

Town Planning Report

330 MacArthur Ave (North), Hamilton (part of Lot 5 on SP337697)

Material Change of Use for a Multiple Dwelling and Reconfiguring of a Lot (Access Easement)

Silverstone Landholdings No 19 Pty Ltd





Client: Silverstone Landholdings No 19 Pty Ltd
Project: 330 MacArthur Ave (North), Hamilton (part of Lot 5 on SP337697)
Project No: 24-8383
Date: December 2024
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1.0 Executive Summary

1.1 Project Overview

This Town Planning Report has been prepared by Urban Strategies Pty Ltd on behalf of Silverstone Landholdings No 19 Pty Ltd, for a Development Application seeking a Priority Development Area (PDA) Development Permit for a Multiple Dwelling and a volumetric access easement on land at 330 MacArthur Ave.

The land is formally described as part of existing Lot 5 on SP337697 (proposed Lot 4 on SP346185 to be created under Development Permit DEV2024/1497) which has a total site area of 7,466m². The land is situated between MacArthur Ave (North) and Karakul St (Figure 1). The site and adjoining landholdings are currently vacant but were formerly used for warehouse and storage purposes.

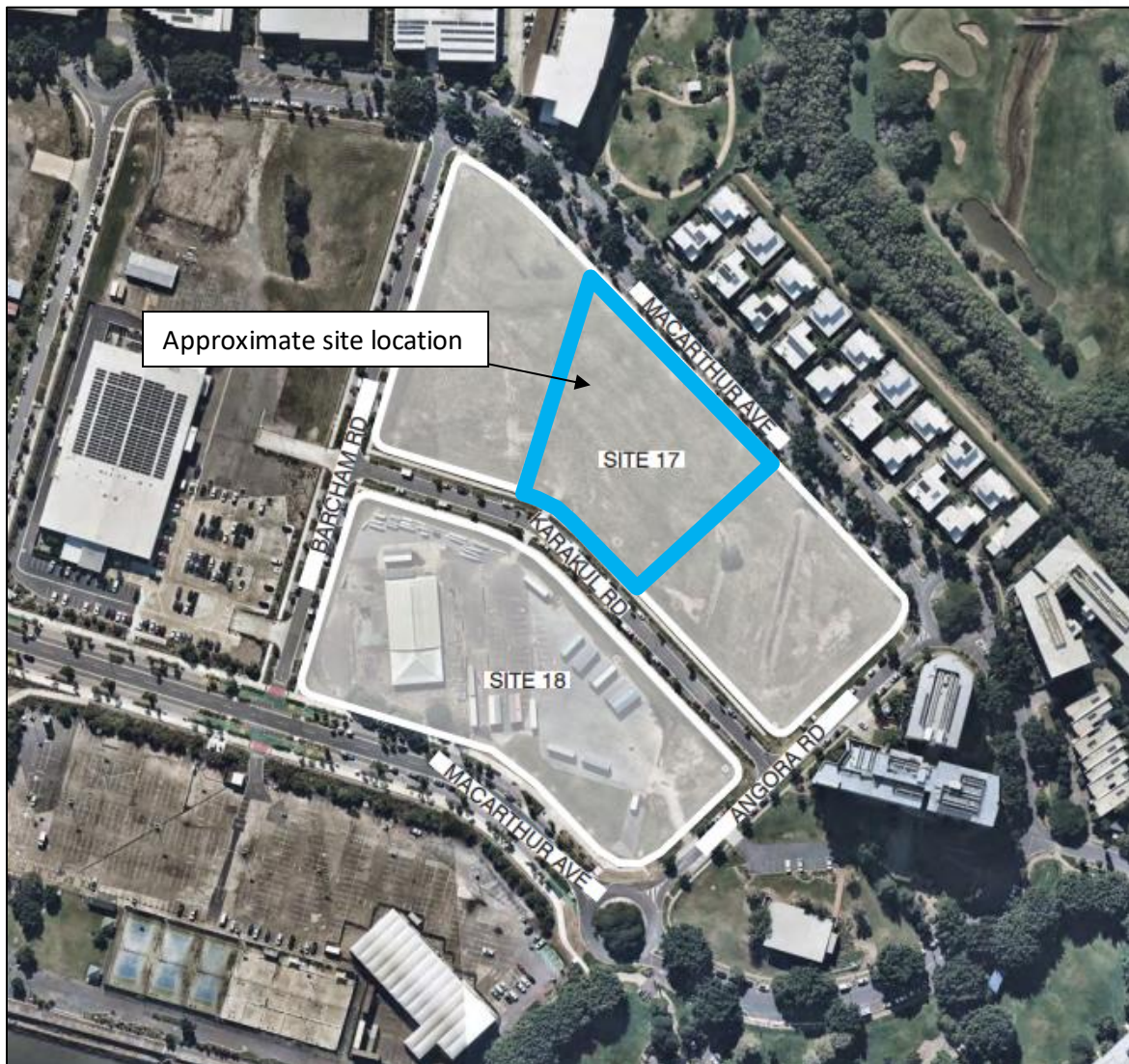


Figure 1: Subject site (Source: CARR Urban Context Report)

The subject site is located within the Hamilton Northshore Priority Development Area (PDA) (Figure 2). The Northshore Hamilton PDA Development Scheme includes the site in the Mixed Use Medium Density Zone – Sub area 3, which is envisaged to support a wide range and intensity of uses, including commercial, retail, health, community, entertainment, cultural, multiple residential and accommodation uses in a predominantly mid-rise built form.



Figure 2: Northshore Hamilton Priority Development Area (Source: NH PDA Development Scheme)

1.2 Proposal

The proposal seeks to develop 2 apartment buildings comprising 115 units with associated communal open space and car parking area. The proposal will also deliver a privately-owned but publicly accessible cross-block link between MacArthur Ave and Karakul St. To achieve these outcomes, this application seeks approval for the following:

- Material Change of Use (Development Permit) for a Multiple Dwelling, and
- Reconfiguring of a Lot (Development Permit) for an Access Easement.

The proposal delivers a bespoke, dual-tower apartment complex comprising high-quality, contemporary architectural design and attractive landscaped spaces. The site responsive positioning of the built form activates the existing street frontages and the cross-block link. Resident and visitor safety, privacy and amenity across the development and public realm will be supported through the use of considered architectural and landscaping design responses that provide opportunities for casual surveillance and connection.

The proposal’s design draws inspiration from the locality’s First Nation’s culture, represented in the development’s built form, materials, finishes and planting palette. The proposal’s biophilic design comprises a generously landscaped ground plane and upper level and vertical planting that defines the podium level, articulates the façade, adds

beauty to the living spaces and mitigates the heat island effects of a large development. The private landscaped elements seamlessly connect with the publicly accessible, cross-block link, which will enhance permeability throughout the area for pedestrians and cyclists and offer a strong sense of place within a rapidly evolving mixed use precinct.

The proposal purposefully responds to the principles of sustainability, affordability and adaptability through thoughtful building configuration, unit layout and landscaping solutions. The proposed development offers a new residential community for people of varying household types, mobility and earning capacity and is expected to set the standard for development in the locality.

1.3 Legislative Requirements

EDQ, as the assessing authority, work in consultation with local governments (in this instance Brisbane City Council) to facilitate development on large complex sites. As a result, the *Hamilton Northshore Priority Development Area Development Scheme – Development Scheme Amendment No.1 - October 2022* is the relevant planning framework for the site, not the *Brisbane City Plan 2014*.

The *Economic Development Act 2012* categorises this development as assessable development. Pursuant to section 94 of the *Economic Development Act 2012*, a PDA development permit is sought for a Material Change of Use and Reconfiguring of a Lot to carry out PDA-assessable development. In accordance with the Hamilton Northshore PDA Development Scheme (herein referred to as ‘the Development Scheme’), the proposal requires the submission of an application for Permissible Development. EDQ have indicated that public notification of the proposal is required.

This Town Planning Report sets out the details of the proposal and makes an assessment against the assessment benchmarks contained in the relevant assessment provisions of the PDA Guidelines and relevant instruments including:

- *Hamilton Northshore Priority Development Area Development Scheme – Development Scheme Amendment No.1 - October 2022*;
- *South East Queensland Regional Plan*;
- relevant State Planning Policies; and
- *Brisbane City Plan 2014* (where appropriate).

1.4 Supporting Documentation

This application is supported by the accompanying plans and documents as described in Table 1 below.

Table 1: Supporting Plans and Documents

Attachment	Description	Author
A	Town Planning Report	Urban Strategies
B	Architectural Plans	CARR
C	Urban Context Report	CARR
D	Landscape Concept Plan	DMLA
E	Civil Engineering and Stormwater Management Report	Meloria
F	Flood Assessment	Water Engineering Partners
G	Transport Engineering Report	Colliers (TTM)
H	Operational Waste Management Plan	Colliers (TTM)
I	Acoustic Assessment	Acousticworks
J	Air Quality Assessment	Trinity Consulting
K	Acid Sulfate Soils Geotechnical Investigation	Core Consultants
L	Acid Sulfate Soils Management Plan	Core Consultants
M	Superior Design Outcomes Report	EMF Griffiths
N	Preliminary Volumetric Easement Plan	Land Partners

Note: A summary of the findings of the accompanying consultant reports can be found within Section 5.4 of this report.

1.5 Conclusion

With consideration of the accompanying planning assessment and specialist input, the proposal provides an appropriate outcome over the subject site. EDQ is therefore requested to favourably consider the proposal and approve this PDA development application, subject to relevant and reasonable conditions.

2.0 Summary

Address of Site: Part of 330 MacArthur Ave (North), Hamilton			
Name of Ward: Hamilton			
Real Property Description: Part of Lot 5 on SP337697 (Proposed Lot 4 on SP346185)			
Area of Site: 7,466m ²			
Regional Plan Land Use Category: Urban Footprint			
Zone: Mixed Use Medium Density Zone – Sub Area 3			
Neighbourhood Plan: Not applicable			
Name of Owner: Queensland State Government - Economic Development Queensland			
Type of Application:		Prelodgement / Consultation: A prelodgement meeting was held with EDQ officers on 12 June 2024. Subsequent design discussions occurred in September and October 2024.	
Aspects of Development	Type of Approval Requested		
	PA		DP
MCU			X
RoL			X
BW			
OW			
Variation Request:			
Brief Description / Purpose of Proposal: Material Change of Use for a Multiple Dwelling and Reconfiguring of a Lot (Volumetric Access Easement)			
Staged Development: No			
Referral Agencies: Not Applicable			
Category of Assessment: Code			
Public Notification: No			
Superseded Planning Scheme Application: No			
RiskSmart: No			
Assessment Manager / Council Officer Previously Involved: Peita McCulloch / Matthew Buchanan			
Applicant Contact Person: Christine Matheson / Geoff Gibbons			

3.0 Pre-Application Consultation and Development History

3.1 Pre-Application Consultation

A series of prelodgement meetings have occurred with EDQ officers to discuss the proposed development of 330 MacArthur Ave. Specifically, in-person meetings were held on 12 June, 30 September and 4 November 2024 to discuss a range of planning, design and engineering matters associated with the proposed development, as summarised below:

- **12 June** – Presentation of the proposed development on both Site 17 (subject site) and the adjoining Site 18 to the EDQ development officers, to gain direction with regard to the critical matters of height, development density, built form (podium/tower forms and setbacks), housing diversity requirements, the provision of a cross-block link, likely infrastructure trunk works, credits and charges and application process. Concept design plans were tabled to assist the discussion.
- **30 September** – Discussion about preliminary design concepts prepared by Carr for the subject site, with particular focus on building design (particularly bulk, scale, height and overall appearance), universal and adaptable housing requirements (the application of NCC standards rather than EDQ guidelines, requirements for the reporting on the management of potential wind impacts, requirements for the reporting on potential impacts on infrastructure networks (in response to proposed density and height) and infrastructure credit calculations. Information prepared in anticipation of the meeting provided detail on the manner in which the preliminary designs satisfied the requirements of the Development Scheme or, where a variation was to be sought, the suitability of the proposed design response.
- **4 November** – Presentation by Carr of an urban design report and preliminary design renders and floor plans and supporting landscaping outcomes demonstrating the proposal’s suitability with respect to height, built form and connectivity with the cross-block link.

