicates 21.9% of the site area (935m²) to communal open space, in accordance with the PDA wide criteria, provided throughout the building.

At 551m², the primary and largest communal open space area is located at the rear of the building on Level 2. This space is provided outdoors and is situated above the car parking. The space incorporates BBQ facilities, community gardens and sink facilities located under roof cover and arbour structure. Generous landscaping is also provided, being stepped out from the general building envelope. This space provides a large outdoor space that is versatile in use and can cater to multiple groups of occupants, in cleverly design, semi-private spaces. This is shown through **Figure 5** below.

Figure 5 – Level 2 COS



Source: DKO Architecture

The open air podium space is designed to encourage community and social interaction. This space caters for a range of different users, for recreation and entertainment, while also providing space for a quiet area, as shown through **Figure 6** below.

Figure 6 – Level 2 COS



Source: DKO Architecture

In addition to the large area on level 2, the development provides additional usable, smaller break out spaces on each level, as shown through **Figure 7** below. These spaces cater to the needs of the future occupants and provide semi-private extensions to apartments to allow for small gatherings or workspaces for residents.

Figure 7 – Smaller Area of COS



Picture 1 – Example 1 (24m²)

Picture 2 – Example 2 (9m²)

Source: DKO Architecture

Source: DKO Architecture

3.3. SPECIALIST REPORTING

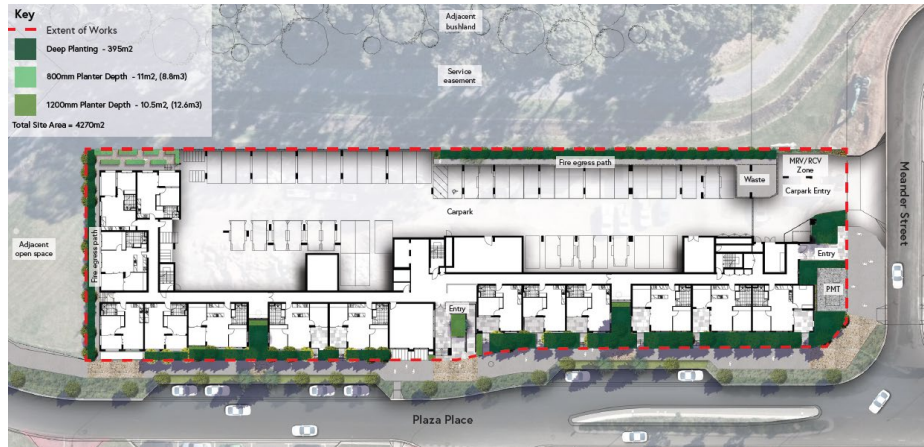
3.3.1. Landscape Concept Plan

A Landscape Concept Plan has been prepared by Vee and is included as **Appendix F** to this report. The landscape design directly responds to user needs and architectural design, by actively embracing passive design qualities within the building mass and providing a natural, softening aesthetic and amenity to the built surround.

At Level 2, the landscape design and spatial arrangement, responds directly to the adjoining natural bushland area, promoting biophilic connections and interventions associated with health and well-being. The immediate landscape environment seeks to amalgamate existing ecosystem environments through native planting and community focused opportunities including a ground floor community gardens. Landscaping is continued up the building through the break out spaces on each level.

The proposal provides for 9.25% deep planting which exceeds the minimum requirement of 5%. The distribution of this deep planting is shown through **Figure 8** below.

Figure 8 – Ground Level Deep Planting



Source: Vee

3.3.2. Engineering Services Report

An Engineering Services Report has been prepared by Inertia and is included as **Appendix G** to this report. This reporting has assessed the stormwater management, earthworks, and service infrastructure for the proposed development.

The stormwater management strategy notes the following:

- Site to discharge to existing stormwater infrastructure in Plaza Place. The infrastructure within Plaza Place has been designed to accommodate the developed site flows.
- Site stormwater is treated by the existing bioretention basin to the south, constructed as part of the estate works.
- Flood modelling for the entire estate considers a fully developed site and shows no adverse impacts on the downstream creek flooding, and thus no stormwater detention is proposed.

The proposed civil services strategy notes the following:

- Re-use of the existing sewer connections to infrastructure available within Plaza Place.
- Construct new property service connection to the water main to the north of the site under construction as part of Stage 5.

Further details are provided in **Appendix G**.

