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Site

19-27 Campbell Street, 9-11 Hazelmount Street and 26-30 Edgar Street,
BOWEN HILLS

Proposal

Change to Multiple Dwelling 34 storeys (4 additional), 482 units (52 additional)

Approvals

Material Change of Use - Development Permit

URBAN PLANNING REPORT

August 2024

Document Control

Issue	Revision	Issued to	Date	Reviewed by
1	Initial Draft	KT	03/04/2024	Urbicus
2	Final Draft	JW	14/10/2024	Urbicus
3				Urbicus

Urbicus Project Delivery System

Document Information

Created: 3 April 2024

Last saved: 22 October 2024

Project Manager: Mark Clayton

Client: Construction Forestry Mining & Energy Industrial Union of Employees QLD State Construction & General Division

Project Reference: URB23-204

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1.1 Site Details

Address	19-27 Campbell Street, Bowen Hills 7-11 Hazelmount Street, Bowen Hills 26-30 Edgar Street, Bowen Hills
Description	Lots 10 & 12 on RP144655 Lots 41, 42, 43, 44 and 45 on RP9895 Lot 1 on RP151932 Lot 1 on RP144514
Area	3,276m^2
Easements	Nil
Land Owner	Construction Forestry Mining & Energy Industrial Union Of Employees Queensland

1.2 Application Details

Proposal	Extension to multiple dwelling 34 storeys (4 additional), 482 units (52 additional)
Approval Sought	Amendment Approval

1.3 Assessment Framework

State Government	Economic Development Queensland (EDQ)
Planning Scheme	Bowen Hills PDA Development Scheme

1.4 Administration Details

Applicant	Construction Forestry Mining & Energy Industrial Union of Employees QLD State Construction & General Division
Contact	Mark Clayton
Phone	07 3367 1582
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Project Reference	URB23-204

2 INTRODUCTION

2.1 Proposal Outline

This amendment application (the Application) is lodged under Section 99 of the *Economic Development Act 2012* and seeks a change to an existing development approval to facilitate an extension to a multiple dwelling (the Proposal) 34 storeys (4 additional), 482 units (52 additional).

The site is located at **19-27 Campbell Street, 7-11 Hazelmount Street and 26-30 Edgar Street, Bowen Hills** (The Site) and within the Bowen Hills Priority Development Area (PDA) that is administered by Economic Development Queensland (EDQ).

The demolition of existing improvements/buildings is not assessable development under the Bowen Hills PDA Development Scheme (the Development Scheme).

MEDQ issued a Decision Notice (Reference No. DEV2021/1193) dated 4th March 2022 over the Site for a Material Change of Use for Multiple Dwelling (380 units), Shop, and Food and Drink Outlet ('the Approval'). The Approval has a currency period of 6 years.

This report will:

- Describe the sites and surrounds;
- Outline the nature of the proposal;
- Detail the type of development approvals sought;
- Address the relevant Statutory Frameworks;
- Address the provision of the Development Scheme; and
- Identify and address other planning instruments of relevance to the application.

The proposal provides a new 34 storey residential tower with basement and podium parking, podium communal areas and retail and activated uses on ground level. The proposal has been designed as a built-to-rent tower. Build to rent refers to a residential development in which all apartments are owned by a single entity and are leased out to tenants on short to long term leases.

For the design, this means provision of enhanced residential facilities and amenities tailored to the rental market and a unit mix suited to the rental demographic.

The proposal responds to a range of factors to provide liveability within the rental market in the Bowen Hills precinct. The built form delivers a range of apartment types, private common spaces and street activation with retail tenancies and common uses spaces.

2.2 Supporting Information

This report is accompanied by the supporting information identified in the Table below:

Document / Plan / Report	Consultant	Location
Architectural Design Report	Nettleton Tribe	Appendix A
Landscape Design Report	AS Design	Appendix B
Civil Engineering Advice	ADG Engineers	Appendix C
Acoustic Report	TTM	Appendix D
Waste Management Plan	TTM	Appendix E
Traffic Engineering Report	TTM	Appendix F
Owners Consent	Urban Utilities	Appendix G
PDA Development Application Form	Urbicus	Appendix H

Table 2-1 Consultants Supporting information

2.3 Site Context

The Site is situated in Bowen Hills, approximately 3 km northeast of the Brisbane CBD. The Bowen Hills Train Station is located north of the Site. The train line runs north-south directly east of the Site (see Figure 2-1).

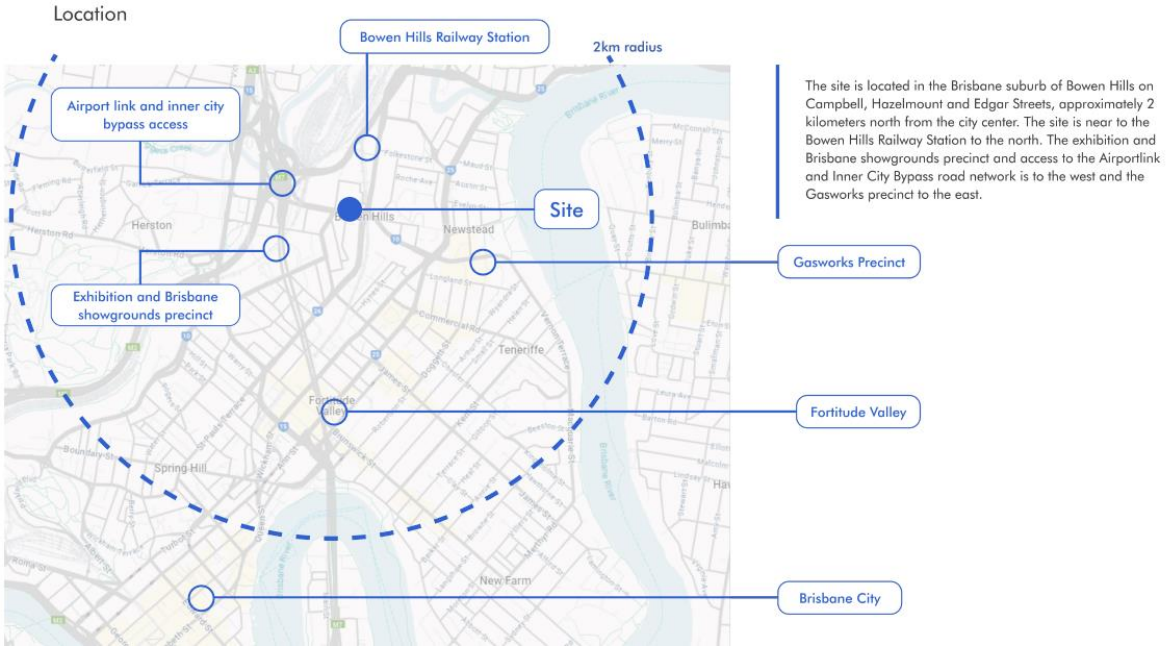
The Site and surrounding properties are zoned Mixed Use under the Development Scheme (see Section 6.0 for more detail).

Campbell Street extends from Bowen Bridge Road (west) through to the Abbotsford Road (east) and is characterised by two level industrial/warehouse buildings that are progressively being converted to office uses.

To the west of the site, across Hazelmount Street is Madison Heights Apartments at 30 storeys and Panorama tower at 30 storeys.

To the north nearby is the Bowen Hills railway station.

To the east is largely residential and to the south is Fortitude Valley and Brisbane City beyond.



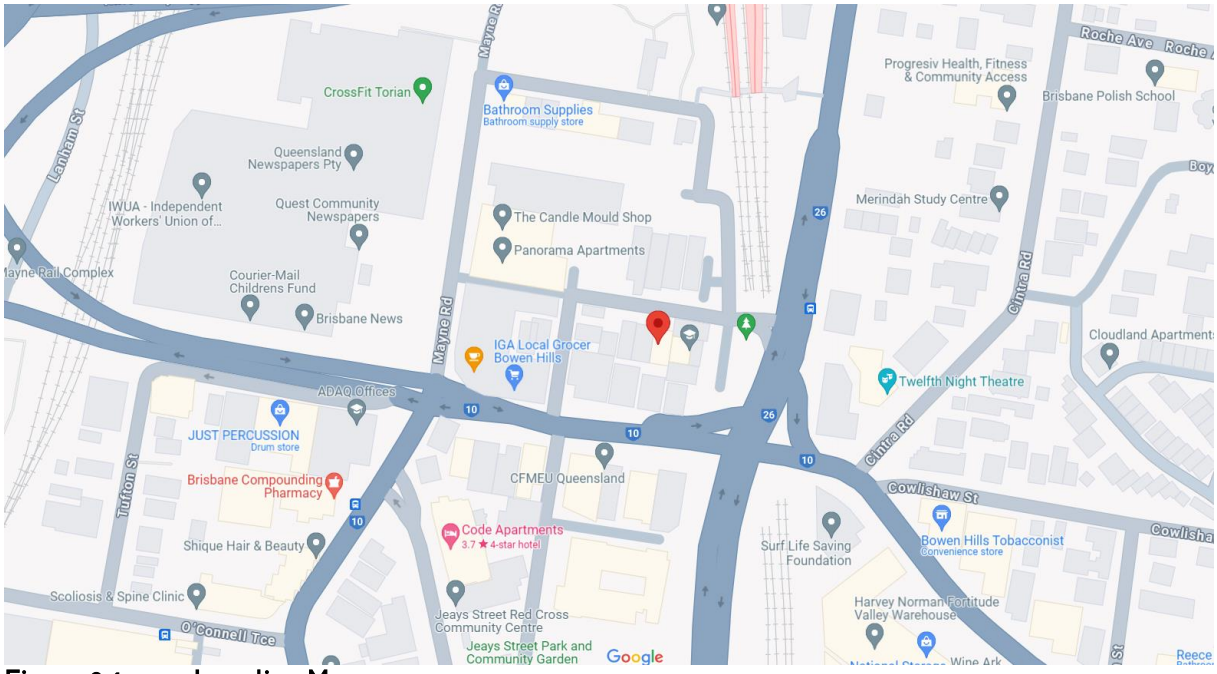


Figure 2-1 **Location Map**
Source: *Nettletontribe & Google Maps*

Figure 2-2 **Aerial Photo (2024)**
Source: *NearMap*

Figure 2-3 **Context Images**
Source: *Nettleton Tribe*

2.4 Site Description

The Site is comprised of nine (9) allotments (Lots 10 & 12 on RP144655; Lots 41, 42, 43, 44 and 45 on RP9895; Lot 1 on RP151932 and Lot 1 on RP144514), has an area of 3,276m^2 and is relatively flat.

The Site has frontages to Edgar Street to the north, Hazelmount Street to the west and Campbell Street to the south.

The existing verge widths are approximately 3.7m (Campbell Street - north) and 1.5m (rear laneway – south).

The Site is improved by various one level buildings, currently all utilised as offices (see Figure 2-3). The site is generally devoid of any significant vegetation, with one larger tree located on the south west corner (see Figures 2-10 and 2-5).

Access to The Site is obtained via various crossovers from Campbell Street, Hazelmount Street and Edgar Street. The verge to both Campbell Street and Hazelmount Street are wholly paved with a grassed verge to Edgar Street.