Table 2 provides a summary of the key matters raised by EDQ representatives at the above discussions and an indication of how these matters have been addressed with the proposal presented in this application.

Table 2: Summary of Key Prelodgement Matters and Proposed Response

Prelodgement Item	Response
Plot ratio: Lot 17 – 1.36:1 (19,675m ²) in PoD Demonstrate that balance of Lot 5 is afforded the above PR without the need for network upgrades	Revised plot ratio of approximately 1.57:1 (GFA 11,782m ²). Comparison of proposed building footprints with adjoining development demonstrates that the proposal will offer a superior outcome with respect to building scale and separation and ground plane landscaping. A service advice notice received from Urban Utilities confirms the existing water and sewerage

Prelodgement Item	Response
<p>Height: Lot 17 – 30m AHD; 5 storeys Demonstrate that don't exceed max height and doesn't compromise adjoining development's amenity from overshadowing</p>	<p>infrastructure networks have sufficient capacity to accommodate the proposed development density.</p> <p>Maximum height of 6 storeys (northern tower) and 8 storeys (southern tower).</p> <p>All southern tower amenity areas located below 30m AHD.</p> <p>Tallest lift overrun RL32.9 AHD. Air quality assessment confirms that habitable spaces in the upper floors will not be adversely affected by potential air emissions from nearby industrial development.</p> <p>Northern tower will match heights of adjoining development of 5-6 storeys presenting to MacArthur Ave and southern tower offers a height transition to High Density zoned land located to the south fronting Karakul Rd.</p>
<p>Building Design: Solar access - Maintain solar access to adjoining open spaces and minimise overshadowing between 9am and 3pm. Concern pools were in shadow for both proposals (site 17 and 18). Building footprint above podium – Ensure a maximum footprint of 1,200m² above podium level. Horizontal dimension – Lot 17 – Limit to 60m Maximum wall length between articulations – 10m. Increase articulation Wind management – Offer building shape, massing and façade articulation outcomes that consider prevailing winds and manage wind acceleration and downdrafts</p>	<p>Total building footprint of 3,472m² (47% site cover), comprising 1,295m² (North Tower) and 1,162m² (South Tower)</p> <p>Significant breaks in façade, including full depth breaks to corridor and smaller recesses between other units.</p> <p>Variation in wall lengths, with a maximum unbroken façade length of 16m on northern tower and 21.2m on southern tower.</p> <p>Smaller units have facade lengths no greater than 10m; larger (3 bed units) have 12-15m wide facades.</p> <p>Clear visual break between each unit with recessed building form, breaks between balconies and containerised landscaping on balconies between units.</p> <p>Significant façade roughness to manage potential wind impacts.</p> <p>Shadow diagrams show that the central COS area has access to sunlight at certain periods during the day, even in Winter. Units in the southern tower will gain access to sunlight by midday (in Winter).</p>
<p>General Design Comments: Improve façade articulation. Ensure corridors and lift foyers have access to light and air. No snorkel rooms in apartments.</p>	<p>The design offers significant façade articulation with the addition of deep recesses (full unit depth), smaller landscaped recesses defining the larger units at the ends of the buildings and screening elements to visually break the width of balconies of adjoining units.</p>

Prelodgement Item	Response
<p>Maximise opportunities for deep planting by reducing extent of basement construction.</p> <p>Avoid car parking exposure above ground and provide details on interface with streets and green links.</p> <p>Development to address streets and green link with active uses and/or individual unit entrances.</p>	<p>Corridors and foyers have access to natural light. No snorkel rooms are proposed.</p> <p>Basement design allows for the provision in-ground planting in N-E corner of site (in the cross-block link) and along the MacArthur Ave frontage.</p> <p>Some basement protrusion above NGL to MacArthur Ave, but visual impacts mitigated with mounded landscaped strip between wall and boundary.</p> <p>Additional renders have been provided with the applications to visually represent the developments within their built context to MacArthur Ave and Karakul Rd.</p>
<p>Housing Diversity:</p> <p>Provide housing choice by providing units with universal and adaptable design elements, plus a variety of dwelling sizes, tenures, layouts and configurations.</p> <p>Minimum 10% of total residential GFA as dwellings with 3 or more bedrooms.</p> <p>Minimum 5% of total residential GFA as a mix of public, social or affordable housing.</p>	<p>Proposed 15% of development will be 3 bedroom units.</p> <p>Mix of 1, 2 and 3 bedroom units proposed. All units to meet NCC requirements rather than specified EDQ guidelines.</p> <p>One bedroom units will satisfy the affordability requirements.</p>
<p>Cross Block Link:</p> <p>Provide minimum 18m wide cross block link on Site 17.</p> <p>Ensure built form has a strong relationship to the link.</p>	<p>Cross block link provided with required minimum width of 18m.</p> <p>Ground and Level 1 podium elements are constructed up to cross-block link in north-eastern corner of site.</p> <p>Upper level western units provided with balconies, living and bedroom spaces oriented towards the easement.</p> <p>Private communal open space visually connected to the proposed green link through use of landscaping.</p>
<p>Basement:</p> <p>Basements to be set back to allow for deep planting along street frontages and cross block link.</p> <p>Any on-ground parking is to be sleeved with active uses.</p>	<p>Stepped basement proposed above natural ground level but set back from MacArthur Ave to minimise wall heights and allow for in-ground landscaped transition area.</p> <p>Karakul Rd frontage extends to property boundary, but podium planting proposed between boundary and southern building plus some retained in-ground planting space on S-W corner of site.</p>

Prelodgement Item	Response
<p>Communal Open Space: Lot 17 – Provide universally accessible COS with a minimum area of 25% of the site area. A minimum standalone area of 60m² with a minimum dimension of 6m is to be provided. COS should be on ground, vertically integrated or on rooftops, respect the privacy of users and neighbouring properties and include landscaping and shade trees.</p>	<p>Large central communal open space area provided on ground level (approximately 26% of the site area excluding the cross-block link; 34% with link).</p> <p>High-quality landscaped outcomes are proposed that will link with cross-block link.</p> <p>Preliminary landscape concept designs prepared by Dunn & Moran provide additional detail on the intended design of the COS areas.</p>
<p>Private Open Space: Lot 17 – Provide minimum area of 12m² All POS to have a minimum dimension of 3m.</p>	<p>All private open spaces exceed minimum Scheme requirements.</p>
<p>Ground Level Treatment: Mixed use developments provide commercial and retail activities on the ground floor. Building foyers open towards the public realm and front entries are emphasised with landscaping and architectural treatments. Non-residential uses provide:</p> <ul style="list-style-type: none"> - minimum 4.5m ground level ceiling height - continuous 3m wide awnings over footpaths - variety of building elements and details to create interesting spaces - places for a range of activities and uses and formal and informal gathering 	<p>The proposal is solely for residential purposes. All primary building entries are highly visible and are oriented to the street frontages or the green link. Secondary (private) entry points are proposed to the MacArthur Ave frontage.</p>
<p>Sustainability: Min 4 star Green Star or equivalent is required Scheme Development must deliver Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) Scheme p. 19</p>	<p>Proposal will be able to achieve a 4-star Green star certification through the use of passive and biophilic design and the integration of water, energy and waste management systems.</p>
<p>Landscaping: Provide cohesive landscaping and streetscape treatments that contribute to the area’s character.</p>	<p>High quality landscaping solutions provided across the site at ground level and above, with particular emphasis on the delivery of a safe and beautiful cross-block link.</p> <p>Upper level planting is an important feature of the building that contributes to the façade articulation on all levels.</p> <p>A comprehensive landscape concept package has been submitted with the application.</p>

3.2 Development History

The subject site is located within the Northshore Hamilton PDA, which was declared a PDA on 27 March 2008. The following development approvals are relevant to the subject site:

- **DEV2023/1421** – Issued 26 July 2023 - Preliminary approval for Reconfiguring of a Lot – 1 into 2 lots with a Plan of Development at 340 MacArthur Ave, Hamilton (described as Lot 5 on SP326594).

This approval created Lot 1 on SP337697 (social and affordable housing lot of 7,980m²) and Lot 5 on SP337697 (balance land of 1.447 hectares) and established indicative building envelopes and gross floor areas as a Plan of Development. Of note to the subject site, this approval establishes for Lot 5 a desire for a maximum GFA of 19,675m² (plot ratio 1.36:1, being less than the prescribed plot ratio of 1.5:1 prescribed in the planning scheme) and a minimum 18m setback from the boundary of Lot 1 (Figure 3).

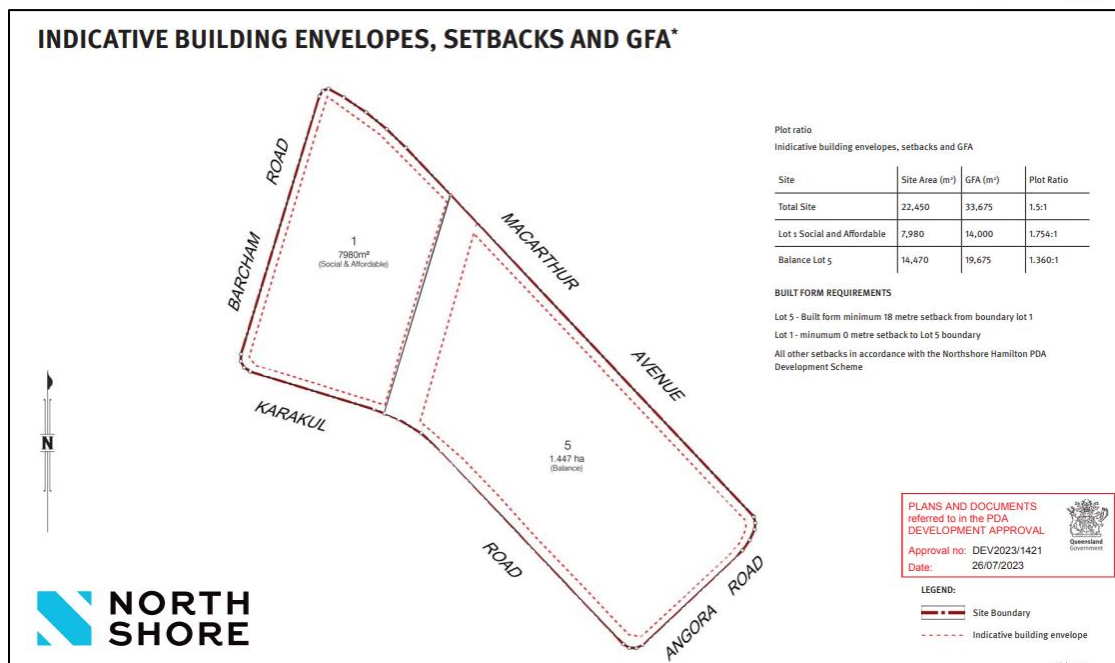


Figure 3: Plan of Development – Approval permit DEV2023/1421

- **DEV2023/1439** – Issued 2 November 2023 - Development Permit for Reconfiguring a Lot for 1 Lot into 2 Lots at 340 Macarthur Avenue, Hamilton (described as Lot 5 on SP326594). This approval is the Development Permit permitting creation of the new lots, subsequent to the Preliminary Approval mentioned above.
- **DEV2024/1497** – Issued 5 August 2024 - Development Permit for Reconfiguring a Lot – 1 lot into 2 lots at 11 Karakul Road, Hamilton (described as Lot 5 on SP337697).

This approval is associated with the application lodged by Rockpool for the development of an aged care facility at the eastern end of existing Lot 5 on SP337697. The approval allows the cancellation of the existing lot and creation of proposed Lot 4 (the land subject to this application) and Lot 5 (Rockpool site), as well as applicable easements and cross-block link (Figure 4). At the time of writing, new Titles as per the approval had not been issued.