3.3.3. Traffic Engineering Report

A Traffic Engineering Report has been prepared by PTT Traffic and Transport Engineering and included as **Appendix H** to this report. The reporting has been prepared to assess the perceived impacts the proposed development has on the surrounding transport network, car parking and access provisions for the site. The traffic report concludes the following:

- Site access is proposed via a new all-movements driveway on the northern site frontage;
- The proposed access location and design generally accords with AS2890.1 and BCC's TAPS Policy;
- Sufficient sight distance and queuing would be achieved at the site access
- A total of 101 parking spaces is proposed, which is considered appropriate for the proposed scale of use and the proximity to public transport stations
- The proposed on-site parking facilities have been designed generally in accordance with BCC's TAPS Policy and AS2890.1
- A loading area is proposed adjacent to the site access driveway which would adequately cater for on-site RCV and MRV servicing
- A total of 63 bicycle parking spaces are proposed, which accords with Austroads

Further details are provided in **Appendix H**.

3.3.4. Sustainability Strategy

A Sustainability Strategy has been prepared by Arkes 4 Sustainability Consulting and is included in **Appendix I**.

The report concluded that the proposed development is seeking Australian Best Practice with a 5 Star Green Star Buildings Rating, under the new rating tool released in 2022 by the Green Building Council of Australia (GBCA). The project is yet to be formally registered.

The sustainability framework incorporating the requirements of the rating tool will be implemented to deliver national best practice sustainability outcomes against a range of environmental and social issues. The framework categories are as follows:

- Responsible
- Healthy
- Resilient
- Positive
- Places
- People
- Nature

In addition to the certified sustainability route using Green Star Buildings Rating Tool, the building will also reference the New World City Design Guide – Buildings That Breathe, a practical guide development by Brisbane City Council.

3.3.5. Bushfire Management Plan

A Bushfire Management Plan has been prepared by Land and Environment Consultants Pty Ltd (LEC) and is included in **Appendix J**.

Of note, where for *Construction of buildings in bushfire prone areas*, the building envelope for the proposed development must be assessed with a BAL rating of BAL-29.

3.3.6. Operational Waste Management Plan

An Operational Waste Management Plan (OWMP) has been prepared by Elephants Foot Consulting and is included in **Appendix K**.

Based on the estimated waste generated by the residential component of this development, the recommended bin quantities and collection frequencies are as follows:

- General Waste: 12 x 1100L MGBs collected three times per week.
- Recycling: 12 x 1100L MGBs collected three times per week.

During operation, it is the responsibility of the building manager to monitor the number of bins required for the residential component. Waste and recycling volumes may change according to residents' attitudes to waste disposal and recycling, building occupancy levels or development's management.

Further details are included in **Appendix K**.

4. PLANNING ASSESSMENT

4.1. FITZGIBBON PRIORITY DEVELOPMENT AREA DEVELOPMENT SCHEME

The Fitzgibbon PDA Development Scheme is the primary statutory planning instrument relevant to development on site. The Fitzgibbon PDA Development Scheme falls under the provisions of the Economic Development Queensland Act 2012 and seeks to develop a residential community that includes significant bushland area and open space, while being close to transport networks.

The following sections of this report provide an assessment of the proposed development against the relevant provisions of the Fitzgibbon PDA Development Scheme.

4.2. DEFINITION

The proposed development is defined as a Multiple Residential under the Development Scheme, as shown below:

Multiple Residential

Premises used for residential purposes if there are two (2) or more dwelling units on any one (1) lot. Multiple Residential dwelling units may be contained on one lot or each dwelling unit may be contained on its own lot subject to Community Title Schemes. The term Multiple Residential does not include a House, as defined herein.

4.3. LAND USE PLAN

The Land Use Plan of the Development Scheme specifies the outcomes, both at a PDA wide level and precinct specific level, which development is required to achieve. It also establishes the processes and decision making requirements for development within the Fitzgibbon PDA. The following sections of this report provide an assessment of how development achieves the requirements of the Land Use Plan.

4.3.1. Vision

The vision for development of the Fitzgibbon UDA seeks to provide a level of access to services and choice in housing, employment, recreation and public transport that is rare in the Brisbane suburbs. Notably, the Fitzgibbon UDA will feature:

- Urban convenience in a suburban setting extensive public transport and transit options;
- Major recreational and sporting opportunities
- A genuine balance of affordability and sustainability;
- Contemporary Queensland-style buildings and landscape; and
- Retention of significant environmental values.