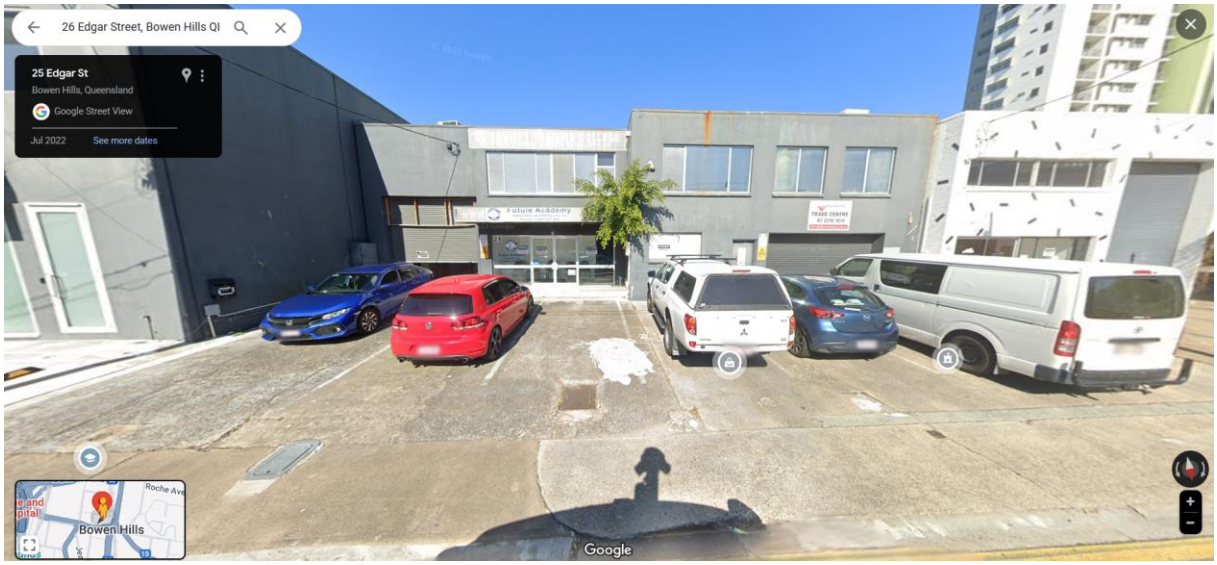


Figure 2-4 **26 Edgar Street, Bowen Hills**
Source: *Google Maps*

Figure 2-5 **30 Edgar Street, Bowen Hills**
Source: *Google Maps*

Figure 2-3 **11 Hazelmount Street, Bowen Hills**
Source: *Google Maps*

Figure 2-6 **11 Hazelmount Street, Bowen Hills**
Source: *Google Maps*

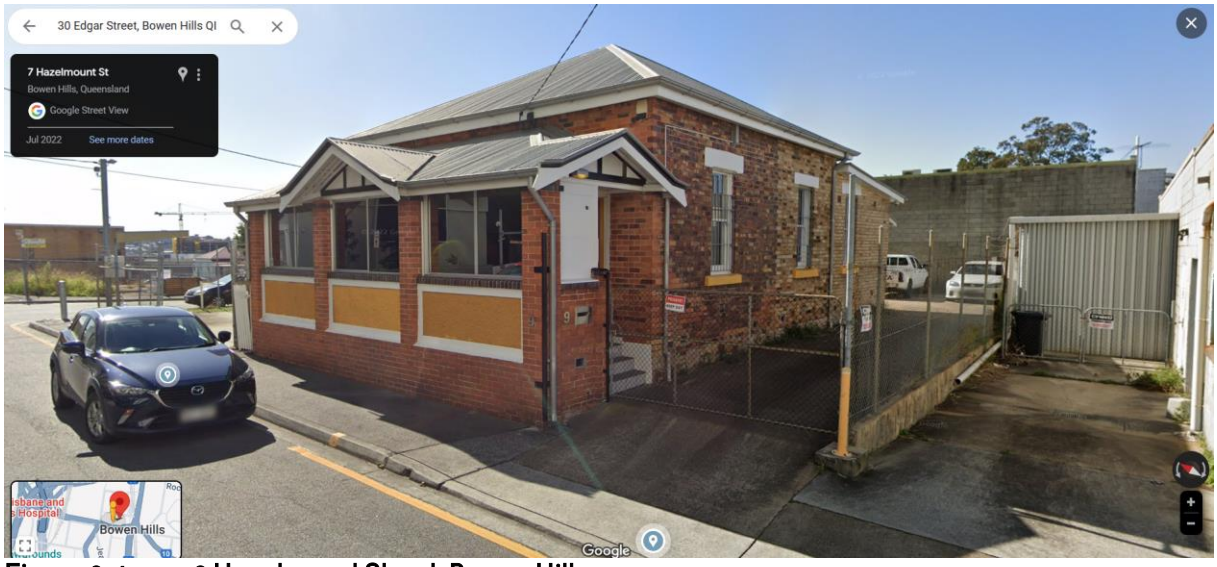


Figure 2-4 **9 Hazelmount Street, Bowen Hills**
Source: *Google Maps*

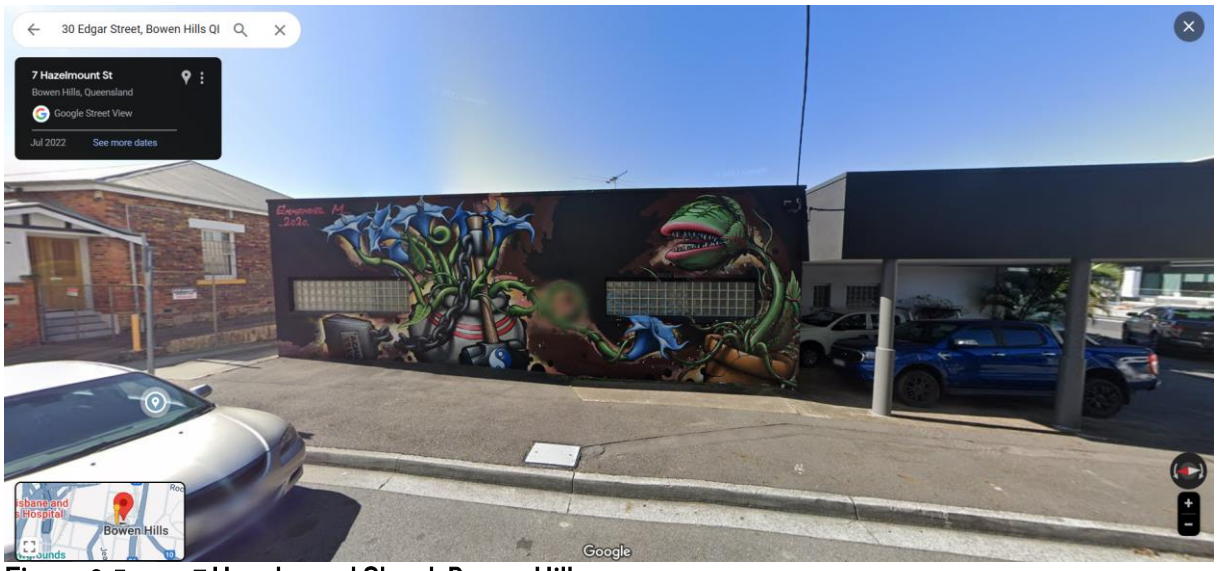


Figure 2-5 **7 Hazelmount Street, Bowen Hills**
Source: *Google Maps*

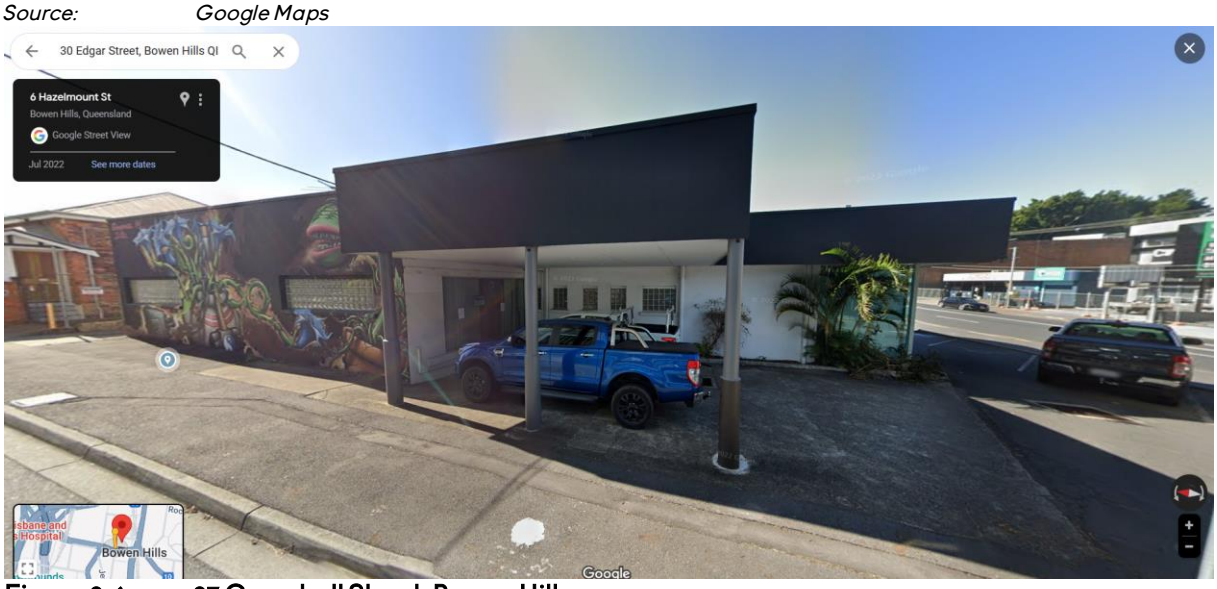


Figure 2-6 **27 Campbell Street, Bowen Hills**
Source: *Google Maps*

Figure 2-7 **27 Campbell Street, Bowen Hills**
Source: *Google Maps*

Figure 2-8 **25-27 Campbell Street, Bowen Hills**
Source: *Google Maps*

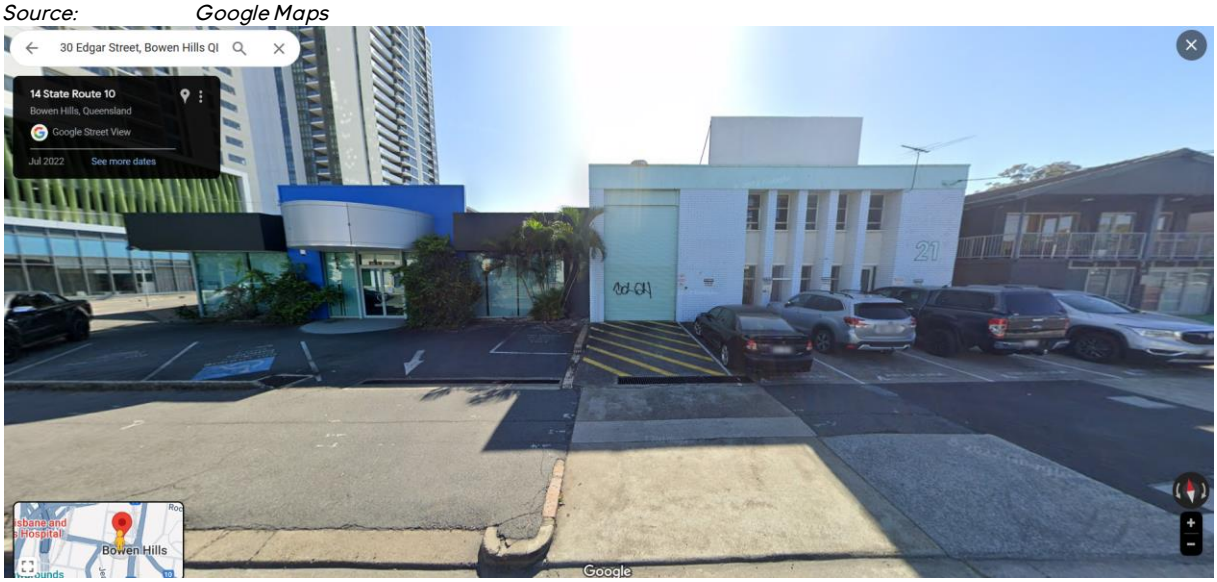


Figure 2-9 **21 Campbell Street, Bowen Hills**
Source: *Google Maps*

Figure 2-10 **21 Campbell Street, Bowen Hills**
Source: *Google Maps*

Figure 2-11 **19 Campbell Street, Bowen Hills**
Source: *Google Maps*

Figure 2-12 **19-21 Campbell Street, Bowen Hills**
Source: *Google Maps*

Table 2-2 details the particulars of The Site.