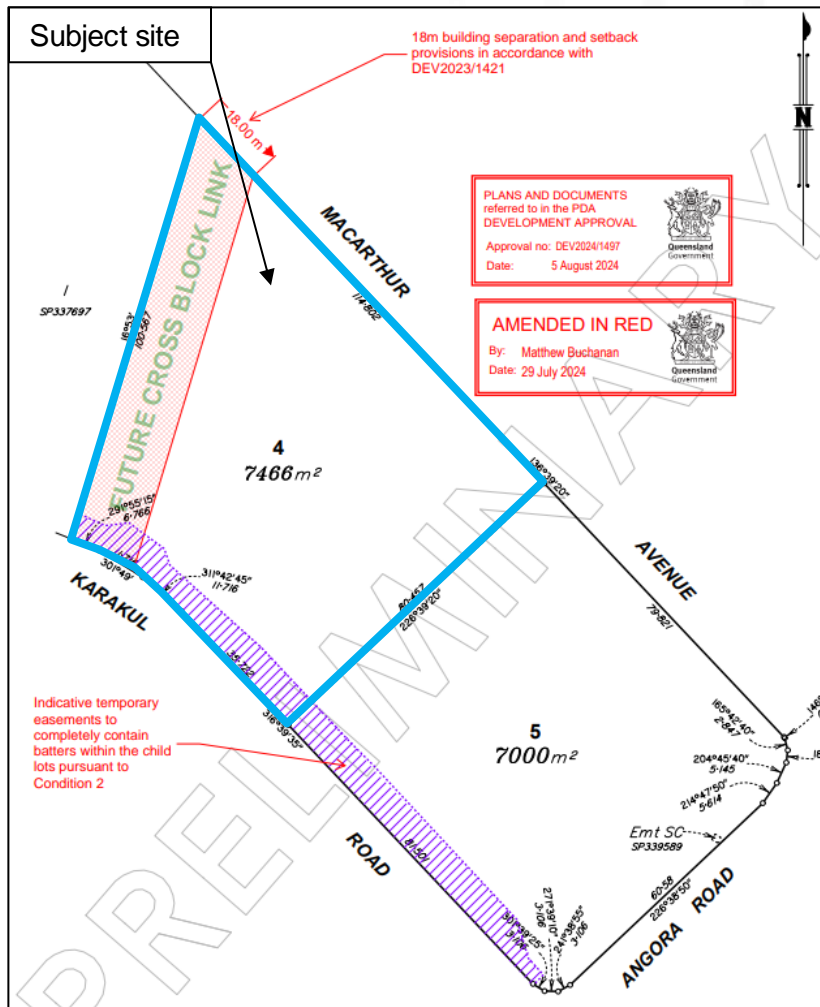


Figure 4: Subdivision Plan creation proposed Lot 4 (subject site) and Lot 5 (Rockpool site)

4.0 Site Information and Analysis

4.1 Physical Description

This site comprises a portion of the irregular shaped lot at 330 MacArthur Ave, Hamilton, formally described as Lot 5 on SP337697; specifically, the proposed development seeks to utilise approximately 7,190m² of land at the north-western end of the 1.447 hectare parcel. This land is essentially flat at a level of approximately RL4.2 to 4.4m AHD across the site. As evident in Figures 1 and 3, the subject site is a vacant parcel without any building improvements or vegetation. The site is afforded 2 street access to MacArthur Ave North and Kakarul Rd.



Figure 5: Subject site – approximate development area (Source: Near Map © 6 November 2024)

4.2 Existing and Previous Uses

A review of NearMap imagery confirms that prior to approximately July 2021, the site was used for warehouse and storage purposes associated with a building located in the southern western corner of the site. Around that time, earthworks associated with the creation of the existing and surrounding land parcels and Karakul Rd commenced (Figure 5). Infrastructure works were completed approximately around late May 2022 and the land on 340 MacArthur Ave became available for purchase.

4.3 Exemption Certificates

The site does not benefit from any Exemption Certificates.

4.4 Easements and Encumbrances

The subject land is neither burdened by nor benefits from any existing easements on Title. However, upon completion of the land titling process associated with development permit 2024/1497, the land will be subject to temporary easements in favour of Brisbane City Council over earthworks batters that extend into onto the site from the road reserve (see Figure 4). This easement will be extinguished upon development of the land in a manner that removes the need for the easement.

4.5 Site Circumstances

4.5.1 Site Context

The land immediately adjoining the subject site (to the north-west and south-east) is currently vacant; land directly to the north of 330 MacArthur Ave has been redeveloped for low-medium density residential uses (townhouses) (see Figures 6 and 7) while land to the south of 260 MacArthur Ave contains the Northshore Tennis Park (courts and car parking) (see Figures 6 and 8).



Figure 6: Aerial view towards sites (looking north) (Source: Google Globe view)

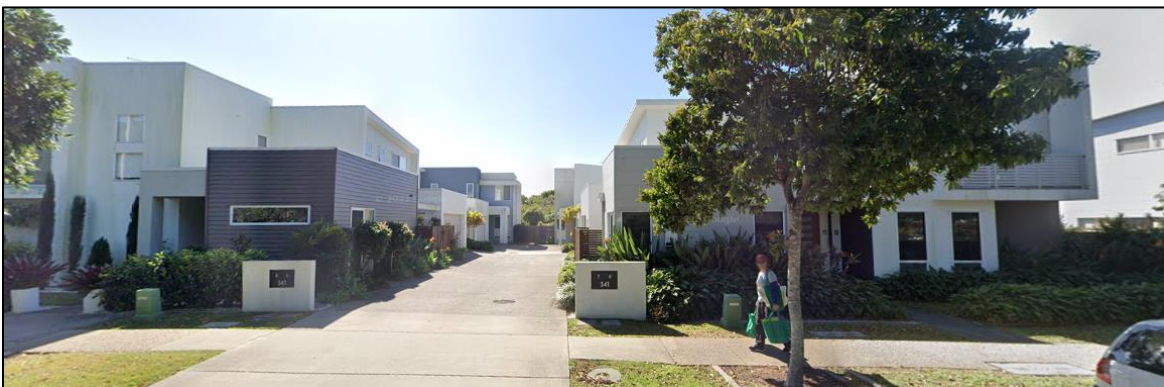


Figure 7: Low-medium density residential development north of 330 MacArthur Ave (Google © map image August 2022)



Figure 8: Tennis centre and parking south of 260 MacArthur Ave (Google © map image August 2022)

The land is not located within close proximity to any intense/heavy industrial activity that may affect the living amenity of future residents; however, the site is close to existing commercial development on the northern side of MacArthur Ave North (Figure 9) and a biomedical facility on the western side of Barcham Rd (Figure 10). Air quality reporting has been provided to demonstrate that impact from industrial activities in the wider locality to not adversely impact the proposal.



Figure 9: Commercial development further to the north-west of 330 MacArthur Ave, towards corner with Barcham Rd (Source: Google © map image August 2022)



Figure 10: Biomedical facility to the west of 260 MacArthur Ave (Source: Google © map image August 2022)

Vacant land on the adjoining Lot 1 (to the west) is to be used for social and affordable housing while the eastern portion of the subject site (following completion of the titling for the approval subdivision DEV2024/1497) will be developed with an aged care facility (application reference DEV2024/1529).

Land on the eastern side of Angora Rd has been redeveloped for high density residential purposes, in the form of two 9-10 storey tower (see Figure 11). It is understood that the Department is also currently considering an application at 310 MacArthur Ave seeking a revision of the approved Plan of Development (POD) to allow for the future development

of 2 new towers up to 16 and 19 storeys in height (vide: DEV2022/1342 – yet to be determined).



Figure 11: High density residential development east of Angora Rd (Source: Source: Google © map image August 2022)

In the wider context, the site benefits from the following locational advantages:

- Proximity to established residential and commercial centres of Hamilton and Hendra for essential services and employment opportunities,
- Proximity to major road networks and the Gateway Bridge, which provides quick access to the Sunshine Coast (north) and Gold Coast (south),
- Proximity to established transport networks including a ferry service, and
- Proximity to open space and recreation opportunities, particularly the Brisbane River.

4.5.2 Planning Particulars

Northshore Hamilton PDA Development Scheme

The subject site is located within the Northshore Hamilton Priority Development Area (PDA) (originally declared on 27 March 2008 as the Northshore Hamilton UDA). The proposal developments are therefore subject to the provisions of the Northshore Hamilton PDA Development Scheme, as amended on 28 October 2022.



Figure 11: Northshore Hamilton Priority Development Area Boundary



Figure 13: Northshore Hamilton PDA Structure Plan (Source: Northshore Hamilton PDA Development Scheme)

Specifically, the subject site is included in a **Mixed Use area** under the PDA Structure Plan (see Figure 13) and the **Mixed Use Medium Density Zone – Sub area 3** (see Figure 14). This zoning anticipates development that provides a wide range and intensity of uses, including commercial, retail, health, community, entertainment, cultural, multiple residential and accommodation uses in a predominantly mid-rise built form. Built form should contribute to the local character and context and provide a strong relationship with movement corridors such as streets, pathways and cross-block links. Development involving accommodation activities provides housing diversity, affordability and choice, to meet the life cycle needs of a wide range of residents. Development for retail purposes is limited to 500m² per development site, with a maximum tenancy size of 250m².

Detailed assessment of the proposed development against the specific provisions of the Development Scheme is included in Section 5.2 and Appendix A.

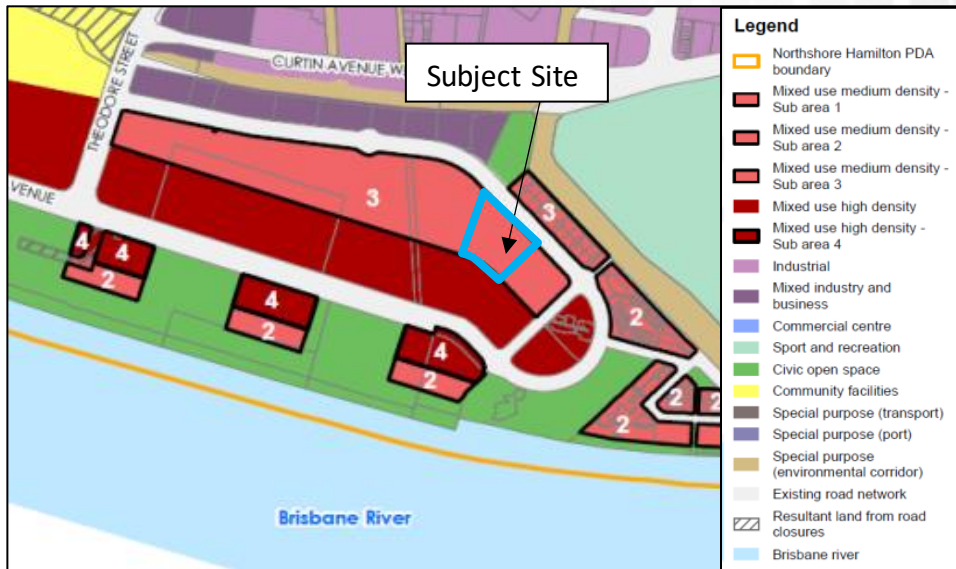


Figure 14: Extract of Map 8 - Site zoning (Source: Northshore Hamilton PDA Development Scheme Amendment no.1)

5.0 Proposal Details

5.1 General Description

This application seeks approval for the development of part of Lot 5 on SP337697 (proposed Lot 4 on SP346185) for:

- Residential purposes in the form of 115 units within 2 buildings on a podium, separated by landscaped communal open space, over a single level of basement parking; and
- The provision of a privately owned yet publicly accessible cross-block link through the creation of a volumetric access easement.

The proposal is visually represented in the accompanying architectural plans and Urban Context Report prepared by CARR and Landscape Concept Plans prepared by Dunn and Moran Landscape Architects.