Three distinct areas are envisaged:

- 'Carseldine Urban Village' – Carseldine's "Centro", an active, transit orientated mixed use urban village incorporating substantial bushland and open space.
- 'Fitzgibbon Residential' – Queensland style, some of Brisbane's most affordable and sustainable suburban residential neighbourhoods including substantial bushland and open space.
- 'Bushland, Sport and Recreation' – the sport and recreational centre of Fitzgibbon including substantial bushland and open space.

4.3.2. UDA Wide Criteria

The Development Scheme establishes seven (7) development criteria utilised to guide assessable development within the Fitzgibbon PDA. These criteria are:

- Affordable and universal housing
- Placemaking, urban design and sustainability
- Bushland/open space planning and design
- Neighbourhood planning and design
- Building siting and design

- Transport, access, on-site parking and servicing
- Environment

A comprehensive assessment of the proposed development against all the relevant provisions of the abovementioned PDA Wide Development Criteria is provided in **Appendix D**. This assessment demonstrates that the proposal will comply with all relevant provisions of the PDA Wide Development Criteria.

4.3.3. Precinct 1

The Fitzgibbon UDA is divided into eight precincts and five sub-precincts. The site is identified in Precinct 1 of the Fitzgibbon PDA, as shown in the blue outline below.

LEGEND: Zones

Special purpose	Rural
Mixed use centre	Civic and open space
Mixed use	Bushland and open space
Residential	



This precinct comprises the major mixed use activity centre in the Fitzgibbon UDA. It will demonstrate world-class planning, urban design and community development practice in an urban village context, including a mixed use urban village core, significant employment, parkland and informal sporting areas, and areas with significant environmental value. Residential development within the precinct will provide for a mix of incomes, tenures and price points including affordable rental and owner-occupier housing.

4.3.4. Sub-Precinct 1(d)

Within Precinct 1, the site is situated in **Sub-precinct 1(d): Mixed Use - Parkside Residential**. This sub-precinct provides for high intensity residential use up to 8 storeys in height. Development will provide a diversity of housing types and building forms including affordable housing.

The Development Scheme sets out the following preferred land uses for Sub-precinct 1(d) as follows:

- Residential uses
- Commercial uses – Home based business, sales office and display home
- Retail uses – Small-scale local uses where located on a corner or adjacent to the local park, informal sports and community hub

4.3.5. Level of Assessment

As per Table 2 – Levels of Assessment of the Development Scheme, a Material Change of Use for a 'preferred land use' within each Precinct is Permissible Development. As such, the proposed development is Permissible Development, as Multiple Residential is categorised as a Residential use which is described as preferred land uses in Section 5.2.3 of this report.

Accordingly, assessment against the Land Use Plan is provided in **Appendix D**.

4.3.6. Public Notification

In accordance with Section 3.2.9 of the Development Scheme, public notification of the application is not required.

4.4. ASSESSMENT SUMMARY

A comprehensive assessment of the proposed development against the relevant criteria is included in **Appendix D**. This assessment demonstrates that the proposed development complies with, or can be conditioned to comply with, the relevant assessment benchmarks. A summary of this assessment is provided below.

Table 5 - Assessment Summary

KEY PLANNING MATTERS	ACCEPTABLE OUTCOME	PROPOSAL	COMPLIANCE
Building Height	8 storeys	7 storeys	Complies
Building Length	50m	119m	Performance Solution
Site Cover	40% of site area	79.44% (54.17% tower site cover)	Performance Solution
Setbacks (Front)	2 – 4m	Plaza Place (east) – 1.5m Meander Street (north) – 0m to existing PMT, 5.3m otherwise	Performance Solution
Setbacks (Side)	6m	Side (south) – 2m Side (west) – 0m to car parking, 3.4m to habitable room	Performance Solution
Deep Planting	5% of site area (5m min dim)	9.25% deep planting	Complies
Car Parking	0.75 spaces for 1 bed 1 spaces for 2+ bed	0.66 spaces	Performance Solution
Car Parking Configuration	Basement or semi-basement	Above ground – podium	Performance Solution
Private Open Space	9m ² for 1 bed unit 16m ² for 2+ bed unit	9m ² for 1 bed unit 9m ² for 2-3 bed unit	Complies Performance Solution
Communal Open Space	20% of site area	20%	Complies

5. INFRASTRUCTURE PLAN

It is intended that infrastructure requirements be confirmed through the conditions of approval. The infrastructure required to support the development have been accounted for within the accompanying Engineering Services Report.