Site Description Table	
Address	19-27 Campbell Street, Bowen Hills 9-11 Hazelmount Street, Bowen Hills 26-30 Edgar Street, Bowen Hills
Lot Description	Lots 10 & 12 on RP144655 Lots 41, 42, 43, 44 and 45 on RP9895 Lot 1 on RP151932 Lot 1 on RP144514
Existing Use:	Commercial
Area:	3,276m^2
Site Frontage:	Edgar Street – 55.7m (approx.) Hazelmount Street – 60m (approx.) Campbell Street 55m (approx.)
Dimensions:	55m x 60m (approx.)
Improvements:	Multiple buildings
Slope:	Subject site is relatively flat
Lawful Point of Discharge	Edgar Street & Campbell Street
Access / Cross Over:	Campbell Street, Hazelmount Street and Edgar Street
Footpath:	Campbell Street – concrete Hazelmount Street – concrete Edgar Street – concrete
Street Trees	Nil
Vegetation:	Minor
Flooding:	Nil
Easements:	Nil

Table 2-2 Site Description Table

3 PROPOSED DEVELOPMENT

3.1 Proposal Details

The plans prepared by Nettleton Tribe detail the proposed changes to the Approval summarised below:

- Increase building height 30 to 34 storeys
- Increase maximum building height from RL 123 to RL137
- Decrease podium height from 4 to 3 stories.
- Increase units from 380 to 432.
- Decrease parking from 252 to 183.
- Increase lifts from 3 to 4.
- Replace podium units with common areas and parking.
- Replace ground level retail with bicycle spaces.
- Minor changes to:
  - Floor plate designs.
  - Landscaping.
  - Rooftop recreation deck.
  - Unit mix.

No changes are proposed to building setbacks and footprint.

Refer to Tables 3-1 & 3-2 below.

Development Table	
Change Application - Material Change of Use – Multiple Dwelling, Shop, Food & Drink Outlet	
Lot Description:	Lot 10 on RP144655; Lot 12 on RP144655; Lots 43, 44 & 45 on RP9895; Lot 42 on RP9895; Lot 41 on RP9895; Lot 1 on RP144514; Lot 1 on RP151932.
Site Area:	3,276m^2
Proposed Use:	Multiple Dwelling, Shop, Food & Drink Outlet
Total GFA	31,713m^2
Plot Ratio	9.6
Number of Storeys:	34
Building Height:	RL131.2 (Roof deck) RL137.7 (Lift overrun)
Parking Spaces:	185 Car Parking Spaces

Table 3-3-1 Proposed Development Table

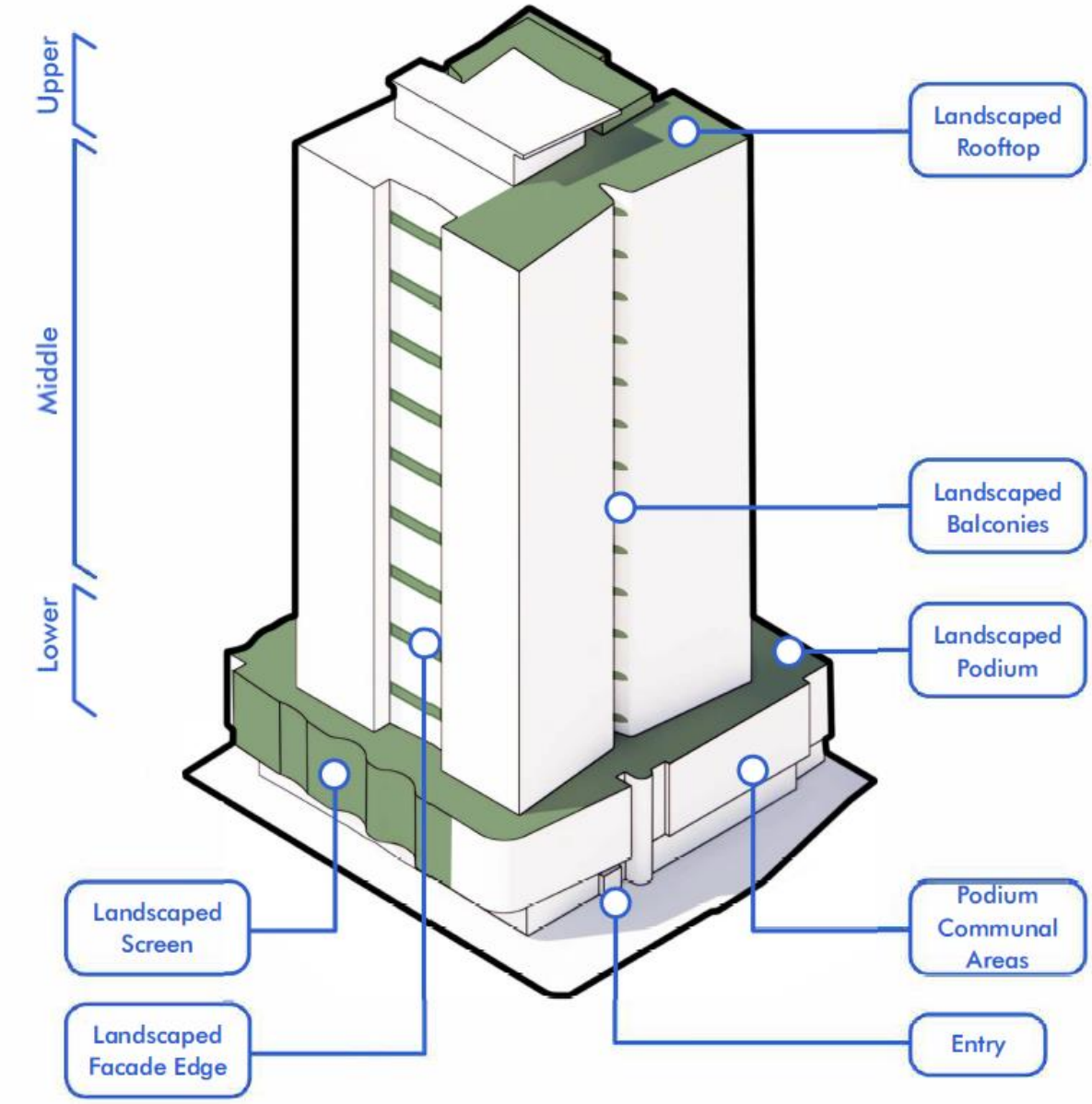
Characteristic	Approved Scheme	Proposed Scheme	Difference
Development Yield			
Studio Unit	52 units	62 units	+10 units
1-Bedroom Unit	199 units	215 units	+16 units
2-Bedroom Unit	104 units	124 units	+20 units
3 Bedroom Unit	25 units	31 units	+6 units
Retail	382m^2	371m^2	-11m^2
Parking Supply			
Resident spaces	236 spaces	Portion of 151 spaces	N/A
Retail spaces	4 spaces	Portion of 151 spaces	N/A
Car share spaces	12 spaces	34 spaces	+22 spaces
Motorcycle spaces	7 spaces	7 spaces	No change
Bicycle Spaces			
Resident Spaces	380 spaces	432 spaces	+52 spaces
Visitor Spaces	95 spaces	108 spaces	+13 spaces

Table 3-2 Development Parking Details Table

3.2 Architectural Statement

Nettleton Tribe have provided architectural statements, within the Architectural Package, that outline the design philosophy.

> *The proposal provides a distinct lower, middle and upper building form and is well articulated with varied materials , balconies and screening.*
>
> *The built form of the podium and ground floor plane provides an articulated landscaped screen to the north and west and communal areas to the south on Campbell street to activate and provide street appeal. Retail and active uses flank the Campbell Street and Hazelmount Street frontages and the ground plane. This extends on the south up the full podium with common areas as well as on the west up to level 2. The form and look signify a strong podium and the landscaped tropical green language creates a multifaceted layering of detail and light and shadow. The podium edges account for deep planting from street level.*
>
> *The building entry points have been well defined for pedestrians through form articulation. Street awnings provide appropriate weather protection and scale. Visual and noise privacy has been considered with loading and servicing occurring under the building.*
>
> *The landscaped communal podium deck provides a recreational retreat for residents and is positioned to take advantage of the climate and view aspects. Different landscape treatments offer a variety of spaces for residents to enjoy.*
>
> *The built form of the tower represents and responds to its surrounding context by providing a unique and modern residential tower form with landscape elements and planted edges. Horizontal slab projections articulate the facade and adjustable screening provides a secondary layer of detail and climatic response. The building orientation responds with apartments setback from the neighbouring residential tower on the west and with communal balconies to the north and the south. The communal balconies of the typical floor allows cross ventilation opportunities and supports a naturally ventilated and comfortable environment. Screening on the towers west responds climatically to the location and orientation.*
>
> *The private communal rooftop space is positioned with the swimming pool and surrounds to take maximum advantage of the climate whilst maintaining views and outlook back to the city and across to the suburbs. Rooftop plant is to the west and is screened.*



The material selection aim to create a distinct identity that responds to the context of Bowen Hills. By using a refined palette of natural tones and textures, the architectural language expresses elegance through simplicity. Materials such as concrete, metal, glass and timber are synthesized with lush greenery to create a timeless design impression.

The use of concrete, glass, and bronze metal on the ground level are intended to create a strong base while maintaining a level of transparency with aesthetic details. Concrete, landscaping, and bronze perforated sheet metal create a singular banded facade language to the podium levels along the three street frontages.

The tower materials incorporates timber and greenery to vertically connect the podium to the rooftop terrace, whereas concrete balconies and edges are used to express the horizontal which also maintain sufficient sun protection to the apartments glazing.

Figure 3-1 **Streetscape through Hazelmount Street**
Source: *Nettleton Tribe*

3.3 Podium Design

The proposal seeks to alter and improve the previously approved podium design to generate a great pedestrian and visual outcome. Nettletontribe describes the intent and strategy podium development within the following extracted statements:

> *Key to development of the ground plane design is the **pedestrian movement** and **positioning of active uses**. The proposal incorporates a through block lobby between Campbell and Edgar Street with access to the Hazelmount edge. This provides **maximum flexibility** for occupant movement and access for all three frontages.*
>
> *The site is located at the top of a ridge line, occupying a location that is bounded by three streets to the north, west and south. Pedestrian traffic currently moves around the edges however the site sits in a direct line which connected Bowen Hills Rail and the route to Brisbane exhibition showgrounds development area.*
>
> *The proposal seeks to connect and emphasize this route providing a **landscaped internal laneway** link through the site. Located along the laneway edges are retail spaces, active resident spaces and management functions. The site edges open to the three street frontages with retail spaces and building entrances. Wider footpath setbacks have been incorporated to deliver **additional landscaping** on ground to the perimeter than is typically provided.*
>
> *Vehicles are housed in a below ground carpark and above ground podium parking. The edge of the podium parking is sleeved with residential communal functions on the Campbell street frontage and partially along the Hazelmount frontage. The podium edges are designed to act as additional layers of site contours which meander around the street edge moving in and out to create vertical space for street canopies to fill as they grow.*