In summary, the proposal includes the following design aspects:

- Two residential buildings constructed over 1 basement level comprising a 2-storey podium with total building heights of 5 storeys plus basement (northern tower) and 7 storeys plus basement (southern tower);
- Publicly accessible cross-block link of 1,723m² (23% of site area),
- A total of 115 residential apartments comprising:
 - 15 x 1 bedroom units,
 - 83 x 2 bedroom units, and
 - 17 x 3 bedroom units.
- Gross floor area of 11,773m² (plot ratio of 1.58:1);
- Site cover of 47% (3,472m²) (including landscaped podium structures);
- Ground level landscaped area (including cross-block link) of 39% (2,715m²) and a total landscaping provision across the building of 3,929m²;

- Communal open space comprising approximately 26% of the site area excluding the cross-block link and 34% with the link included.
 - internal communal amenities include gym/wellness space and dining/function spaces, and
 - external communal facilities include a pool, lounging areas and landscaped quiet/reflection spaces on ground level and rooftop;
- Combined private open space area totalling 366m² across all units;
- Single 7m wide driveway access from Karakul Rd (south-eastern corner of site);
- Basement car parking providing a total of 193 spaces comprising;
 - 172 resident spaces (41 tandem and 2 accessible),
 - 18 visitor spaces (including 1 accessible) and
 - 3 PWD spaces (2 resident and 1 visitor space).
- Bicycle parking for 144 bicycles comprising:
 - 115 resident spaces in basement, and
 - 29 visitor spaces in the basement and ground levels;
- Associated loading and building servicing areas in basement.

5.2 Proposal Detail & Assessment of Compliance Against Relevant Provisions

The proposal requires assessment against the provisions of the Northshore Hamilton PDA Development Scheme Amendment no. 1 (October 202). This Scheme includes PDA-wide development criteria as well as provisions relevant to specific zones. For this application, assessment is required against the provisions of the Mixed Use Medium Density Zone.

Table 1 summarises the proposed development's overall compliance with the built form provisions of the Mixed Use Medium Density Zone. Assessment of the proposal against the complete Code requirements is included in Appendix A, and detailed commentary on the proposal's response to the applicable provisions is provided below.

This assessment determines that the proposal offers a predominantly compliant development outcome but requires consideration of alternative solutions with regard to the following:

- Total gross floor area and plot ratio
- Height
- Building footprint (northern tower only)
- Front boundary setbacks for floor levels above 3 storeys (northern tower only)
- Maximum building length between articulations (south-west corner units of south tower only)

Grounds to support these alternative development outcomes are included in section 5.3.

5.2.1 Proposed Uses

The applicant proposes the establishment of a Multiple Dwelling containing 115 units, comprising 15 x 1 bedroom (13% of total units), 83 x 2 bedroom (72%) and 17 x 3 bedroom units (15%). The proposal offers an exclusively residential product.

5.2.2 Urban Design / Connectivity

Cross-block link

The proposal creates a new publicly accessible cross-block link extending along the western side boundary between MacArthur Ave and Karakul Rd. The link will be secured through the creation of a volumetric access easement, with a width of 18m. Upper and lower height restrictions for the easement will be established upon construction of the project so as to ensure the set out matches that of the as built development and ensures the easement remains fit for purpose.

This link will be developed into a new urban space which, despite being retained in private ownership, will effectively function as a street exclusively for use by pedestrians and cyclists. The space will connect with and enhance the existing public realm with high-quality, sub-tropical and hardy landscaping solutions incorporating pathways and seating, established trees and low-level planting (see proposed Landscape Concept Plans for more details).

The space will be designed to allow a clear line of sight between the street entry points in order to maintain the safety and security of users. Direct access to the space will be provided from the development’s ground level units and communal open space, whilst casual surveillance of the space will also be possible from all upper level units adjoining the easement.

The proposed link represents the first stage of the expansion of the connected public realm in this locality, with a further link anticipated to be delivered on the property to the south of the subject site as part of the development of that land. Together these links will deliver improved connectivity, facilitate active transport and attractive, green spaces within a higher density urban environment.

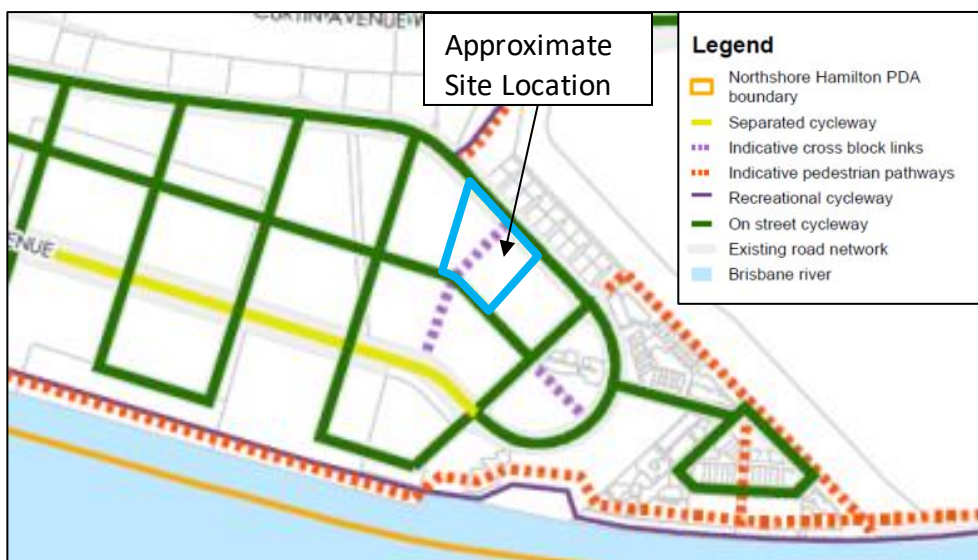


Figure 15: Extract of PDA Scheme Map 4 – Active Transport



Figure 16: MacArthur Ave entry to cross-block link

Streetscape Interface

The proposed development has been designed to maximise opportunities for interaction with and casual surveillance of the existing public realm by orienting many of the units' private open space (balconies) and primary living spaces towards the north (MacArthur Ave) or south (Karakul Rd).

Direct connection with both street frontages is achieved through the provision of common and private access points to each tower; centrally located entries to the lobbies of each building and private access points to the private open spaces of 4 out of 5 units presenting to MacArthur Ave.

Critically, potential visual impacts from the portion of basement extending above natural ground level along the MacArthur Ave property boundary will be minimised through the following design responses:

- Stepping back the basement wall approximately 2m from the front boundary alignment,
- Punctuating the length of the wall with multiple pedestrian entrances,
- Use of attractive materials and finishes along the basement wall façade that are consistent with and complementary to those of the adjoining building, and
- Use of high-quality landscaping solutions including mounded planting area to lessen the extent of wall visible above the new ground level whilst also providing additional inground planting depth for dense screening planting along the site frontage.

5.2.3 Development Density

The Development Scheme specifies a preferred maximum plot ratio of 1.5:1 for the Mixed Use Medium Density Zone, which equates to a gross floor area (GFA) of 11,199m² over the 7,466m² portion of Lot 5 that is the subject of this application.

However, in order to support the delivery of social and affordable housing with higher development densities, the abovementioned plot ratio was altered by the Preliminary approval for Reconfiguring of a Lot – 1 into 2 lots with a Plan of Development (vide: DEV2023/1421, issued 26 July 2023). Specifically, this approval increased the plot ratio on Lot 1 on SP337697 (BHC site) and sought to reduce expected plot ratio over Lot 5 to 1.36:1 (being equivalent to 19,675m² of floor area).

The proposed development seeks approval for a built form offering a total floor area of 11,773m², of which 10,342m² represents habitable floor space (excludes indoor community amenities and circulation spaces). This represents a plot ratio of 1.58:1 (for total GFA) or 1.38:1 (for net saleable GFA).

The proposed development therefore seeks an alternative outcome with respect to the proposed density of development.

EDQ advice provided at the prelodgement discussion held on 12 June 2024 indicated that the precinct’s plot ratio reflects the planned capacity of infrastructure networks servicing the site and that support for any exceedance of the specified development density is reliant upon demonstration that the proposal won’t adversely affect the efficient operation of that infrastructure.

Receipt of an Urban Utilities Service Advice Notice (SAN) for the site (reference 24-SAN-74510) which includes an analysis of the existing infrastructure capacity to cater for the proposed development, indicates that surrounding sewerage and water infrastructure networks can accommodate the proposed development density.

Sufficient grounds to support the proposed alternative development density outcome are provided in section 5.3.

5.2.4 Height

The development scheme specifies an intended building height in Sub-area 3 of 5 storeys, with total height not to exceed 30m AHD (as per Map 7 – Building Heights).



Figure 17: Map 7 - PDA Scheme building heights

The proposed development offers a built form comprising:

- Northern tower – 6 storeys, being 5 habitable floors above a basement protruding more than 1m above natural ground level with a maximum height (excluding lift overrun) of RL23m AHD, and
- Southern tower – 8 storeys, being 7 habitable floors above a basement protruding more than 1m above natural ground level with a maximum height (excluding lift overrun) of RL29.36m AHD.

The proposed development therefore seeks an alternative outcome with respect to the proposed height of development (number of storeys only).

Sufficient grounds to support the proposed alternative height outcome are provided in section 5.3.

5.2.5 Site Cover / Building Footprints

The Development Scheme specifies that tower elements should have a maximum footprint of 1,200m². No specific site cover is provided for the building's podium element; rather this will be guided by specified setbacks to the front, side and rear site boundaries.

The development's built form comprises 2 separate buildings with 1-2 storey podiums and distinct towers above of 5 and 7 levels. The proposed building layout provides a central 19.6m wide separation between the northern and southern towers, in addition to the 18m wide setback from the western boundary for the cross-block link and a 20m setback from the eastern side boundary (northern tower).

The proposal offers a total site cover of 47% (3,472m²). The proposed footprints of the towers above podium level are:

- Northern tower – 1,295m²,
- Southern tower – 1,162m².

Sufficient grounds to support the proposed alternative tower building footprint outcome are provided in section 5.3.

5.2.6 Setbacks

The Development Scheme specifies minimum setbacks between the proposed built form and the front, side and rear site boundaries for different levels of the building, as summarised below:

- Minimum street frontage setback - Ground level – 3m excluding awnings; Up to 3 storeys – 3m to balcony, 6m to external wall; Above 3 storeys – 6m
- Minimum side boundary setback – 3m (all levels)
- Minimum rear boundary setback – 6m (all levels).

In addition to the above, the Preliminary approval for Reconfiguring of a Lot – 1 into 2 lots with a Plan of Development (vide: DEV2023/1421) specifies a minimum setback from the boundary between Lots 1 and 5 of 18m. This setback reflects the anticipated width of the cross-block link across the subject site (Lot 5). The subsequent Reconfiguration of a Lot approval (DEV2024/1497) to create proposed Lot 4 (subject site) and Lot 5 (Rockpool site), further reflects this setback requirement with the approved plans indicating the provision of a cross-block link with an 18m building separation and setback in accordance with the abovementioned approval.

The proposed development complies with the majority of these provisions as indicated below:

- Minimum street frontage setback – The protruding basement element is to be located 2.4m from the MacArthur Ave property boundary. As a ‘technical’ storey at ground level, this represents an alternative outcome to the required 3m setback. Excluding this basement element the proposal offers the following ground level setbacks:
 - Ground: 5m from MacArthur Ave and 5.5m from Karakul Rd to private open spaces (terraces),
 - Up to 3 storeys: 5m (balcony) and 7m (closest wall) from MacArthur Ave and 6.7m (balcony) and 8.7m (closest wall) from Karakul Rd boundary to private open spaces (balconies)
 - Above 3 storeys: as per up to 3 storeys.**Variation limited to front boundary setbacks above 3 storeys for northern tower only.**
- Minimum side boundary setback – The proposal offers compliant solutions of:
 - Ground: To western boundary - 18m to link; to eastern boundary - 6.3m (southern tower) and 20m (northern tower)
 - Up to 3 storeys: To western boundary – 18m to link at closest points + additional setbacks owing to orientation of tower parallel with street frontages; to eastern boundary – 6m to 9.3m (southern tower) and 20m (northern tower)
 - Above 3 storeys: as per up to 3 storeys
- Minimum rear boundary setback – This setback is not applicable, as the site has 2 street frontages.

The proposed development locates all podium built forms no closer than 18m to the site’s western side boundary in accordance with the above requirements. As per EDQ advice, the podium element locates balconies and landscaped elements up to the required cross-block link for the total width of the building in order to provide a strong interface with the proposed public realm.