5.1. EDQ GUIDELINES

The provisions of the Fitzgibbon PDA Development Scheme Land Use Plan provide the principal planning framework applicable to the application area. EDQ's Guidelines provide a more detailed set of design provisions that are intended to guide the development of land within Priority Development Areas. The following EDQ Guidelines have been identified as applicable to this application:

- Medium and high rise buildings

An assessment against this guideline has been provided in **Appendix D**.

5.2. PRACTICE NOTES

A review of the available practice notes has not identified any practice notes of relevance to the application.



6. KEY PLANNING MATTERS

This section provides a response to matters of assessment where more detailed information is required to demonstrate compliance with the relevant provisions of the Fitzgibbon UDA Development Scheme.

As per Section 3.2.5 of the Fitzgibbon UDA Development Scheme, where assessable development does not comply with the relevant provisions of the PDA-wide criteria or precinct provisions, it is deemed consistent with the land use plan if both of the following apply:

- The development does not conflict with the structure plan or otherwise compromise the vision for the UDA; and
- There are sufficient grounds to approve the development despite the non-compliance with the UDA development requirements.

Through detailed assessment of the proposal against the development requirements within the Development Scheme, minor non-compliances were identified with respect to the following matters:

- Built Form
 - Building Length
 - Setbacks
 - Site Cover
- Car Parking
 - Car Parking Configuration
- Private Open Space

The following sections provide a detailed response to this matter to demonstrate that the proposal complies with the provisions of Section 3.2.5 of the Fitzgibbon UDA Development Scheme.

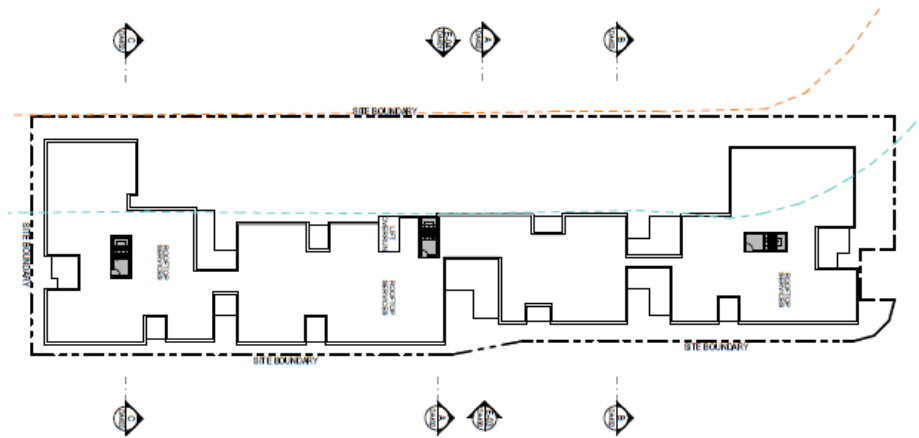


Building Length

It's acknowledged the maximum building length is to be 50m where in the Mixed Use - Parkside Residential precinct, as per Table 2 in the Land Use Plan. While the proposal includes an overall building length of 119m, the built form has been significantly indented to create the visual appearance of four (4), distinct 'mini towers'. Of note, the longest 'mini tower' will be approx. 30m, with the indentations assisting to reduced perceived building length and overall bulk and scale.

Significant indentation has been demonstrated through the Roof Plan in **Figure 6** below.

Figure 9 – Roof Plan



Source: DKO Architecture

Generous separation is provided between 'mini towers' to allow for adequate access to daylight and ventilation, ranging from approx. 3.2m to 4.2m. Large window openings and balconies address the frontages, including the indented built form, that further assist in articulation of the façades of the building and contribute to breaks in form. The rear of the building has been stepped in to allow for a large offering of communal open space.

The built form and architectural design embody a dynamic and subtropical design, involving an eclectic assortment of built form elements and varied materials to discern each 'mini' tower.

Providing these variations and changes in material, finish, texture, colour and building form, (including brick, rendered finishes, landscaping, glass as well as greys, black and white colours to building finishes) at regular intervals to provide modulation and variation in the facade's horizontal and vertical profiles. These changes in material and building form also provide expressive shadow casting elements such as balconies and window hoods. Changes in balcony profile create a dynamic façade with a combination of solid balustrade and transparent rails providing greater building articulation. These variations are shown through a perspective in **Figure 7** below.