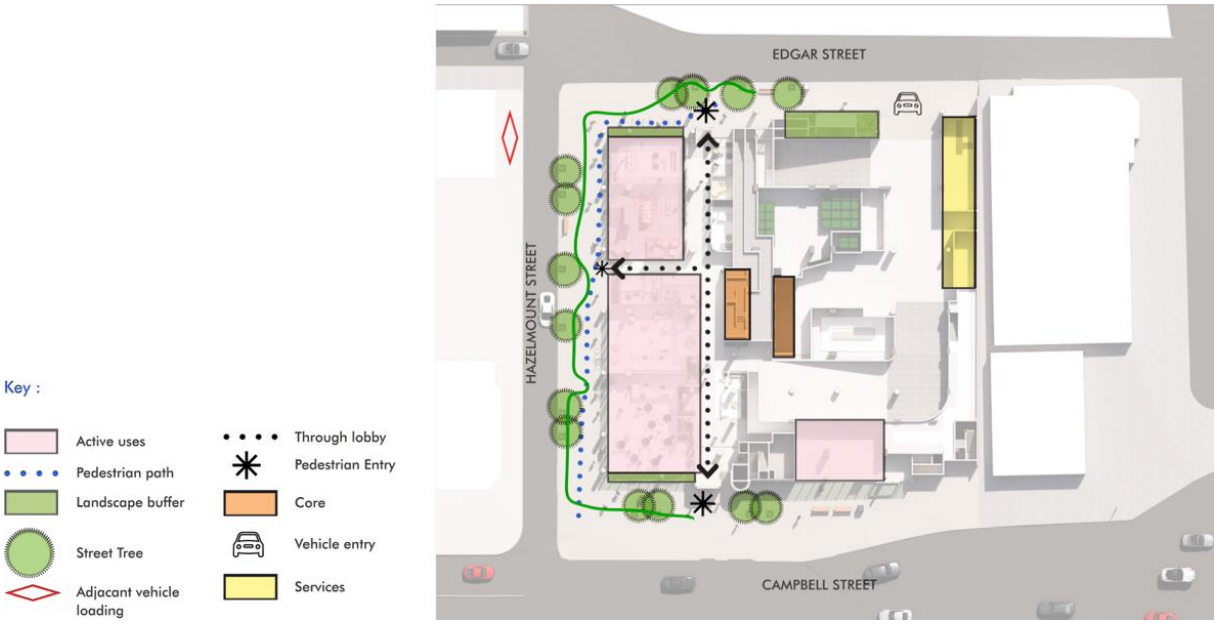


Figure 3-2 **Podium Design**
Source: *Nettleton Tribe*

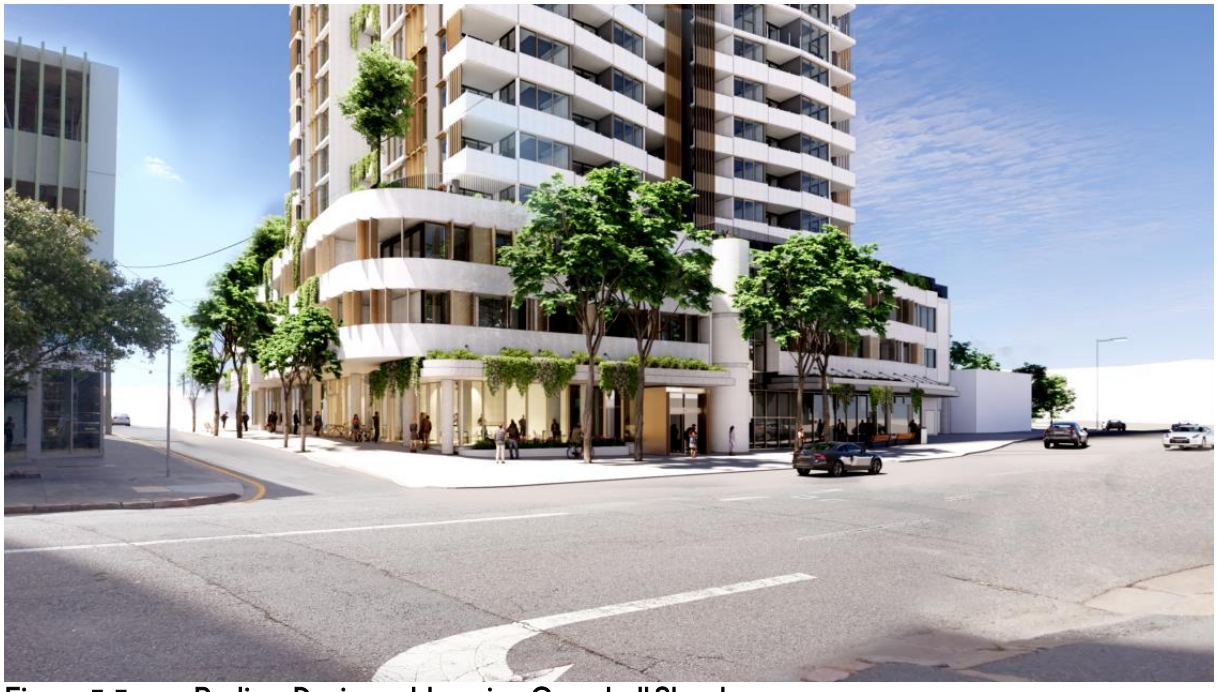


Figure 3-3 **Podium Design addressing Campbell Street**
Source: *Nettleton Tribe*

Figure 3-4 **Streetscape Perspective from Campbell Street**
Source: *Nettleton Tribe*

Figure 3-5 **Campbell Street entrance**
Source: *Nettleton Tribe*

Figure 3-6 **Hazelmount Street Streetscape**
Source: *Nettleton Tribe*

Figure 3-7 **Hazelmount Street Podium Perspective**
Source: *Nettleton Tribe*

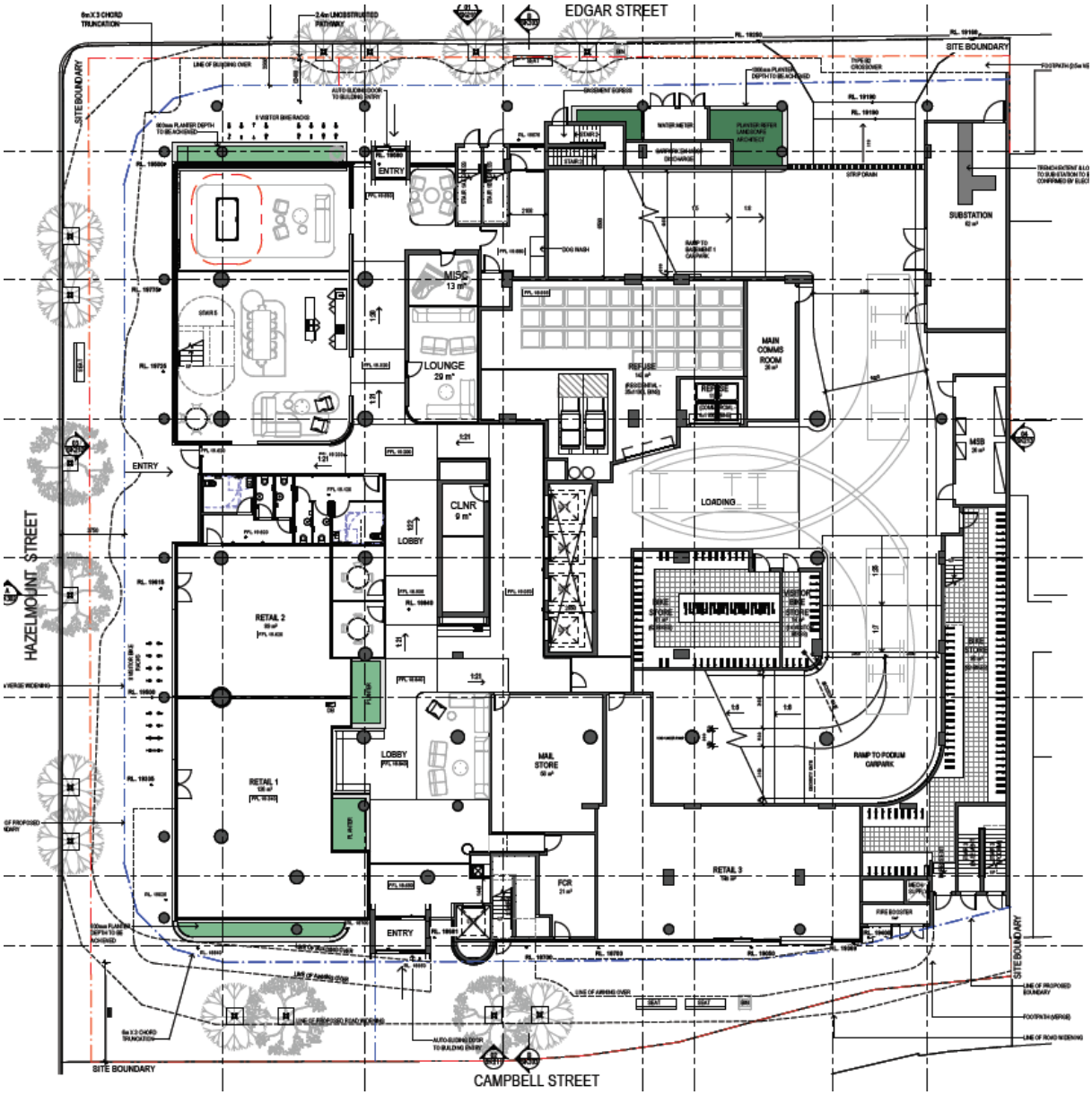


Figure 3-8 **Ground Floor Plan**
Source: *Nettleton Tribe*

Figure 3-9 **Typical Floor Plan Level 4- 33**
Source: *Nettleton Tribe*

3.4 Infrastructure Charges

Infrastructure charges will apply.

Credits should apply for the existing buildings (7) on site.

3.5 Site History & Previous Approvals

MEDQ issued a Decision Notice dated 4th March 2022 over the Site for a Material Change of Use for Multiple Dwelling (380 units), Shop, and Food and Drink Outlet (the Approval). The Approval has a currency period of 6 years.

4 PRELODGEMENT ADVICE

Prelodgement Meeting was held with EDQ on the 8th July 2024, attended by:

EDQ Staff

- Peita McCulloch Manager
- Chessa Lao Planner

Applicant

- Mark Clayton Urbicus, Planning Consultant
- Michael Raybar CFMEU
- Rodney Moyle Nettleton Tribe Architects
- Michael Hodges Nettleton Tribe Architects
- Ryan Bellamy TTM Consulting
- Tim Johnson New Urban Villages
- Dean Hall TDA Advisory

The minutes of the meeting are stated and addressed in the table below.

Priority Items	EDQ Response	Urbicus Response
Building height	The proposal involves raising the maximum building height from the approved 30-storeys to 34 storeys. It is noted that this increase in building height has flow-on effects on other areas of the development such as the increase in plot ratio as well as the reduction in clearance from the PANSOPS critical height, both of which are addressed below. EDQ DA acknowledge that higher heights could be appropriate on the site where the increased height does not compromise the amenity of the area and the additional height has no impact on the operational airspace. EDQ have reached out to the Brisbane Airport Corporation (BAC) to ascertain their input at the pre lodgement phase. It is noted that any variation in height in excess of the Scheme requirements will be required to be publicly notified. Additionally, sufficient grounds and overwhelming community need will be required to justify the variation.	Refer to Section 6 of this report that addresses overwhelming community need and sufficient grounds. The application will be notified.

Podium design/height	Whilst the Scheme reflect a 4-storey podium typology, EDQ are willing to consider the proposed changes where it is demonstrated that the 3-storey podium fits within the context of the site and will not compromise the podium design of adjoining development. Activation within the podium should be, at a minimum (square metre), as per the approval, however EDQ is comfortable with considering different uses within these activated spaces such as communal spaces supporting the use, where they are designed to ensure maximum usage and overlooking is achieved.	Refer to Section 3.3 of this report.
Communal Open Space	Any proposed amendments to demonstrate that the development meets the requirements for communal open space under the scheme (a minimum of 15% of the residential GFA or 80% of the site area).	Complies. Refer to architectural plans.
Streetscape Activation	In any redesign, activation of the podium/street interfaces is to be commensurate to the approval in terms of quantity and quality. Consideration should be given to the proposed uses, access to these uses and how they address the streetscape. For clarify, bicycle parking is not considered to constitute activation, however communal spaces for residents is acceptable where the uses provide the opportunities for surveillance of the street.	Refer to Section 3.3 of this report and the architectural plans.
Infrastructure capacity (plot ratio)	EDQ Infrastructure Planning has provided feedback noting that the proposed plot ratio of 9:1 exceeds the expectations of the Bowen Hills Development Charges and Offset Plan (DCOP). Therefore, as per section 2.2.10 of the Bowen Hills PDA Development Scheme, the proposed development would require payment towards the value uplift charge as well as the standard infrastructure charges. The calculation of the value uplift charge is detailed within the Bowen Hills DCOP. EDQ DA are awaiting updated advice from the IS team, however in the interim, suggest the applicant obtain a SANS notice from Urban Utilities to validate the increase in capacity. An update will be issued at a later date with the outcome of these internal discussions with the IS team. The proposed additional GFA will need to be supported by sufficient grounds and overwhelming community need will be required to justify the variation.	Refer to SAN issued by Urban Utilities. Refer to Section 6 of this report that addresses overwhelming community need and sufficient grounds.
Airport OLS	Given that the proposal is looking to exceed the maximum scheme height requirements, section 2.5.9.4 of the Bowen Hills PDA Development Scheme outlines that the proposed development must not create a permanent or temporary obstruction or hazard to the operational airspace. The PANSOPS minimum critical height across the site is 139m and the OLS minimum critical height across the site is 152.5m. It is noted that the proposed building height (137.7RL) falls just under the PANSOPS critical height.	We intend to undertake the assessment process under the Airports Regulation 1996 once this application is decided by EDQ.