Upper level tower elements are located a minimum distance of 18m from the western boundary at their closest point; however, owing to the proposed orientation of the longest building façade towards the front property boundaries, the proposed setback from the

cross-block link increases to 15.7m on the northern tower and 6.7m on the southern tower. The proposed provision of 'wrapped' balconies on the tower 'shoulders' or Juliette balconies on the west facing facades secures the opportunity for casual surveillance of the public realm from the western units of each building, despite the increased separation distance.

It is considered that the proposed setbacks are sufficient to allow the development to:

- Deliver the cross-block link in accordance with the requirements of previous approvals over the site,
- Address and connect with the public realm (existing and proposed),
- Minimise the bulk and scale of the development presenting to neighbouring properties,
- Provide generous landscaped transition spaces between boundaries and the building's private open spaces,
- Allow adjoining developments to gain access to sunlight and breezes, and
- Ensure the privacy and amenity of the development's proposed living spaces as well as neighbouring properties.

5.2.7 Building Articulation

The Development Scheme includes provisions to manage the bulk and scale of development by specifying wall lengths as follows:

- Maximum horizontal dimension of building – 60m,
- Maximum length of any one outer building wall – 30, and
- Maximum wall length between articulations – 10m.

The proposal offers a compliant outcome in response to these requirements through the provision of the following façade dimensions:

- Northern tower – 57.1m maximum horizontal length of tower; 24.5m maximum wall length on western/eastern façades and wall lengths no greater than 10m on all facade, and
- Southern tower – 51.9m maximum horizontal length of tower; 24.5m wall length on western/eastern facades and wall lengths no greater than 10m, with the exception of the length of the balcony provided for the south-west corner units with an unbroken length of approximately 15m.

It should be noted that, when determining the maximum wall length between the articulations, it is considered that the provision of a dividing wall and associated vertical landscaping and/or screening element represents a visual break in the length of the façade, even if the solid balcony element remains unbroken beneath these elements.

The project's architect explains the architectural philosophy behind the development's architectural typology as follows:

The building façade is a legible grid of clean lines, characterised by screens, void cuts and balcony spaces. The horizontal bands describe generous balcony spaces, further comprised of brise-soleil and landscape screens offering occupant privacy and sun protection to bedroom and living spaces. The articulation of the façade design visually distinguishes itself from other developments by expressing a clear hierarchy of architectural elements, built form street interface, and sense of place.

The proposed built form offers an appropriate amount of façade articulation through the addition of steps, breaks or recesses in the façade lengths and the provision of deep balconies that are visually broken into smaller elements through the use of podium landscaping and external screening (Figure 18).

It is considered the proposed development offers an exemplar contemporary design prepared by a renowned architect. It is expected that this development will set the standard for design within the locality.

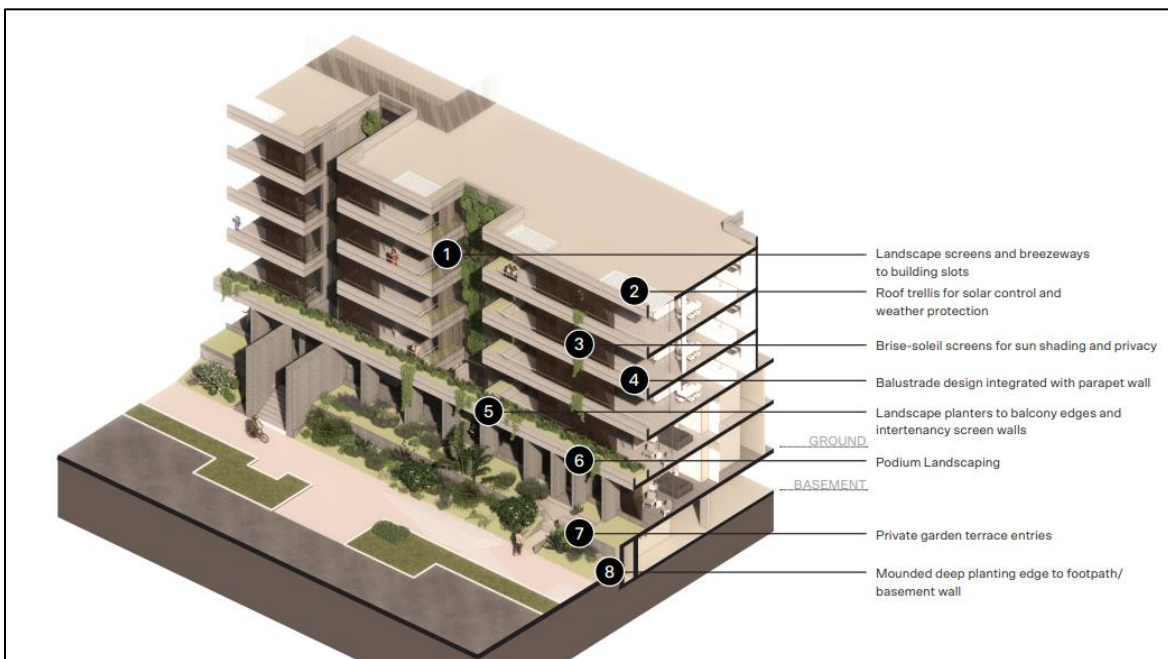


Figure 18: Detailed imagery of façade articulation



Figure 19: Proposed façade articulation showing building recesses, façade steps, vertical planting and screening detail

5.2.8 Landscaping and Open Space

The proposal is accompanied by a Landscape Concept Plan prepared by Dunn and Moran Landscape Architects (Attachment D).

The PDA Development Scheme does not include any specific metric pertaining to total quantity of landscaping to be provided, but rather requires that landscaping treatments be incorporated into the building’s design in a manner that contributes to quality of communal open spaces and public realms. Landscaping treatments are also expected to provide an attractive interface with all boundaries and connect with the planting solutions in the public realm.

The proposal provides a total landscaped area of 39% (2,715m²) and a total landscaping provision across the building of 3,929m² in the form of substantial ground level spaces, planting to mark the perimeter of each tower’s podium and upper level vertical planting in private balconies on all levels and on the southern tower roof top to ensure an articulated and attractive building facade.



Figure 20: Preliminary Landscape Concept Plan

More specifically, the proposal delivers:

- A landscaped cross-block link providing pathways, advanced tree stock and low-level planting (Figure 20),
- Landscaped communal spaces offering a pool and associated external lounging areas,
- Landscaped ground level private terraces/courtyards incorporating podium planters with low planting adjoining communal spaces and dense in-ground and podium screening planting between the property boundaries and useable terrace areas,
- Upper level podium planting comprising low level and cascading planting to delineate the edges of the private balconies to provide façade articulation.



Figure 21: Proposed landscaping outcomes in cross-block link

Of note, a proportion of the cross-block link landscaping towards the MacArthur Ave frontage and a portion toward the Karakul Rd frontage, will be in-ground planting, owing to the proposed basement design which limits the extent of excavation into the north-western corner and along the MacArthur Ave property alignment (Figure 22). The remaining planting along the link and throughout the development will be podium planting in mounded soil and/or containers.

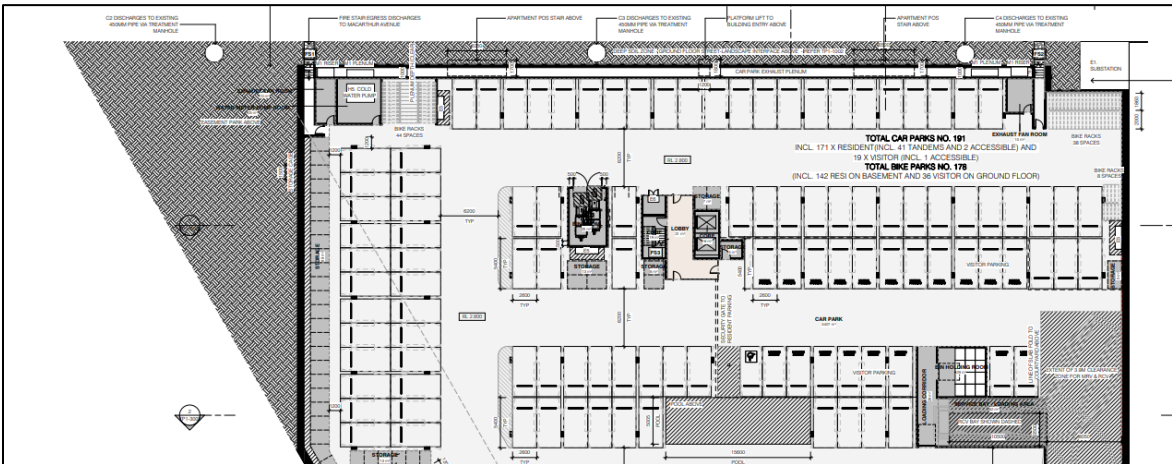


Figure 22: Proposed extent of basement, providing opportunity for in-ground planting in the cross-block link and along the MacArthur Ave frontage



Figure 23: Detailed extract of inground landscaping outcomes in north-western corner of the site

Additionally, the proposed planting palette will incorporate endemic species with a focus on incorporating pre-European plant species and activities that would have occurred near the site. This planting will be combined with artworks as a means of conveying the culture of First Nations peoples who resided in the locality.

Further discussion on the exemplar landscaping outcomes proposed by the development is included in section 5.3.

Communal open space:

The Development Scheme seeks a minimum communal open space provision of 25% of the site, with a minimum standalone area of 40m² and minimum dimension of 4m.

The proposal offers communal space areas equivalent to approximately 26% of the site area excluding the cross-block link and 34% with link included.

Centrally located, ground level spaces available for use by all residents and visitors to the site include:

- A pool surrounded by a landscaped, terraced courtyard offering lounging space and a covered pavilion,
- Zen garden,
- Gym/wellness pavilion and sauna,
- Covered lounge/workshop space, and
- Generous landscaped grounds connecting with the cross-block link.

Upper level communal open spaces are also provided on the southern tower, including:

- Lawn and tiled lounge/gathering spaces, and
- Containerised planting.

The generously sized communal open spaces provide future residents with indoor and outdoor spaces and the opportunity to undertake both passive and active recreation activities on the site. Direct access to the ground level spaces is provided from individual units and from the cross-block link. All spaces will be landscaped (in ground or podium or rooftop planting) with a sub-tropical planting palette able capable of delivering beautiful weather-protected spaces for residents and visitors.

Private open space:

The Development Scheme specifies that all dwellings are provided with a minimum private open space or balcony with a minimum area of 12m² and a minimum dimension of 3m.

The proposal offers a compliant solution with regard to the size and minimum dimensions of the proposed private open space for each unit.

Private open space takes the form of individual balconies and ground level landscaped terraces and yards. Ground level spaces adjoin and are directly connect to the public realm, including street frontages and the cross-block link. Upper level balconies connected to the primary living areas are located on the 'shoulders' and along the full length of the building facades, to allow for the capturing of sunlight and breezes and to encourage direct surveillance of the public realm. Smaller Juliette balconies are provided next to bedroom or study spaces to provide further opportunities for views into the public realm.

5.2.9 Privacy and Amenity

The Development Scheme seeks to ensure that future development is afforded a high level of amenity and privacy, in response to the planning intent to establish mixed use developments within the precinct and in recognition of existing non-residential land uses in the locality (particularly of an industrial nature). Accordingly, the Scheme requires building design responses that deliver the following:

- heights no greater than 30m in response to potential air emissions from existing industrial development located to the north of the precinct,
- minimal exposure of occupants to noise impacts from industrial noise, airport and aviation facilities, marine facilities and designated transport noise corridors and nearby mixed use development,
- minimal overshadowing so as to maximise access to sunlight throughout the day,
- adequate separation distances to limit the potential for direct overlooking between developments and to allow access to natural light and breezes,
- a safe and accessible cross-block link that incorporates the principles of Crime Prevention Through Environmental Design (CPTED).