Figure 10 – Building Perspective



Source: DKO Architecture

Setbacks

The development scheme seeks the following setbacks:

Table 6 - Proposed Setbacks

SETBACK	ACCEPTABLE OUTCOME	PROPOSAL
Setbacks (Front)	2 – 4m	Plaza Place (east) – 1.5m Meander Street (north) – 0m to adjoining pad mount, 5.3m otherwise
Setbacks (Side)	6m	Side (south) – 2m Side (west) – 0m to car parking, 3.4m to habitable room

The proposal seeks reduced setbacks, however, are regarded as appropriate for the following reasons:

Front Boundary Setbacks

- On Plaza Place, the development provides for a 1.5m front setback, in lieu of the minimum requirement of 2m, therefore seeking a marginal reduction. Attributed to the indentations of the building, the façade is highly articulated and meets the minimum 2m requirement at various points. The ground floor apartments along Plaza Place also have direct access to the footpath in the form of “stoops” that create visual interest and activation of the frontage.
- On Meander Street, the development provides a 5.3m setback except to the existing PMT, which creates a 0m setback. Of note, vehicular access is also sought from this street frontage.
- The development provides generous landscaping along both the Plaza Place and Meander Street frontages, enhancing the pedestrian experience and encouraging interaction at the ground plane.

- Appropriate casual surveillance can be facilitated from the large balconies and window openings which span the road interface.
- The vision of the scheme is ultimately achieved through the reduced setbacks and therefore the development remains consistent with the wider locality.

Western Side Boundary Setback

- The development seeks a varied side setback to the west, ranging from 0m to the podium car parking, to 3.4m to a small number of apartments at the south. Relevantly, the majority of the building above level 1 meets the minimum side setback requirement of 6m.
- The shape of the site, being long and narrow, is conducive to reduced east and west setbacks. With this in mind, the building has been designed to maximise setbacks as much as possible.
- Extensive landscaping is provided along this boundary to assist in screening the car parking and soften the built form, as shown in **Figure 11** below. Landscaping is also provided atop the podium car parking further contributing to creating a subtropical building design.
- The site adjoins bushland at this interface and therefore impacts on the adjoining site will be negligible.

Figure 11 – Landscaping western elevation



Source: Vee

Southern Side Boundary Setback

- In lieu of the required minimum 6m, the proposed development also seeks a relaxation to the southern side boundary setback to 2m.

- The reduction to this setback is more appropriate attributed to no future adjoining development at the interface and therefore the likelihood of fewer impacts.
- Adequate levels of natural light and breezes will be maintained to habitable rooms and private open space areas. Notably, no communal open spaces are impacted by this setback.
- Similar to the other boundaries, generous landscaping is provided along this boundary to soften the interface and reduce the extent of building bulk and scale.

Based on the above, the proposed setbacks are considered appropriate for the site and wider area and therefore the development remains consistent with the vision and the scheme.

Site Cover

Table 2 in the Land Use Plan seeks a maximum site cover of 40% for development in the Mixed Use - Parkside Residential precinct. The proposal seeks a site cover of 79.44% and a tower site cover of 54.17%. Therefore a performance solution is proposed. In support of an increased site cover, the following is noted:

- The built form has been indented to provide the illusion of four (4) smaller building masses and assist in reducing the overall bulk and scale of the building.
- While the proposed development provides a total site cover of 79.44%, 25.27% of this total is limited to the podium car parking, which is situated below a large landscaped communal open space area on Level 2. Therefore, it would be reasonable to assess any implications of site cover based on the tower site cover being 54.17%.
- The proposed development has been carefully designed to incorporate an articulated built form which provides sympathetic setbacks which respond to the site context and respond to the constraints of bushfire from the western boundary;
- The site has two road frontages and adjoins a large bushland area. Therefore, any impacts created through a larger building footprint on adjoining sites are almost negligible.

- The site contains generous private open space balconies, a large open communal open space area, and deep planting which assists to create a balance between the built form, landscaping and open space and is consistent with nearby developments.
- In total, the proposed development provides a generous 9.25% of deep planting to further break the internal spaces and soften the form the of the building.



CAR PARKING

The development provides for 101 car spaces, which results in a car parking rate of 0.66 in lieu of the required 0.75 rate as required for development within 400m walking distance of the pedestrian entrance of a train station.