	As such, the proposed development must consider potential construction impacts associated with the height of cranage infringing the protected airspace for Brisbane Airport. It is noted that the Brisbane Airport Corporation (BAC) has a separate approval process required for short-term controlled activities which penetrate the protected airspace. BAC provided advice that the applicant is to independently lodge an application to BAC with details of construction cranage should be forwarded to BAC as soon as practical to facilitate this assessment process under the Airports (Protection of Airspace) Regulations 1996. BAC will require: - Maximum building heights - Maximum crane heights - Dismantling crane height details It is noted that the maximum building height may be impacted by the crane heights. Further information on Airspace protection as well as the application form for crane operations can be found through BAC's website: https://www.bne.com.au/corporate/projects/airspace-protection EDQ has reached out to BAC and a meeting has been organised to discuss the proposal.	
National Airports Safeguarding Framework (NASF)	This framework facilitates best practice land use assessment and management in the vicinity of airports. It consists of nine (9) guidelines which considers a broad range of issues impacting airport operations. BAC has underscored two specific guidelines out of the nine that may need careful analysis in light of the proposed amendments: - Guideline F – Managing the risk of Intrusions into the protected airspace of airports. o This guideline concerns the permanent or temporary obstruction or hazard to the operational airspace. BAC and EDQ's comments have been expanded upon in the previous item above (Airport OLS). - Guideline E – Managing the risk of distractions to pilots from lighting in the vicinity of airports. o The site is located within a 6km lighting zone of an active runway. This means that if lighting from the construction phase or the development's operation are causing distraction to pilots, lighting may need to be altered under the Civil Aviation Safety Authority regulatory framework.	We intend to undertake the assessment process under the Airports Regulation 1996 once this application is decided by EDQ.

Acoustics	It is noted that sensitive uses are located close to the PANSOPS critical height. Therefore, there is a concern that the increased height of the proposed development may require additional acoustic treatments to address amenity issues. The established system for managing the impacts of aircraft noise is set out in the Australian Standard AS2021 – 2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction. This standard addresses aircraft noise, its compatibility with land uses, and standards of noise attenuation. While it is acknowledged that the site is located outside of the Australian Noise Exposure Forecast (ANEF) contours, it should be highlighted that the aircraft overflight will occur in the site's vicinity any time of the day or night.	Refer to Appendix D – Acoustic Report.
Car parking rates	A maximum reduced car parking rate of 0.50 is preferred, as opposed to the proposed amended car parking rate of 0.43 per unit. EDQ will however support a reduced car parking rate, where supported by a Traffic Impact Assessment (TIA) or traffic memo and where it can be demonstrated that adequate on-site parking is provided for residents and visitors.	Refer to Appendix F – Traffic Engineering Report.
Sufficient grounds	The proposed amendments result in a departure from provisions of the Bowen Hills PDA Development Scheme, particularly the proposed building height. Therefore, a sufficient grounds package demonstrating superior design outcomes and overwhelming community need will be required to be submitted with the proposed amendment application. For further details refer to section 2.2.3 of the Scheme. Several ideas for superior design outcomes were discussed during the meeting such as: - Provision of affordable housing. - First Nations initiatives such as artwork and landscaping, work force and apprentices. Other elements that may be interrogated include ESD requirements, deep planting to combat the Urban Heat Island effect, accessible housing exceeding 20% of the total dwellings supplied. EDQ will work collaboratively with the applicant on this process.	Refer to Section 6.0 of this report.
Notification	As stated previously, given the extent of non-compliance against the scheme, the proposed amendment application will require public notification as per section 2.2.5 of the Bowen Hills PDA Development Scheme.	Noted.

General Comments	Urbicus Response
Provide updated Landscape Architectural Package and Street Edge Sections reflecting the proposed amendments	Refer to Appendix B – Landscape Design Report
PDA Guideline Compliance	**Urbicus Response**
Guideline No. 2 – Accessible housing ○ Where accessible housing is being proposed as part of a sufficient grounds package, multiple residential projects are required to provide 20% of dwellings as accessible housing.	Not applicable
Guideline No. 8 – Medium and high rise buildings	Refer to Section 6 of this report.
Guideline No.13 – Engineering standards	Refer to Appendix C – Civil Engineering Advice.
Engineering Matters	**Urbicus Response**
Resubmit the Traffic Report with the revised car parking provision, adjusting the rate to 0.50 instead of the proposed amendment of 0.43. Additionally, factor in a uniform traffic generation rate of 0.15 across both morning and evening peak times, based on traffic produced by the total units in light of the proposed modifications.	Refer to Appendix F – Traffic Engineering Report.
Provide clarification on the basement design and if there are any changes either proposed or arising from the proposed amendments.	Refer to Appendix F – Traffic Engineering Report.
Provide an updated Site Based Stormwater Management report identifying the proposed method of stormwater mitigation and stormwater detention structures. Clarify whether car wash bay areas are provided within the development and provide detail on stormwater management.	Refer to Appendix C – Civil Engineering Advice.
Provide an updated Waste Management Plan, certified by a suitably qualified person, demonstrating refuse vehicle turning templates/swept paths for the proposed design for collections.	Refer to Appendix E – Waste Management Plan
Provide an updated Engineering Services Report, with updated information for the items below: ○ Plans showing the locations for service connections. ○ Plans showing the lawful point of discharge from the development. ○ Plans showing the interface arrangements with external properties. ○ A capacity assessment for services to the external works resulting from the addition of 56 new dwelling units.	Refer to Appendix C – Civil Engineering Advice.
Recommendation	**Urbicus Response**
Applicant to review building design and provide amendments or further clarification on the following: ○ Overall proposed height in accordance with BAC requirements.	Refer to Appendix A – Architectural plans.
○ Updated built form outcomes in accordance with BAC requirements.	Refer to Appendix A – Architectural plans.
○ Increased podium height and or demonstration that the proposal does not compromise the intended built form of the precinct.	Refer to Appendix A – Architectural plans.
○ Increased podium activation, to be commensurate to the existing approval. The replacement of activated uses with bike parking is not supported.	Refer to Appendix A – Architectural plans.
○ Increased communal open space in accordance with the Scheme.	Refer to Appendix A – Architectural plans.
○ Review of the proposed GFA and parking requirements, with parking rates to be commensurate to the existing approved reduced rates.	Refer to Appendix A – Architectural plans.

Furthermore, advice was sought from the Brisbane Airport Corporation (BAC) regarding the application was provided, with the following items raised via formal letter from BAC:

General Comments	Urbicus Response
The established system for managing the impacts of aircraft noise in Australia are set out in the Australian Standard AS2021 - 2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction. This standard addresses aircraft noise, its compatibility with land uses, and standards of noise attenuation. While the site is located outside of the Australian Noise Exposure Forecast (ANEF) contours the applicant should be aware aircraft overflight will occur in the site's vicinity any time of the day or night.	Refer to Appendix D – Acoustic Report.
The proposed development must also consider potential construction impacts associated with the height of cranage infringing the protected airspace for Brisbane Airport. It is noted that a separate approval process is required for short-term controlled activities which penetrate the protected airspace.	Details to be provided to BAC post approval of this application.,

The letter dated 6th June 2024 issued by BAC confirms they have no objection to the proposal. We intend to undertake the assessment process under the Airports Regulation 1996 once this application is decided by EDQ.

5 SUPPORTING DOCUMENTS

5.1 Architectural Plans

The architectural package prepared by Nettleton Tribe incorporate:

- Context Analysis
- Site Analysis
- Design Analysis
- Perspectives
- Architectural Plans
- Development Summary

Refer to Appendix A.

5.2 Landscape Concept Plan

AS Design have prepared a Landscape Design Report that includes:

- Landscape Concept Plan
- Character Images
- Plant Palette

Refer to Appendix B.

5.2 Traffic Engineering Assessment Report

The Transport Engineering Report prepared by TTM Consulting covers the following scope of works:

- Reviewing the prevailing traffic and transport conditions surrounding the site.
- Identifying the parking supply required to cater for development demands.
- Assessing the parking layout to provide efficient and safe internal circulation and manoeuvring.
- Assessing the access configuration to provide efficient and safe manoeuvring between the subject site and the public road network for cars, service vehicles, cyclists and pedestrians.
- Identifying the service vehicle needs for the subject site and assessing the internal layout to provide efficiency and safety for on-site service vehicle operations.
- Identification of the likely traffic impacts of development on the surrounding road network.

The development plans have been assessed against the following guidelines and planning documents:

- EDQ Bowen Hills Priority Development Area (PDA) Development Scheme.

- Brisbane City Plan 2014, specifically the Transport, Access, Parking and Servicing (TAPS) Code and
- Planning Scheme Policy (PSP).

- Australian Standards for Parking Facilities (where required), specifically:

  - Part 1: Off-street car parking (AS2890.1:2004).
  - Part 2: Off-street commercial vehicle facilities (AS2890.2:2018).
  - Part 3: Bicycle parking (AS2890.3:2015).
  - Part 6: Off-street parking for people with disabilities (AS2890.6:2009).

- Department of Transport and Main Roads 'Guide to Traffic Impact Assessment' (GTIA).

The report findings are:

Parking Arrangements

Car parking supply requirements for the proposed development – located in the City Frame – have been determined in accordance with the Bowen Hills PDA Development Scheme (residential) and Council's TAPS PSP (retail).

The proposed development includes an on-site car parking provision of 185 spaces, which is a shortfall when compared to the minimum EDQ requirement of 389 spaces.

The proposed visitor car parking supply is generally consistent with the approved visitor car parking supply rate.

The proposed resident car parking is considered suitable, with a supporting technical note (see Appendix C) including commentary regarding typical Build to Rent car parking characteristics and how this is applicable to the proposed development.

Two (2) PWD spaces is provided in the Basement Level car park, which meets the requirements of Council's TAPS PSP and the BCA.

Car parking is provided across basement and podium levels. The proposed car parking layout is generally compliant with the requirements of Council's TAPS PSP and AS2890.1:2004 (where applicable).

Access Arrangements

The proposed development includes provision of a Type B2 (6.2m) vehicular access to/from Edgar Street. This would be utilised by both service vehicles and cars.

The proposed vehicular access arrangements are generally consistent with Council's TAPS PSP and, where performance outcomes are proposed (queuing, driveway grade, etc), these are consistent with or an improvement on the existing approval.

Pedestrian and cyclist access points for the residential use are provided along the site's Campbell Street and Edgar Street frontages, while the retail use can be accessed via Hazelmount Street.

Service Vehicle Arrangements

Council's TAPS PSP identifies occasional and regular access for an LRV and RCV respectively.

The development scheme proposes to accommodate an 8.8m MRV and rear-lift RCV for occasional and regular access respectively. A loading bay is also provided on-site, between the respective ramps to the basement and podium car parking levels. These design vehicles and loading bay provision are consistent with the existing approval.

All service vehicles will be able to enter and exit the subject site in a forward gear.

Bulk bins are to be serviced by a rear-lift RCV, with a permanent bin store located on the Ground Level.

The proposed servicing arrangements are generally consistent with Council's TAPS PSP and therefore considered appropriate.

Traffic Impact Assessment

The proposed development scheme proposes a net increase of 52 units (380 to 432), compared to the approved development scheme. However, the proposed development scheme also proposes a reduction in car parking (67 spaces, from 252 to 185).

The peak hour traffic generation rates adopted for the approved development scheme would only be applicable where a car parking supply matching or exceeding the minimum EDQ or Council requirements is provided.