The delivery of excellent privacy and amenity outcomes for the development's future residents and their visitors as well as users of the cross-block link is of paramount importance to the applicant. The proposed development therefore incorporates the following design responses and technical investigations:

- Maximum building height not exceeding 30m,
- The preparation of an air quality assessment to determine the potential impacts of air emissions from nearby industrial developments in the locality,
- The incorporation of appropriate noise mitigation measures into the building design, including solid façade materials, insulation, sound-mitigating glazing and the like,
- The provision of a 19.6m internal separation distance between the proposed buildings to minimise potential for overshadowing (as demonstrated on the solar impact assessment included in the architectural proposal package)
- Orientation of the built form primarily to the site's street frontages as well as the cross-block link to allow for the casual surveillance of the public realm.
- Incorporation of fine architectural details including offset windows and balconies and the careful positioning of walls and screening in order to minimise potential for direct overlooking between habitable spaces whilst maximising opportunities for the entry of sunlight and breezes and casual surveillance of the public realm.

5.2.10 Traffic/Transport Impacts, Access, Parking and Servicing

The Development Scheme includes requirements for transport, access, parking and servicing in Schedule 2.

A full assessment of the development's compliance with these requirements is included in the Transport Engineering Report prepared by Colliers TTM (Attachment G).

In summary, the proposed development provides the following:

- 193 parking spaces, comprising 172 spaces for residents, 18 spaces for visitors and 3 spaces for persons with disabilities (PWD). This provision meets the Scheme requirements for visitors and PWD spaces and exceeds the minimum requirement of 108 spaces for residents.,
- 144 bicycle parking spaces for residents and visitors, which complies with the Scheme's minimum requirements,
- A single point of access from Karakul Rd via a 7m wide, Type B1 driveway crossover is provided in the south-eastern corner of the site,
- A standing/loading bay in the basement capable of accommodating a Medium Rigid Vehicle and Refuse Collection Vehicle.

Notably, the proposal is expected to generate fewer traffic movements than anticipated by the PDA traffic modelling undertaken during preparation of the Development Scheme; thus, the proposal is not expected to result in adverse impacts on the surrounding road network.

5.2.11 Engineering

The Development Scheme seeks to ensure that any proposal is connected to, and does not exceed the capacity of, all essential infrastructure networks servicing the locality. Developments must also appropriately manage potential impacts from flooding affecting the site as well as the quantity and quality of stormwater discharging from the site. Consideration should also be given to the site's geology and potential threats from Acid Sulfate Soils when undertaking earthworks involving excavation.

A full assessment of the development's compliance with applicable engineering requirements is included in the Civil Engineering Report prepared by Meloria (Attachment E). A geotechnical and acid sulfate soils assessment of the site has been prepared by Core Consultants and is included as Attachments K and L.

These investigations have determined that:

- The application proposes earthwork (mostly cutting) with associated shoring to reflect architectural design intent for basement and ground level layout. The site falls to the northeast direction.
- The development will require a new 7m wide commercial type B1 grade crossover to access Karakul Road. Existing crossover will be removed with kerb/verge reinstated.
- The development will require in-ground pit & pipe drainage works to capture roof and surface water from developed areas to discharge flows to four different locations on both road frontages (catchment 1 to 4) via existing drainage stubs.
- The development proposes to discharge to the existing infrastructure within the Macarthur Avenue and Karakul Road, which is found to have sufficient hydraulic capacity to cater for developed site flows from each catchment. Hence, no detention is required nor proposed.
- The proposal triggers the SPP's Post-Development Stormwater Management (Water Quality) Design Objectives and therefore permanent tertiary treatment solutions/devices will be proposed within each catchment. This will feature OceanGuards (trash baskets) and StormFilter treatment cartridges within underground off-line tanks, prior to off-site discharge. This arrangement will also satisfy ESD findings and will deliver a stormwater management system delivering the principles of WSUD, and will be a far superior outcome for the receiving environment compared with the existing condition.
- The site appears to be adequately serviced by reticulated water, sewerage, gas, telecommunications, and electricity. These services will need to be connected via the associated authority works process during the development.
- The risk of impacts from acid sulfate soils is moderate and development is to occur in accordance with an ASS management plan to minimise potential impacts to the development and adjoining properties.

5.2.12 Sustainability

The Development Scheme seeks to support sustainable outcomes throughout the building and operational phases of the project and sets preferred outcomes for the achievement of livable spaces, energy efficiency, water and waste management and transport efficiency.

The proposed development incorporates a range of design features that will achieve the Scheme's sustainability objectives, including:

- The provision of a new pedestrian and cyclist cross-block link that will facilitate active transport throughout the locality,
- Passive building design, including the placement of habitable spaces and balconies/terraces to allow for the capturing of sunlight and breezes; the provision of deep balconies offering cool, sheltered spaces; the use of screening and roof overhangs to lessen the direct impacts of sun on the building façade,
- Provision of parking spaces for bicycles and scooters in the building basement,
- Internal systems allowing for the capturing, storage and reuse of water (for irrigation of landscaped spaces) and sunlight (for electricity production to run plant and equipment or power electric vehicles),
- Generous landscaping outcomes on the ground level and within upper level private open spaces to reduce the heat island effect associated with the construction of large buildings,
- Communal open spaces that can accommodate food gardens if required,
- The on-site collection, sorting and management of waste, including the provision of separate recycling facilities,
- The integration of smart technology and systems supporting the efficient operation of the residential complex,

The applicant is committed to the achievement of a 4-star Green Star building certification. The ability to achieve this outcome is confirmed and discussed in greater detail in the Superior Design Outcomes Report prepared by EMF Griffiths (Attachment M).

5.2.13 Housing Affordability and Diversity

The proposed development exceeds the minimum Development Scheme requirement that 5% of the units be designated for affordable rental. Specifically, the proposed development offers 13% of the unit mix as 1 bedroom units, which have an expected rental price of \$620-\$650 per week. This rent is less than the adjusted affordable housing threshold of \$778 (being the affordable rental amount of \$640/week in September 2015 adjusted against the Wage Price Index to June 2024), thus all 1 bedroom units can be considered as affordable. Further discussion on this aspect of the development is included in Section 5.3.4.

The development offers a diversity of unit configurations to provide for future residents of all stages of life and levels of mobility. Specifically, the development will deliver 15 x 1 bedroom (13% of total units), 83 x 2 bedroom (72%) and 17 x 3 bedroom units (15%). This unit mix meets the Development Scheme's requirement to provide a minimum of 10% of the development comprise 3 bedroom units.

The proposed development also achieves the Development Scheme’s outcomes with respect to the provision of accessible housing by designing a number of the units in a manner that allows for the adaption of internal spaces to meet minimum spaces requirements of the National Construction Code (NCC). This will deliver superior outcomes to those achieved through compliance with the provisions of PDA Guideline no.2, as discussed further in section 5.3.



Figure 24: Units offering universal design – Unit Type 2 inset showing compliant accessible spaces

5.3 Grounds to Support Alternative Development Outcomes

As determined in Section 5.2, the proposal predominantly accords with the planning intents and specific design criteria included in the Northshore Hamilton PDA Development Scheme and applicable Brisbane City Council City Plan 2014 assessment codes.

However, the proposal seeks support for a small number of alternative development outcomes including:

- Total gross floor area and plot ratio,
- Height,
- Building footprint (northern tower only),
- Front boundary setbacks for floor levels above 3 storeys (northern tower only), and

- Maximum building length between articulations (south-west corner units of south tower only).

When considering the appropriateness of these alternative outcomes, EDQ is requested to consider the following:

- It is the applicant’s strong desire to deliver a high-quality residential development of 115 units that substantially boosts housing supply in the Northshore Hamilton locality and capitalises on the site’s and the PDA’s locational advantages,
- The commercial realities of delivering this project cannot to be ignored, including the need to achieve sufficient saleable floor area to offset the considerable costs of construction and ongoing maintenance, and
- The site’s existing and proposed development context, in particular the site’s location close to existing 4 storey Office buildings and proposed 5-6 storey developments to the west and east (Figures 25 to 29).

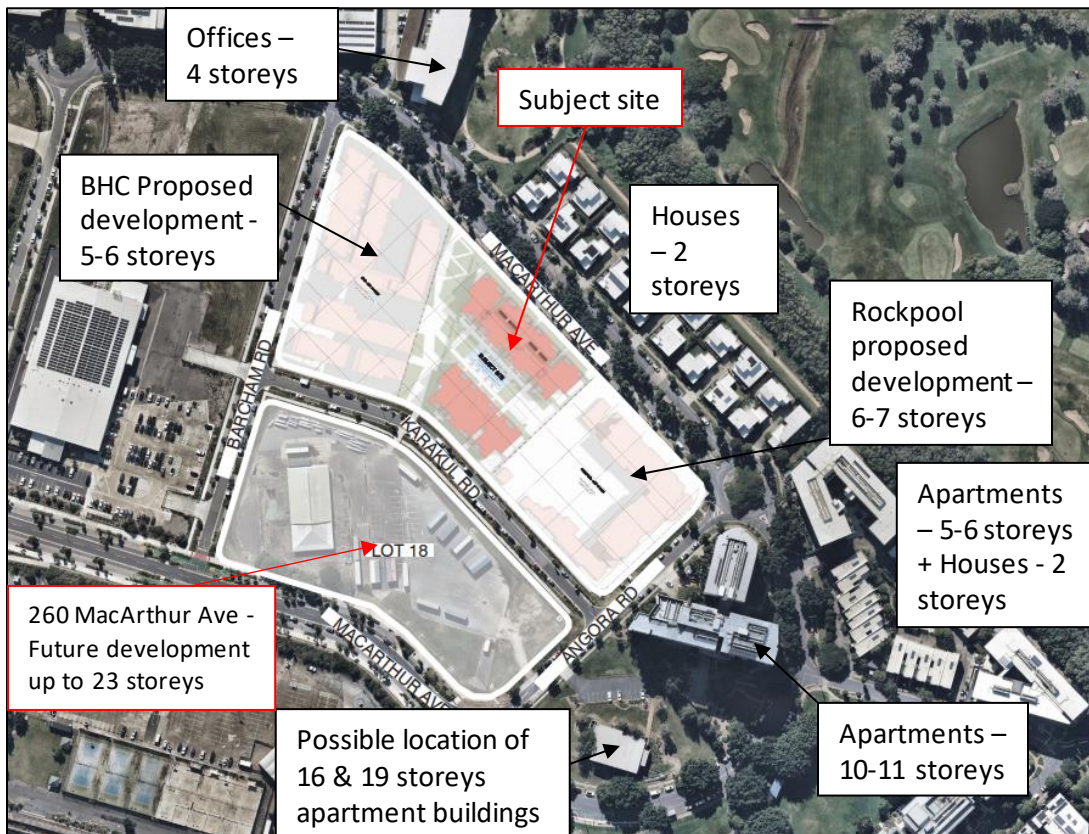


Figure 25: Subject sites development height context plan



Figure 26: View along MacArthur Ave (N) showing heavily vegetated divided road reserve providing a visual break between the subject site frontage (L) and existing dwellings (R) (Source: Google Maps ©)



Figure 27: Built form context 260 MacArthur Ave (L), showing existing 10 and 11 storey apartments (C) and location of future 16-19 storey apartments (R) (Source: Google Maps ©)



Figure 28: Brisbane Housing Company proposal (adjoining subject site to the west) – Ground floor plan showing 2 separate complexes with connected built form of multiple buildings (Source: Hayball proposal plans)

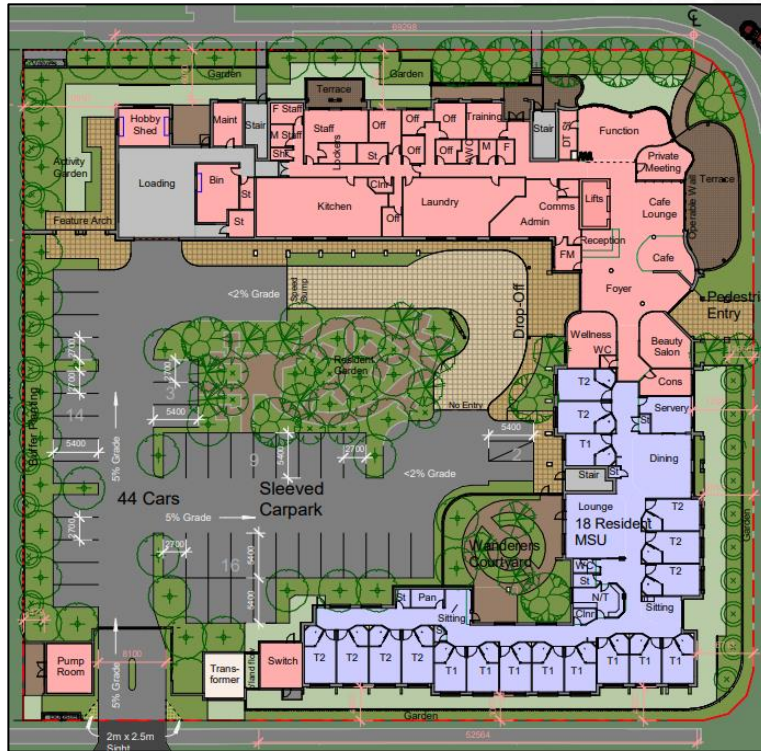


Figure 29: Rockpool proposal (adjoining the subject site to the east)- Level 1 showing extent of built form and central car parking hardstand

It is considered that the alternative outcomes sought after by this proposal are supportable on the following grounds:

5.3.1 Delivery of Community Infrastructure and a Safe Public Realm

In accordance with the Development Scheme’s Active Transport outcomes, the proposed development delivers a publicly accessible cross-block link between MacArthur Ave and Karakul Rd (Figure 30). This link represents 23% of the total site area.