Of note, the site is situated 280m from the pedestrian entrance of the Carseldine Train Station and therefore encourages an alternative mode of transport. The site is also well situated to the Carseldine Urban Village and Bushland areas, providing a range of easily accessible amenities.

Relevantly, the parking rates aligns with other reduced car parking rates sought in previous approvals in the Fitzgibbon PDA.

Car Parking Configuration

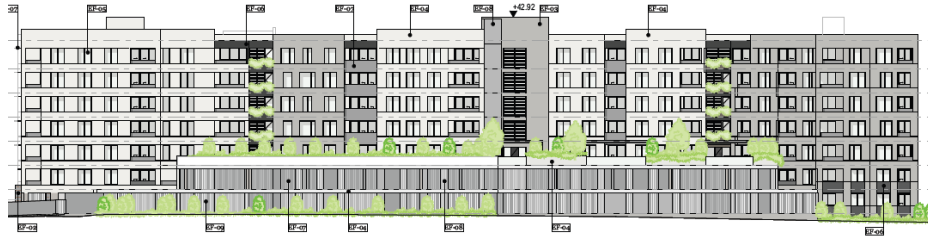
The development scheme seeks that residential development in Sub precinct 1(d) is to provide semi-basement car parking at a minimum. The proposal seeks that car parking is provided wholly above ground, divided across the ground level and level 1 through a podium. Access to the car parking is sought via a 9m crossover from Meander Street.

Relevantly, the proposal will be delivered through HAFF and make a meaningful contribution to the social and affordable housing supply in Brisbane. The cost of providing a basement or semi-basement car parking arrangement would significantly raise the cost of delivering the development.

In support of the above ground car parking, the proposal will be wholly contained below the maximum building height for the site. Further, the car parking is proposed at the rear of the site and is therefore not visible from the street or publicly accessible location. A generous external communal open

space area will be situated directly atop the car parking coupled with extensive landscaping and purpose designed screening is proposed along the rear boundary to assist with concealing the car parking area, as demonstrated through **Figure 12** below.

Figure 12 – West Elevation



Source: DKO



PRIVATE OPEN SPACE

The proposal provides for appropriate private open space for the 1 bedroom units. Notwithstanding, the proposal is seeking a minimum of 9m² private open space for 2 to 3 bedroom apartments, in lieu of the 16m² requirements as outlined in the Medium and High Rise Building EDQ Guidelines.

In this instance, it's relevant to note the proposal provides communal open space in excess of the minimum requirement, being approximately 21% of the site area. This COS is made up of smaller, usable areas on each level in addition to a large outdoor area on level 2 at a rate of 6.15sqm/apartment. It's intended residents will use this space for recreation and leisure activities, similar to the function of private open space.

Apartment sizes and associated private open space has been designed in accordance with the Liveable Housing Australia Guidelines and therefore achieve the intended social and affordable housing outcome.

7. CONCLUSION

This report and associated appendices provide a detailed assessment of the proposal against the relevant assessment benchmarks. The following reasons for approval are highlighted in support of the proposed development:

- The proposal aligns with the Fitzgibbon PDA vision, UDA wide criteria, precinct 1 and sub precinct 1(d) intent. Specifically, the proposal provides for social and affordable housing as anticipated on this site;
- The development has been approved for Housing Australia Future Fund (HAFF). If approved and delivered, the proposal will be retained and operated by a community housing provider ensuring the intent of the development is upheld. In that, the proposal will make a meaningful contribution to social and affordable housing stock in the Brisbane locality.
- The site is located within 280m of the Carseldine train station and therefore provides for housing choice in close proximity to public transport;
- The site is well-situated within the existing masterplan approval for the Carseldine Urban Village which anticipates affordable residential development over the site;
- Extensive prelodgement engagement has been undertaken to date which has translated to ongoing collaboration with EDQ and design development.
- The building has been designed in accordance with the relevant criteria. Where reductions are sought, meaningful design rationale has been adopted and justifications have been provided.
- Apartments are to be delivered in accordance with the Design Guidelines set out by Liveable Housing Australia and Social Housing guidelines. Notably, the proposal provides for a mix of Gold and Silver dwellings.
- The proposed development does not result in undue adverse impacts on surrounding land uses or streetscape character. The design of the proposal has been tailored to its location and is of a form and scale appropriate to its location, site attributes and surroundings.

This assessment demonstrates that the proposal complies with, or can be conditioned to comply with, the relevant assessment benchmarks and should therefore be approved.



8. DISCLAIMER

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