Compared to the minimum EDQ requirement calculated above (389 car spaces), the proposed development provides approximately 48% of this requirement (185 car spaces), increasing to approximately 83% when adopting the equivalent car parking total when accounting for car share (321 car spaces). By both measures, scaling of the above peak hour traffic generation rates by these percentages yields reduced peak hour traffic generations compared to the approved development scheme.

Therefore, TTM does not consider a revised detailed Traffic Impact Assessment (TIA) to be necessary and it is expected the proposed development will have no adverse impacts on the surrounding road network.

Conclusion

From the assessments undertaken and outlined in this report and provided that the recommendations identified are adopted, TTM does not see any transport engineering reason that would prohibit approval of the proposed development.

Refer to Appendix F.

5.4 Civil Engineering Advice

The following statement was provided by ADG Engineers regarding the proposal:

In 2021, ADG Engineers (Aust.) Pty Ltd (ADG) was engaged by Dowse Projects Pty Ltd (Dowse) to prepare a Civil Engineering Report (ADG reference: 24708 C R001 Rev02 15.10.21). The Civil Engineering Report included a Stormwater Management Plan (SMP) and Engineering Services Report (ESR) for a proposed 30-storey tower project located at 19-25 Campbell Street (Lot 41-25 on RP9895, Lot 10, 12 & 21 on RP144655, Lot 1 on RP144514 and Lot 1 on RP 151932) located in Bowen Hills, under a Build to Rent scheme. This report was submitted to Economic Development Queensland (EDQ) to support the project's Development Application, which was approved on 20th December 2022 (EDQ reference: DEV2021/1193).

In 2024, New Urban Villages (NUV) assumed responsibility of the development from Dowse. ADG was subsequently engaged by NUV to prepare a Technical Memo to support a 'Change Application'. ADG have considered the revised architectural plans for the development, completed by Nettletontribe Architects (NT), in relation to the proposed civil stormwater and civil servicing design intent. This Technical Memo has been prepared to support the 'Change Application' and is intended to demonstrate that the previously submitted Civil Engineering Report prepared by ADG in 2021 is generally suitable for the latest architectural plans in August 2024. This memo should be read in conjunction with the previously approved and above-mentioned Civil Engineering Report.

The changes to the updated architectural layouts in 2024 are considered to have negligible effect on the flooding, stormwater quality, stormwater quantity and bulk earthworks requirements of the development. As such, ADG considers the recommendations within the Civil Engineering Report completed in 2021 (reference no: 24708 C R001 Rev02 15.10.21) to remain valid and that a revision of the Civil Engineering Report is unnecessary to suit the revised architectural layout and the support the 'Change Application'.

Refer to Appendix C for further context.

5.5 Noise Impact Assessment

The following extract is sourced from the Noice Impact Assessment provided by TTM:

> *This report provides an advisory strategy in relation to the aircraft noise and advice for improving acoustic comfort for building occupants, in addition to the Acoustic DA report.*
>
> *Based upon the analysis conducted to AS2021 and assuming a worst case arrival flight path over the development the following conclusions can be made:*
>
> - *Facades for sleeping areas and dedicated lounges on higher levels are required to achieve a minimum noise reduction of 22dB.*
> - *All other facades require less than 20dB noise reduction.*
>   - *Standard construction is expected to achieve a minimum noise reduction of 18-20dB.*
> - *High level residential dwellings are already recommended to have Queensland Development Code (QDC) MP4.4 category 1 and category 2 construction, to attenuate rail and road traffic noise.*
>   - *Based upon the recommendations shown within Section 9 and Appendix C of the DA acoustic report 21BRA0010 R01_1,*
> - *QDC Category 1 construction is designed to provide 25dB noise reduction, therefore meeting the requirement of 22dB for level 33 sleeping areas.*
>
> *Based on the points outlined above, compliance with the AS2021 criteria is achieved, based upon the implementation of the recommendations (minimum QDC Category 1 construction) outlined in TTM DA acoustic report 21BRA0010 R01_1.*

Refer to Appendix D.

5.6 Operational Waste Management Plan

The scope of the Operational Waste Management Plan prepared by TTM is stated below:

- *Refuse streams - Identification of refuse streams & anticipated development refuse volumes likely to be produced*
- *Refuse separation - Recommendations for appropriate segregation methods for each refuse stream*
- *Refuse collections - Assessment of refuse collection vehicle (RCV) access and manoeuvring*
- *Refuse storage - Detailed analysis of refuse storage facilities and design*
- *Refuse transfer - Assessment of refuse transfer between refuse storage and collections areas*
- *Refuse disposal - Recommendations for refuse disposal within the development*
- *Refuse management equipment - Identification of recommended and optional refuse management systems and equipment*

- *Refuse management operations - Recommendations for operational efficiency and ongoing management, including refuse minimisation, tenant education and safety*
- *Building design - Recommendations for design of refuse management facilities*

Section 3 of the report provides recommendations for operational refuse management.

Equipment:

Residential refuse:

- *11 x 1100L general waste bins (+ 2 additional bins to remain on equipment during servicing).*
- *24 x 1100L commingled recycling bins (+ 2 additional bins to remain on equipment during servicing).*
- *A total of 35 x 1100L bins accessible to the collecting contractor.*
- *A dual chute system with hopper doors on residential levels (Levels 3 – 34) for disposal of waste and recycling.*
- *A single chute with diverter system with hoppers on podium levels for the disposal of waste and recycling.*
- *2 x bin rotation systems; 1 system for each chute discharge (1 system to have a compactor for the compaction of general waste).*
- *A bin tug or alternate bin towing equipment for the transfer of bins from Basement 1 to Ground level.*

Commercial Refuse:

- *1 x 1100L general waste bin.*
- *3 x 1100L commingled recycling bins.*

Refuse collection:

All collections will occur on-site within the loading area accessed via Edgar Street.

- *Residential refuse:*
    - *Designed to be serviceable by Council using rear-loading RCV's.*
    - *3 collections per week for both general waste and commingled recycling.*
- *Commercial refuse:*
    - *Collected by private contractors using rear-loading RCV's or other vehicles.*
    - *3-4 collections per week or 7 collections per fortnight for each refuse stream.*

Refuse storage:

- *Residential refuse:*

- *Waste and recycling chutes will discharge into 1100L bulk bins stored within the refuse room located on Ground floor for refuse generated above Level 3 or Basement 01 for refuse generated on podium levels.*
- *All refuse areas are adequately sized to store all appropriate bins.*
- *The rotation and compaction equipment is partitioned for safety purposes.*
- *Bin washing facilities will be provided within each refuse room.*

- *Commercial refuse:*
  - *Stored within the commercial refuse room in appropriate bins or equipment as detailed above.*
  - *Bin washing facilities will be provided within the refuse room.*

Refuse transfer:

- *Residential refuse:*
  - *Full bins on the rotation equipment will be rotated as required. Building management will be responsible for bin rotation/ changeover.*
  - *Prior to Council collection, all full waste or recycling bins will be removed from the rotation equipment and placed in the refuse area outside of the partition to be collected directly from refuse room by the collection contractor.*
- *Commercial refuse:*
  - Bins will be collected directly from the commercial refuse room by a private contractor and immediately returned once serviced.

Refer to Appendix E.

6 PLANNING REQUIREMENTS & ASSESSMENT

6.1 Bowen Hills PDA Development scheme

Within the Development Scheme, the site is included within the:

- Urban Area of the Structure Plan
- Mixed Use Zone
- Precinct 1

An assessment of the Proposal against relevant provisions of the Development Scheme is provided below.

6.2 Land Use Plan

6.2.1 Vision

Land Uses

The Bowen Hills PDA is a vibrant urban area which has preserved its heritage places and accommodates a diverse, integrated and balanced range of uses that are connected by a high quality public realm. This range of uses and the intensity of development contribute to the activation of places and streets at different times of the day and throughout the week.

The greatest diversity of uses and intensity of development is located in the Mixed-use zone around high frequency public transport stations. These mixed-use areas play an important role in Brisbane's future growth and development by accommodating a sub-regionally significant concentration of housing and employment opportunities which supports vibrant all day activity and economy.

Refer to the Architectural Package, specifically the:

- Site Analysis
    - Location & Surrounding Amenities
    - Solar Control Strategy
    - Streetscape
- Design Analysis

6.2.2 Structural Elements

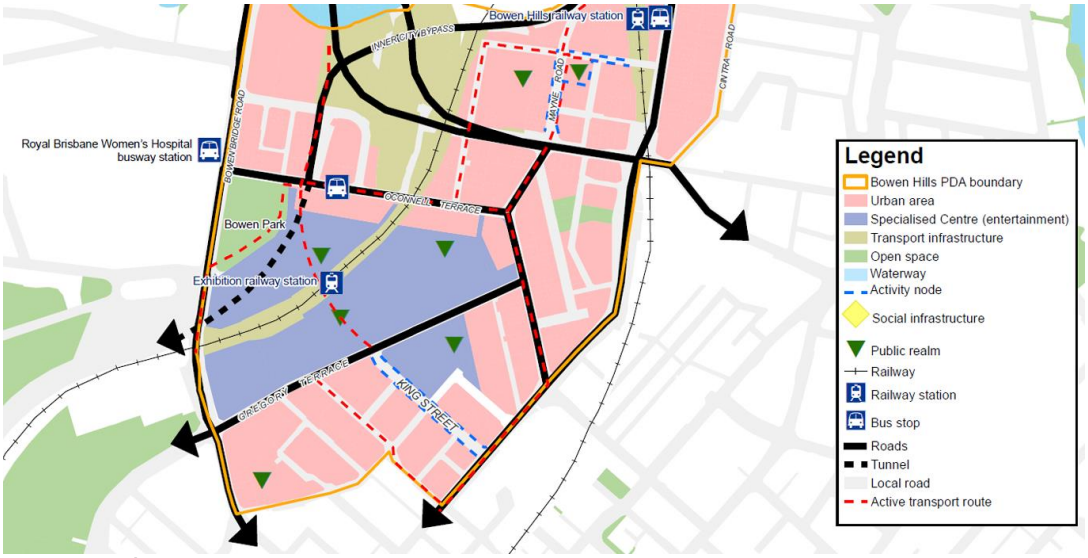


Figure 6-1 Structure Plan

The Site is located within the Urban Area. The proposal is consistent with the intent of the Urban Area and the PDA Wide criteria (refer to Section 6.2.3).

6.2.6 Zone provisions

Mixed use zone - Preferred Development Intent

Development provides a wide range and intensity of commercial, retail, health and medical, community, entertainment, cultural 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. The greatest development yields and heights in the zone are achieved on larger lots, development on larger sites reduces visual bulk and shade impacts by providing appropriate setbacks and tower separations.

Building form improves streetscape and pedestrian outcomes by providing spaces for human movement and informal activation at ground level. Podiums are human scale and encourage passive surveillance of the public realm.

Residential amenity is maximised through creation of generous, high quality, private and communal open spaces which improve occupant lifestyles suited to the sub-tropical environment.

Development surrounding the public transport stations provides for concentrations of commercial uses that capitalise on the area's proximity to high frequency public transport.