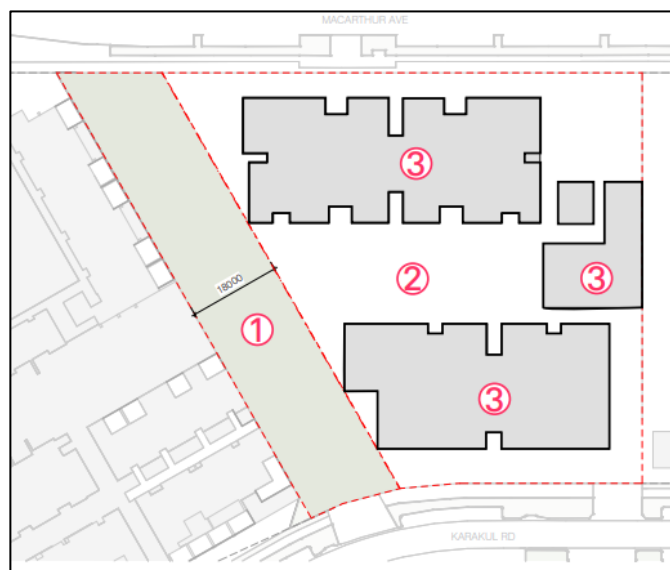


Figure 30: Extract from CARR urban context report showing fine grain urban block elements including cross-block link

This cross-block link represents a critical piece of community infrastructure for the locality, being a new civic space enabling safe and efficient connection for pedestrians and cyclists between MacArthur Ave and Karakul St. The link will also positively contribute to the locality's streetscapes through the provision of high-quality, sub-tropical landscaping outcomes.

The link will be enhanced through the construction of high quality communal open spaces between the towers and private ground level that will enable the delivery of a seamless landscaping outcome across the site (Figure 31).



Figure 31: Proposed connection from cross-block link to central communal open space

Public safety and the prevention of crime in the public realm (cross-block link and streets) will be achieved with a building design that encourages casual surveillance from internal living spaces and/or external private open spaces (Figure 32). Specifically, construction of the building's podium element up to the required 18m setback and orientation of the primary internal living spaces towards the link. At the ground level, private open spaces (terraces/balconies) will extend to the setback whilst on Level 1, Juliette balconies and a landscaped arbour element will be constructed to the setback line. Direct line of sight into the cross-block link will be available from the upper levels of the buildings from the provision of wrap-around balcony spaces on the buildings' shoulders and the addition of Juliette balconies adjoining bedroom spaces.



Figure 32: Casual surveillance opportunities into the cross-block link from the development

Notably, the cross-block link will deliver unfettered public access between the formal road reserves (pursuant to the creation of a volumetric access easement) yet will remain in the applicant’s private ownership. Unlike the ‘standard’ requirement to dedicate land as road reserve, whereby the land is registered to the State of Queensland but falls under the remit of Brisbane City Council with respect to maintenance and lawful use, this land will continue to be the responsibility of the applicant into the foreseeable future with respect to the following:

- the delivery and ongoing maintenance of landscaping and associated hard infrastructure of a high standard, in accordance with EDQ specifications, and
- the delivery of an accessible, safe and secure space that can be enjoyed by everyone in the community and not just residents in the proposed development.

It is considered that delivery of this important piece of community infrastructure and the costs and liabilities associated with the ongoing maintenance and security of this space represent sufficient grounds for the consideration of the alternative development outcomes presented in this application with respect to development density and height.

5.3.2 Delivery of Superior Design Outcomes – Built Form and Landscaping

The applicant has engaged the services of a leading architectural firm, CARR, to design the development’s built form and the Brisbane-renowned landscape architectural firm Dunn and Moran Landscape Architect to provide the development’s landscaped setting. Together, these specialist consultants have prepared designs that will deliver a high-quality residential project comprising buildings with contemporary, striking external facades set within a generously landscaped setting. The development will also deliver significant community benefits in the form of housing choice and affordability and a new publicly accessible landscaped connection.

A. Built Form Outcomes

The proposed design represents a carefully considered response to the form of existing and proposed development in the immediate locality, the site’s physical and locational characteristics and the financial realities of delivering a high-quality residential product within a challenging construction market. The primary superior outcomes delivered by the proposal include:

Architecture/External Appearance

The proposal offers a contemporary design that is expected to raise the standard of development throughout the residential precincts of the PDA area. The design offers considerable façade articulation will be achieved through the use of deep façade breaks and shadowed recesses in the form of landscaped balconies connected to the primary living areas and bedrooms. Additional articulation is achieved with the use of stepped or curved wall elements and the incorporation of landscaping treatments on all levels. The buildings will be constructed from a variety of superior quality materials and finishes that will enhance the streetscape appeal of the locality.

Further information about the proposed development’s external appearance is provided in the form of renders and detailed design drawings in the Urban Design Context Report prepared by CARR (Attachment B).

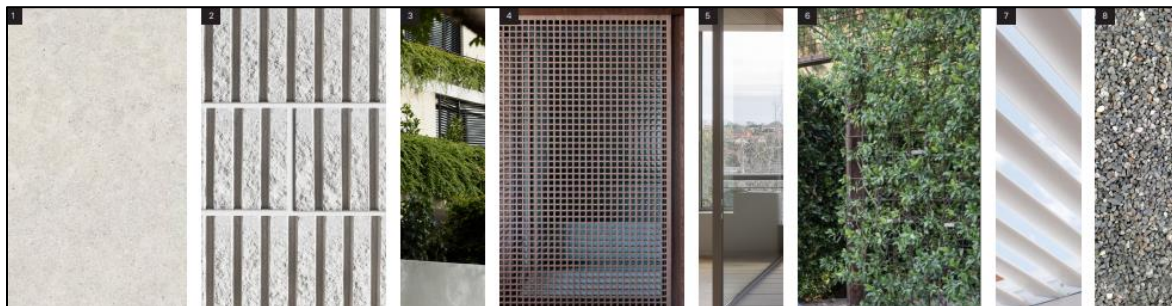


Figure 33: Proposed materials palette

Building Gross Floor Area/Plot Ratio

The proposed development offers units with generously sized floor plates for all unit types to ensure that future residents, regardless of their household size and/or level of mobility, will enjoy spacious, practical and comfortable living spaces with a high level of privacy and amenity.

In considering this matter, it is requested that the following points be noted:

- The proposed development’s plot ratio of 1.58:1 is only marginally greater than the maximum specified in the Scheme for the Mixed Use Medium Density Zone of 1.5:1,
- The proposed net saleable floor area (i.e. the building’s habitable spaces excluding circulation spaces and indoor communal spaces) offers a plot ratio of 1.38:1, which is only marginally greater than the Preliminary Approval’s maximum plot ratio of 1.36:1. It is noted that the net saleable floor area metric was referenced in the BHC application (rather than total GFA) and thus should be given equivalent consideration for this project,
- The density of all proposed development (plot ratio) within the land parcel bound by MacArthur Ave, Angora Rd, Karakul Rd and Barcham Rd is equivalent to 1.53:1, calculated on a combined floor area of 34,475m² (includes the adjoining BHC and Rockpool developments and the subject proposal) on total land area of 22,446m². This density is consistent with the PDA’s infrastructure planning for the precinct,

- The net saleable floor represents an appropriate metric for the consideration of potential impacts on the future capacity of infrastructure networks, given that the abovementioned excluded areas do not alter the development's expected resident population and thus won't dramatically affect the predicted loads for the infrastructure servicing the site,
- Engineering assessments of the site's infrastructure capacity determines that existing infrastructure is of sufficient size to accommodate the marginal increase in development density arising from this proposal, and
- the slight exceedance of floor area/plot ratio can be comfortably accommodated in a built form that is otherwise generally compliant with the Development Scheme's requirement with to building bulk and scale, setbacks and building separation.

Building height

We note EDQ's recent advice that slightly increased heights will be favourably considered provided that the development's greatest height is located towards the Karakul Rd frontage and the design minimises the visual impact of the protruding basement element in the MacArthur Ave streetscape.

The proposed development height is supportable on the basis that:

- The proposed basement represents a 'technical' storey which increases the defined height of the development but does not significantly contribute to the perceived height of the buildings presenting to the street. The proposal minimises the visual impact of the protruding basement by setting the wall away from the boundary alignment, lining the wall façade with attractive materials and finishes and providing in-ground screening landscaping along the site frontage.
- The proposal offers a built form with a perceived visible height (excluding the basement level) of 5 storeys for the northern tower and 7 storeys for the southern tower.
- The proposed height of the northern tower is consistent with that proposed for the MacArthur Ave streetscape, noting that the BHC and Rockpool developments immediately adjoining the subject site will be constructed at heights of 5-6 storeys (Figure 34).
- The revised proposal offers an appropriate transition of height between MacArthur Ave and developable land to the south on (330 MacArthur Ave), which is permitted development to a maximum height of 23 storeys and 85m AHD (Figure 35).

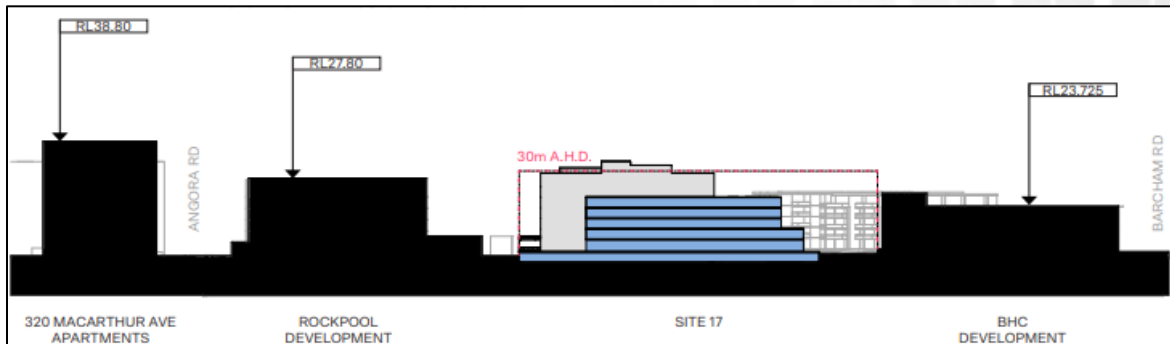


Figure 34: Comparison of height presenting to MacArthur Ave frontage (East-West transect)