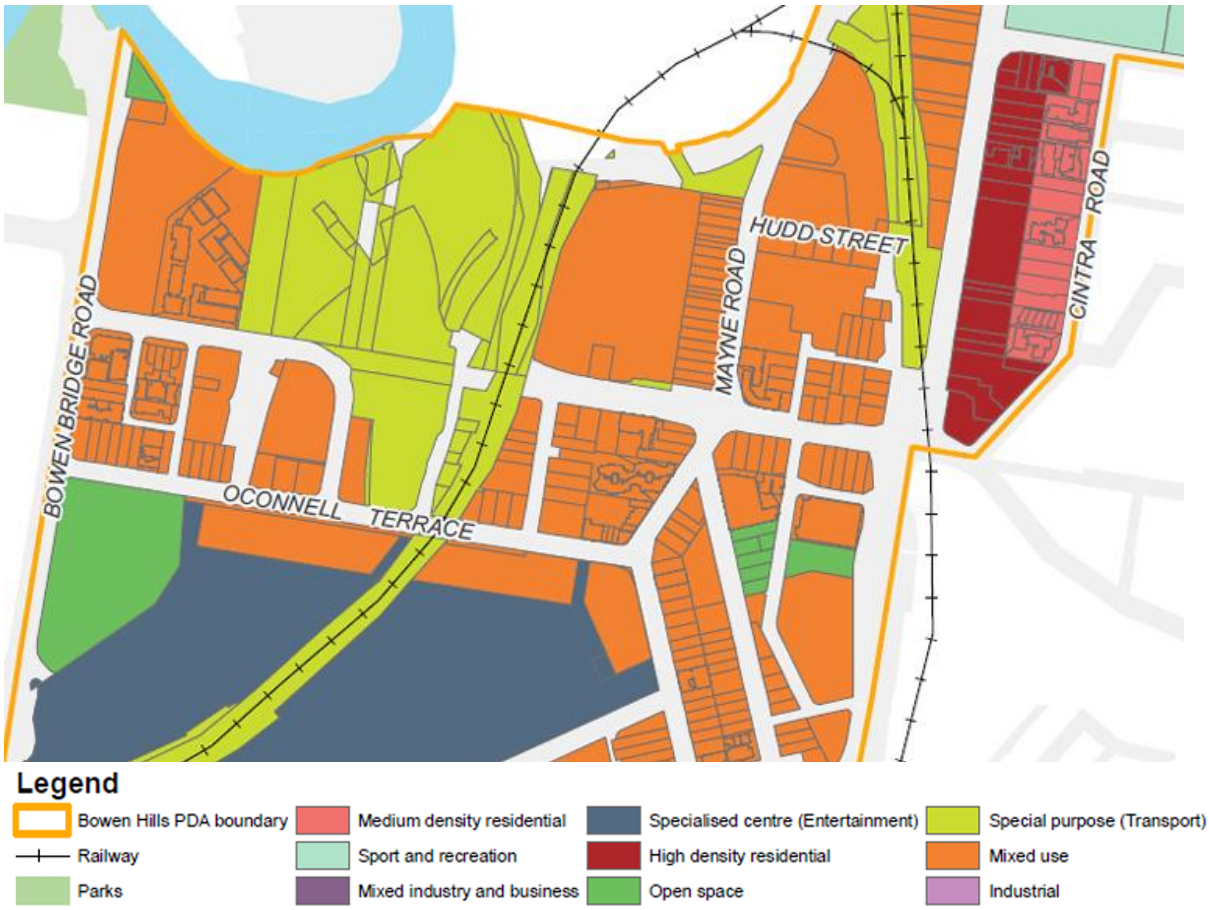


Figure 6-2 Zoning and Precinct Plan

The Proposal will facilitate community and entertainment uses, adding to the diversity of uses within the Mixed use zone.

Built form, streetscape and pedestrian outcomes are addressed within the Architectural Package.

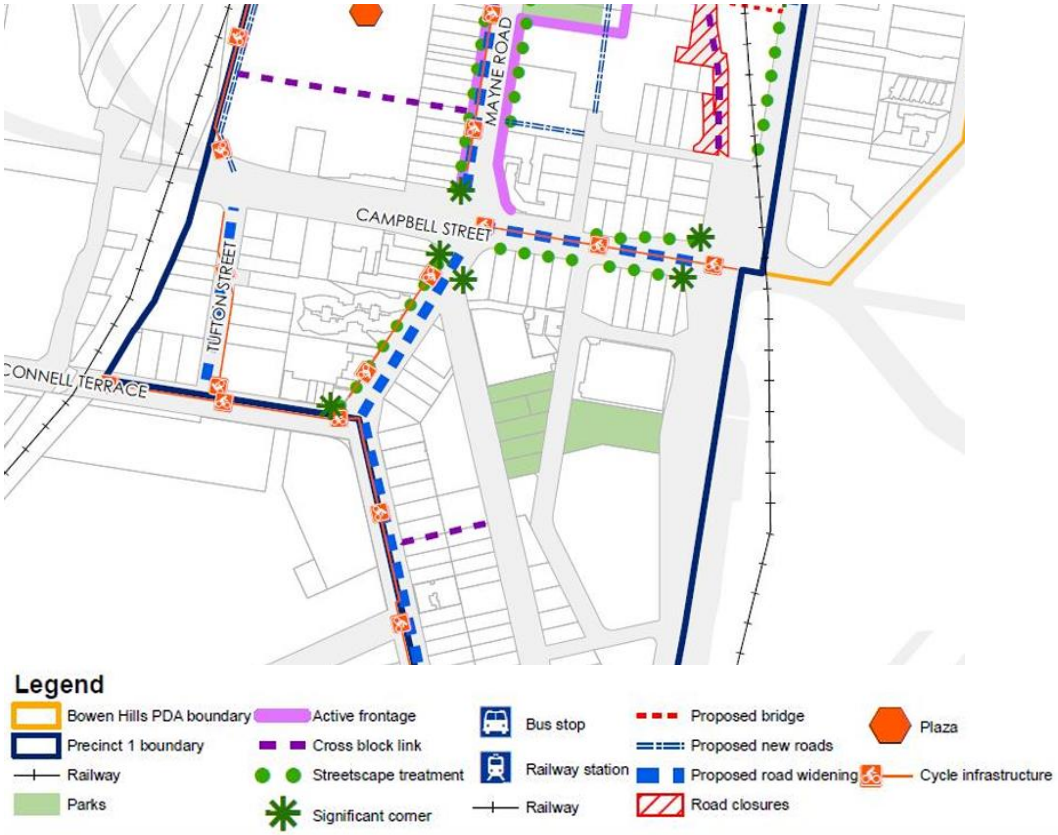


Figure 6-3 Zoning and Precinct Plan

PDA assessable development is consistent with the Land use plan if it is consistent with all outcomes of the relevant PDA development requirements.

2.6.3.2 Built form provisions

<table>
<tr><th colspan="7"></th><th>Urbicus Response</th></tr>
<tr><td colspan="2" rowspan="2">Maximum plot ratio
Excluding areas of communal open space.</td><td>Sites 800 m^2 or greater but less than 1,200m^2</td><td>Sites 1,200m^2 or greater but less than 1,600m^2</td><td>Sites 1,600m^2 or greater but less than 3,000m^2</td><td>Sites 3,000m^2 or greater but less than 10,000m^2</td><td>Sites 10,000m^2 or greater</td><td rowspan="2">Performance Outcome. The proposed plot ratio is not anticipated to be inconsistent with the infrastructure demand Refer to SAN from UU.</td></tr>
<tr><td>2 : 1</td><td>4 : 1</td><td>6 : 1</td><td>8 : 1</td><td>9 : 1</td></tr>
<tr><td colspan="2">Minimum site area</td><td colspan="5">800m2</td><td>Complies. Subject site is 3,276m^2.</td></tr>
<tr><td colspan="2">Minimum frontage</td><td colspan="5">20m</td><td>Complies. Site has a total frontage greater than 20m.</td></tr>
<tr><td colspan="2" rowspan="2">Maximum height provisions
Excluding a space on top of a building used primarily as communal open space whether roofed or not.</td><td>Sites 800 m^2 or greater but less than 1,200m^2</td><td>Sites 1,200m^2 or greater but less than 1,600m^2</td><td>Sites 1,600m^2 or greater but less than 3,000m^2</td><td colspan="2">Sites 3,000m^2 or greater</td><td rowspan="2">Performance Outcome. It is acknowledged that the proposal seeks 34 storeys in lieu of the maximum height of 30 storeys.

Notwithstanding, the proposed building height is consistent with surrounding development and is not anticipated to generate any additional adverse impacts from the approved development.</td></tr>
<tr><td>8 storeys</td><td>16 storeys</td><td>24 storeys</td><td colspan="2">30 storeys</td></tr>
<tr><td rowspan="4">Building envelope</td><td rowspan="3">Street frontage setback</td><td>Ground level</td><td colspan="5">3m</td><td rowspan="3">Complies. Proposed setbacks are to be maintained as approved.</td></tr>
<tr><td>Up to 4 storeys</td><td colspan="5">0m to balconies.
3m to external walls.</td></tr>
<tr><td>Above 4 storeys</td><td colspan="5">6m</td></tr>
<tr><td>Side setback
Development in the mixed use zone on sites >800m2 but <1,200m2 are to be assessed against the side setback provisions specified in the High Density Residential zone.</td><td>Up to 4 storeys</td><td colspan="5">0m where a podium.
6m to habitable rooms.
4m to balconies.
3m to non-habitable rooms.</td><td>Complies. Proposal provides for built to boundary side boundary setback at podium levels and a 9m for all storeys above the 4th storey.</td></tr>
<tr><td>Above 4 storeys</td><td colspan="5">9m</td></tr>
</table>

	Rear setback	Up to 4 storeys	0m where a podium. 6m to habitable rooms. 4m to balconies. 3m to non-habitable rooms.	**Not Applicable**. Site does not have a rear setback.
		Above 4 storeys	9m	
Building form	Scale and bulk	Maximum tower footprint of 1,200m^2. 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. A maximum wall length of 10m between building articulations.		**Complies.** Proposed tower footprint is not proposed to be altered from the approved footprint.
	Orientation	Development is oriented to the street frontage and activates the public realm. Development on a corner lot is oriented to address both street frontages. Development optimises seasonal solar gain and loss, taking into consideration major site views and vistas. Development is located and designed to minimise impacts from surrounding uses an infrastructure and maintain reasonable levels of amenity.		**Complies.** Proposed structure is orientated to address all street frontages and optimises seasonal solar gains. Refer to Appendix A – Architectural Package for context.
	Separation distances	A minimum 12m separation distance between balconies or windows in habitable rooms up to level 4. A minimum 18m building separation above level 4.		**Complies.** Proposal building separation is to be maintained as approved.
	Fences	Side and rear boundary fencing is 1.8m in height, if buildings are not built to boundary.		**Not Applicable**. Proposal does not include fencing.
	Rooftops	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 may be utilised for communal open space and other passive recreation uses.		**Complies**. Proposed roof is designed to screen equipment and provide for variation. Recreation area are proposed.
Communal open space and Facilities		Development provides universally accessible communal open space as follows:		**Complies.** Proposal provides 3336m^2 of open space (101% of site area), provided across ground and rooftop levels and is adapted to respect

	i. Development which includes a multiple residential component provides communal open space equivalent to a minimum of: a. 80% of the site area, or b. 15% of the multiple residential Gross Floor Area. ii. a minimum of 10% of the site area for non-residential developments iii. a minimum of 60m2, having a minimum dimension of 6m iv. as a mix of ground level, vertically integrated or roof top settings v. respects the privacy of both users and those overlooking from neighbouring properties vi. includes landscape and deep planting shade trees or structures suited to the subtropical environment vii. is positioned for good solar orientation and minimises water use, and viii. does not include driveways, storage or turning areas.	the privacy of user and neighbouring properties. Refer to Appendix B – Landscape Design Report for context of the proposed landscaping.
Private open space	Development provides all dwellings with private open space or balconies at the following rates: i. 1 bedroom dwellings - 9m2 with a minimum dimension of 3m, or ii. 2 or 3 bedroom dwellings - 12m2 with a minimum dimension of 3m. Balconies are appropriately screened to maximise privacy between buildings and the public realm, without compromising CPTED principles. Ground floor private open space must provide privacy but still allow overlooking of the street to promote passive surveillance.	**Complies.** Generous community open space is provided to compensate for any shortfall in POS.

Section 2.6.3.2 Urban design

		Urbicus Response
Building elements and appearance	High-rise buildings must have distinct lower, middle and upper sections, including the ground floor, podium and tower levels, providing for variation in the built form. Buildings are to be well articulated with varied materials and design details, external balconies, verandas, terraces, recessed doors and doorways, windows, shade and screening devices and outdoor planting. Residential building design ensures visual and noise privacy, adequate storage space, adequate room sizes, functional room relationship and the provision of useable and well connected common outdoor spaces. Development provides a well-defined entry point for pedestrians. Building form allows for cross ventilation and supports a naturally ventilated and comfortable environment. Buildings incorporate appropriate weather protection, eaves and overhangs, screening, and shading structures on the building facades to channel breezes, filter sunlight, block out night lighting and provide rain protection.	Proposal is not considered to be 'high-rise'. Proposed structure is well articulated with variation in materials, detailing, and forms to present as an attractive and climatically responsive building. Pedestrian access points are well defined and provided with appropriate protection and lighting, and a naturally ventilated and comfortable environment. Refer to Appendix A – Architectural Package for further context.
Basements	Basements are within property boundaries. Basement level 1 is clear of street alignments to allow areas for deep planting at the street level.	Proposed basement level is within the property boundary with clearance from street alignment.

Ground level treatment	Street activation is achieved through a variety of measures, including varied design concepts and providing a high frequency of foyers, front entries, windows or doors to commercial, retail, community, communal and residential uses. Mixed-use developments provide a predominantly commercial and retail character at the ground floor level, which activate the street. Front entries to all buildings are emphasised through architectural and landscape treatment, pedestrian paths, appropriate lighting and the provision of continuous awnings. Foyers open toward the public realm and contain active spaces that engage people, such as reception desks, seating areas, cafes and display spaces. Non-residential uses at ground level provide: i. a minimum 4.5m ground level ceiling height ii. continuous 3m wide awnings over the footpath with integrated lighting to provide shelter and protection from the elements iii. a variety of building elements, details, finishes and setbacks on the ground floor to create plazas, outdoor dining areas, landscape spaces or open vistas, and iv. places for a wide range and rich variety of activities and uses, formal and informal gathering and interaction. Residential uses at ground level provide: v. direct street access to each ground level dwelling vi. landscaping, including deep planting, along a minimum length of 50% of street frontages vii. front fences or walls to which are at minimum 50% visually permeable and no higher than 1.5m, and viii. a minimum 4.5m ground level ceiling height.	Proposal provides for sufficient street level activation, most notably through a significant foyer level with multiple building entrances and double height lass to ensure an active and engaging streetscape presentation. Appropriate lighting on ground level, in connection with a significant awning with architectural treatment. The internal portion of the foyer provides a bar and seating space to ensure an active space. Proposal maintains a 17.59m high ground ceiling height with a significant awning. As previously highlighted, various building elements and details and finishes are provided at ground level with significant street level activation.
Podium treatment	Podiums are designed to address, activate and provide a visual appeal to street frontages. Any parking included in a podium must be sleeved with active uses fronting the street. Development must ensure safe access to active uses within the podium. 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.	Proposal incorporates an architecturally considered façade with a glazing feature and prominent appeal to Campbell Street. Carparking is located within the basement level with access through the rear laneway. Awnings and variation in shape ensure that an attractive streetscape presentation is maintained, with a strong connection to the streetscape.

	Development of podium levels facing street frontages or public spaces include windows, doors and balconies that allow for activity, visual connection and passive surveillance. Development of the lower 4 storeys of the building includes variation in plan shape and vertical profile, balconies, display windows and the like orientated to the street. Podium tops provide valuable space for communal open spaces and roof gardens.	
Tower treatment	Towers include articulations and varied design details to create visual appeal. Residential towers include balconies and other external protrusions which separate the core from direct solar heating. Balconies on towers are offset so that they maintain privacy of habitable rooms or outdoor spaces and provide visual variety and articulation in the built form.	Not Applicable. Proposal does not include a tower level.
Landscape	Development provides consistent and cohesive landscape and streetscape treatments, including deep planted feature trees, seating and public art, that contributes to the area's streetscape and urban character.	Proposal provides for sufficient landscaping, notably via extensive roof level planting which ensures an attractive and engaging streetscape presentation.
Public realm	Mixed-use developments provide privately owned plazas and public spaces for social connectivity, meeting points and other temporary uses and displays. Development addresses and provides passive surveillance of its interface with the street and other adjoining public spaces. Streetscape treatments facilitate pedestrian and cycle amenity and safety.	Proposal provides safe pedestrian movements and connectivity with the street level. Passive surveillance of the streetscape is provided through the open street level foyer.

6.8 Precinct provisions

Planned outcomes for Precinct 1 are shown on map 8 and detailed below. Precinct 1 includes all land located in the area bound by Abbotsford Road, Markwell Street, St Pauls Terrace, Brookes Street, O'Connell Terrace, Tufton Street and the Inner City Bypass.

		Urbicus Response
Preferred development intent	Development incorporates active frontages along Mayne Road and Hudd Street delivering a mix of retail, commercial and community uses along the ground plane. Development adjoining the Bowen Hills Railway Station provides new access points and improved connectivity and integration with the station.	**Not Applicable.** Proposal does not front Mayne Road or Hudd Street or adjoin Bowen Hills Railway Station.
Built form	Shop frontages, articulated building access points and continuous awnings over the footpath activate the ground plane of Hudd Street and Mayne Road, which form major activity spines and become the focus of retail shopping and social life. Showroom windows address the northern side of the Airport Link ramp to Campbell Street presenting the retail character of the area to passing vehicles. Large floor plate retail is sleeved by small scale (i.e. less than 250m2) shops, food and drink outlets, community uses and other similar uses, which will activate the precinct day and night. Buildings are able to span across the railway corridor creating opportunities for additional development, public plazas and a new access to the Bowen Hills Railway Station. Any development within, over or under a rail station or corridor must protect the station and corridor's function and operation.	**Not Applicable**. The proposal does not involve a shop, showroom or retail facility.
Urban design	Attractive streetscape treatments including awnings over wide footpaths, street furniture, pavement treatments, parallel on-street parking, public art installations and landscaped verges are established along Mayne Road and Hudd Street, contributing to their setting as community and economic focal points for the PDA. Landscaped verges, street furniture, public art installations and pavement treatments are established at Streetscape treatment locations identified on map 8. Retail tenancies have a visible presence and interaction with the street and open on to the park at the intersection of Mayne Road and Hudd Street. Parks are developed as attractive community focal points with spaces and facilities for recreation, pathways, landscape and park furniture.	Proposal provides for landscaping within the new verge and feature paving at entrance to ensure sufficient streetscape treatment is provided.

	Ground level building and landscape design contributes to the identification of Bowen Hills as a distinct destination at Significant corner locations.		
Infrastructure	**Parks and plazas**	A new park is located on the southern side of the Mayne Road and Hudd Street intersection. The park collocates with activated retail frontages, cycling routes and streetscape treatments along Mayne Road and Hudd Street. Parks are located at Jeays Street and Hurworth Street. A major new civic plaza west of Mayne Road will deliver a multi-purpose community and cultural hub providing space for social interaction, community and group activities, information, art and cultural activities and events.	Not Applicable. Proposal is not for a park.
	Community facility	Development provides a multi-purpose community hub within proximity of the Bowen Hills Railway Station. Community facilities are provided as an integrated component of mixed-use developments. Community facilities are accessed directly from street frontages and are clearly signed and identifiable to visitors.	Not Applicable. Proposal is not for a community facility.
	Connectivity	Development provides publicly accessible cross block links providing pedestrian connection: i. between Brookes Street and the Jeays Street park ii. between Mayne Road and the Tufton Street extension iii. to the Bowen Hills railway station from Abbotsford Road iv. between Hudd Street and Edgar Street, and v. between Mayne Road and Edgar Street. The precinct will accommodate a new local street network which will include: i. widening of Mayne Road (western side) to accommodate vehicular and cycle traffic ii. widening of Hudd Street (southern side) to accommodate vehicular traffic iii. a two way vehicle and pedestrian bridge spanning the railway corridor between Hudd Street and Abbotsford Road, providing improved connectivity across the railway corridor iv. a new street linking Hudd Street and Mayne Road through to O'Connell Terrace, via Tufton Street. This street will be a	Not Applicable. Proposal does not front the nominated roads.

		principal means of access into the precinct from the area south of Campbell Street v. Hazelmount Street extended through to Hudd Street vi. Edgar Street extended through to Mayne Road vii. Closure of Jamison Street between Hudd Street and Edgar Street, and viii. cycle infrastructure that provides safe and efficient cycle connection through the precinct.	
	Public transport	Development is coordinated to provide: i. pedestrian concourse delivering safe and improved access to the Bowen Hills Railway Station between Hudd Street and Abbotsford Road ii. upgrades to the Bowen Hills Railway Station including improved platform access and potential corridor widening, and iii. a rail and bus interchange is located adjacent to the Bowen Hills Railway Station on Abbotsford Road.	Not Applicable. Proposal is not located so as to require upgrades to Bowen Hills Station.

6.9 Sufficient Grounds & Overwhelming Community Need

The following design changes are intended to address the feasibility of the development:

- Change to a build to rent scheme
- Reduction in podium levels.
- Increase in building height and unit numbers.
- Reduction in onsite car parking
- Reduction in basement parking
- Increase podium parking

Without these changes the development is not feasible to deliver, primarily due to increased build costs over the last 3 years.

The proposed changes will deliver 432 rental apartments, that will assist in addressing an overwhelming community need for increased housing. The current housing under supply, that has been well documented in the media, has resulted unprecedented increases in rental prices. Rental vacancy rates remain at approx 1-2%. The development will therefore address and overwhelming community need.

Our client welcomes the opportunity to discuss ways in which the development can address "Sufficient Grounds" including the potential provision of affordable rentals, public art and 1st Nations programs.

7 MINOR CHANGE

Under Section 99 of the *Economic Development Act 2012* (EDA), an application may be made to MEDQ to change a PDA development approval. Section 99 (2) specifies that an -

> *"... amendment application may be made only if MEDQ is satisfied the change would not result in the relevant development being* ***substantially different****"*

Schedule 1, Item 4 of the DA Rules under Section 68 of the *Planning Act 2016* provides the criteria for assessing substantially different development. The Proposal does not result in substantially different having regard to the aforementioned provision, because the Proposal does not:

- Introduce a new use. No changes are proposed to the approved uses.
- Involve a new parcel of land as the land remains the same.
- Dramatically change the built form in terms of scale, bulk and appearance.

  The proposal maintains the approved footprint, setbacks, separation distances with minor amendments to the proposed building façade.

  The proposed increased building height will not dramatically change the overall scale and bulk of the building and will be consistent with the surrounding development.
- Change the ability of the Approval to operate as intended.

  The Proposal does not change the operation of the Approval.
- Remove a component that is integral to the operation of the development.

  No components that are integral to the operation of the Approval are removed.
- Significantly impact on traffic flow and the transport network.

  While the number of apartments has increased, the number of on-site car parking has been reduced. Less traffic will therefore be generated by the Proposal. Refer to Appendix F – Traffic Engineering Report for context.
- Introduce new impacts or increase the severity of known impacts.

  The Proposal does not materially impact upon the scale or intensity of the Approval.
- Remove an incentive or offset component that would have balanced a negative impact of the development.

  The Proposal does not involve the removal of an incentive or offset component.
- Impact upon infrastructure provision, location or demand within the surrounding area.

  The Proposal does not alter the scale or intensity of the Approval and will not impact upon the infrastructure provision, location or demand.

Having regard to the circumstances expressed above, we are of the opinion that the Proposal does not result in substantially different development for the purposes of Section 99 of the EDA.

The Proposal does not introduce new impacts or increase the severity of known impacts upon adjoining or surrounding properties compared to the Change Approval.

8 RECOMMENDATIONS

This urban planning report demonstrates that the proposed development and associated development application complies with relevant provisions of the Bowen Hills PDA Development Scheme and does not constitute substantially different development and therefore should be approved subject to reasonable and relevant conditions.

9 APPENDICES

9.1 APPENDIX A – Architectural Design Report by Nettleton Tribe

9.2 APPENDIX B – Landscape Design Report prepared by AS Design

9.3 APPENDIX C – Civil Engineering Advice prepared by ADG

9.4 APPENDIX D – Acoustic Report prepared by TTM

9.5 APPENDIX E – Waste Management Plan prepared by TTM

9.6 APPENDIX F – Transport Engineering Report prepared by TTM

9.7 APPENDIX G – Owners Consent

9.8 APPENDIX H – PDA Development Application Form