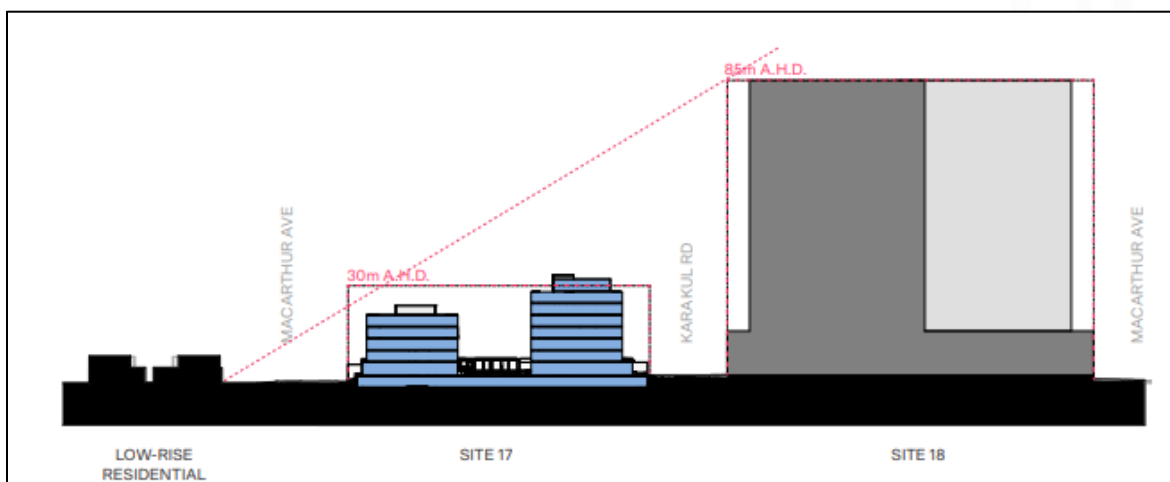


Figure 35: Comparison of maximum heights specified for the Mixed Use Medium Density Zone – Sub area 3 (subject site) and the Mixed Use High Density Zone (260 MacArthur Ave) (North-South transect)

- Detailed investigation of potential air quality impacts arising from existing industrial activity to the north has confirmed that there will no adverse impacts on living spaces below the nominated maximum height of 30m.
- The buildings are sited with sufficient separation distance between towers and adjoining development to ensure that any potential overshadowing or overlooking impacts are minimal. Shadow analysis diagrams are included in the architectural plan package.

Building Site Cover and Placement

The proposed tower building site cover outcome is considered a superior design on the basis that:

- A built form of 2 small podiums and slender towers above allows for the staggered siting of the building on the irregular shaped site, which in turn maximises opportunities for the provision of a generously sized landscaped ground plane, access to sunlight, breezes and the casual surveillance of surrounding public realm (streets or cross-block link),
- The total building footprint includes the provision of generously sized balconies. These spaces represent a positive design element that offset the slightly larger total building footprint by:

- contributing to articulation of the façade,
- providing functional private open spaces for residents,
- providing area for upper level landscaping outcomes, and
- offering shade and weather protection, and
- supporting connection with the public realm through casual surveillance.
- Construction of smaller podium elements ensures a human-scale connection to the street and cross-block link by minimising large walls close to the boundaries and enabling the provision of high-quality landscaped transition zones between the public realm and the buildings,
- Minimises potential adverse impacts from wind-shear effects across the site.

Notably, the proposed building footprints are consistent with or smaller than the form and scale of nearby existing and proposed developments (see Figure 36). Specifically, the proposal offers a smaller footprint than the proposed BHC development which comprises 8 buildings connected into 2 large complexes and the Rockpool proposal which offers an unbroken built form to its 3 site frontages and a significant internal impervious area.

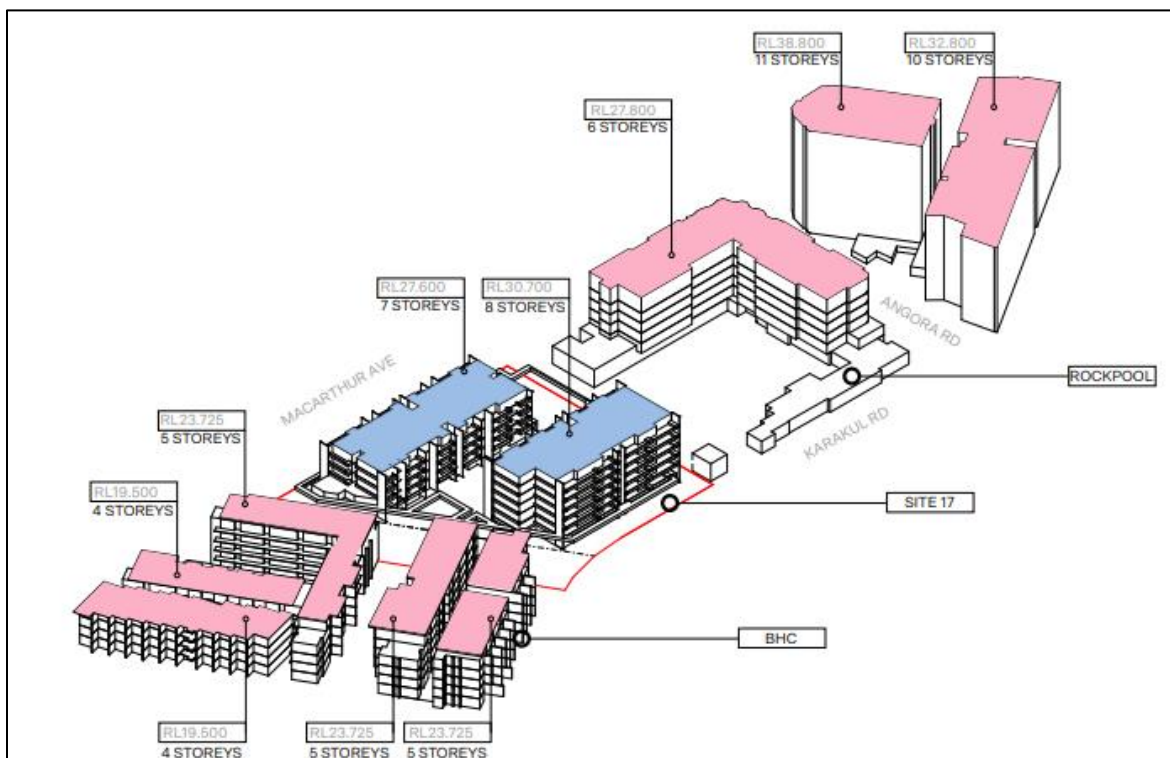


Figure 36: Comparison of building footprints – BHC (L), subject site (C) and Rockpool (R)

B. Landscaping Outcomes

The proposed development will deliver an exemplar landscaping solution across the development that provides:

- Accessible, inviting and beautiful public and private spaces for future residents and the wider community that will positively contribute to the locality’s streetscapes

and enable safe and efficient connectivity between MacArthur Ave, Karakul Rd and the proposed residential development for pedestrians and cyclists,

- A well-considered, high-quality, sub-tropical landscape design for the cross-block link that considers, amongst other items; lines of sight, overlooking, wayfinding, the blending of public and private areas and use of multi-tiered landscaping to approach that balances form and open space.
- A low-level landscaping solution that lessens the visual impact of the proposed BHC development, which proposes above ground level basement walls constructed along the western side boundary.
- Landscaping solutions that will seamlessly connect the private communal open spaces and the cross-block link through the use of consistent planting palettes, open/minimalist fencing and an appropriate hierarchy of vegetation (including tall trees, shrubs, ground level planting and turf).
- The proposed planting palette, as presented in the Landscape Concept Plans, includes a variety of sub-tropical planting including advance planting stock comprising spreading-canopy trees. Planting has been selected specifically to:
 - provide shade, beauty and/or screening into the public and private spaces,
 - be hardy, quick growing and resilient to local weather circumstances,
 - visually connect with and contribute to the landscape character of the existing public realm.
- The majority of the planting species will be native and locally endemic to the area contributing to the sense of place and enhancing the connection to local environment and indigenous culture.
- The generous landscaping provision will significantly reduce potential heat island effects arising from development of the wider precinct.



Figure 37: Seamless landscaped connections from the cross-block link to the built form

5.3.3 Delivery of Sustainable Development Outcomes

The applicant commits to the delivery of a 4-star Green Star certified development, which aligns with the Australian Best Practice in sustainability performance and meets the specified requirements of the Development Scheme.

The proposed development has been assessed by EMF Griffiths to determine the proposal's suitability with respect to the principles of ecologically sustainable development (ESD). This investigation concludes that the proposal offers superior design outcomes through the use of:

- Passive design initiatives including appropriately located balconies to provide shading and shelter to primary living areas, thoughtful internal unit configurations to capture natural sunlight and breezes, screening and light external colours,
- Energy management initiatives including building materials including insulation, high-performing operable glazing, installation of ceiling fans and installation of solar panels,
- Water harvesting initiatives for irrigation of landscaped spaces,
- Waste management through dedicated refuse chutes, and spaces for the separation, storage and recycling of waste, and
- The provision of generous landscaping solutions on the ground plane and vertically that together will mitigate the urban heat island effect.

The physical realisation of treatments required to achieve this certification are captured in the architectural plans and other supporting documentation.

5.3.4 Delivery of Accessible Housing

The proposed development delivers a high-quality housing project that will meet or exceed the Development Scheme's minimum requirements for universal design and accessibility by designing a number of the development's units (across all unit types) in a manner that can be made accessible. This outcome exceeds the PDA Guideline no.2 requirement for at least 10% of all dwellings to be accessible.

Specifically, proposed kitchen designs allow for internal alterations that improve accessibility for those with lesser mobility (plumbing location that allows for the relocation of benches if additional clearance is required). It is understood that this approach has been accepted in other approved development in the PDA area.

These units will accord with the applicable requirements under the National Construction Code (NCC) which includes design standards for unit accessibility and adaptation beyond those required in PDA Guideline 2: Accessible Housing.

5.3.5 Delivery of Housing Diversity

The proposed development delivers a high-quality housing project that will meet or exceed the Scheme's minimum requirements for diversity by offering:

- A variety of units configurations that will cater for different household sizes and aging in place. Specifically, the development will deliver 15 x 1 bedroom (13% of total units), 83 x 2 bedroom (72%) and 17 x 3 bedroom units (15%).
- This proposed unit configuration satisfies provision 2.5.5(ii) of the Scheme which specifies that a minimum of 10% of dwellings in the development should be 3 bedrooms or greater.

5.3.6 Delivery of Affordable Housing

The proposed development will accord with section 2.5.5 of the Scheme which specifies that a minimum of 5% of the total residential gross floor area is to be provided as either or a mix of public housing, social housing and affordable housing, distributed throughout the development.

It is noted that PDA Guideline no.16 – Housing (presently under review) includes housing affordability targets based on median household incomes, indexed using the Wage Price Index (WPI) for Queensland. The Guideline specifies for Northshore Hamilton that 5% of the units should be available to rent by households on the median household income for Brisbane LGA. The Guideline clarifies that the median household income (as at September 2015) was \$110,855, with 30% of this income representing an affordable rent \$640/week.

Updated figures prepared by the applicant using the WPI indexation indicates that the median household income in June 2024 is \$134,800, with affordable rental increasing to \$778/week.

Advice gained from leasing agents and property managers in the locality indicates that the anticipated market rental rate of a 1-bedroom apartment in this development will likely range between \$620-\$650 per week. Accordingly, by providing 15 x 1 bedroom units, which represents 13% of the unit stock, the proposed development will exceed the minimum requirement of 5% of units as affordable housing.

5.3.7 Recognition of First Nations Peoples

The applicant is committed to collaborating with specialist First Nations consultants to prepare a First Nations Benefit Plan for the development in response to any reasonable and relevant condition of approval.

To date, an indigenous advisor has been consulted to provide landscape advice on pre-European plan species and activities that would have occurred near the site. The plant species along with art elements have been incorporated to commemorate and provide teachings of the site's indigenous history.

Further discussions will determine additional opportunities for the incorporation of an 'understanding of country' into the proposed development, for implementation throughout the design, delivery, and operation of the project.

5.4 Summary & List of Supporting Specialist Reports

The application is accompanied by the following technical reports:

Table 3: Supporting Plans and Documents

Attachment	Description & Key Findings	Author
C	<p>Architectural Design/Urban Context Report</p> <ul style="list-style-type: none"> - Provides detail on the site's development context, design philosophy and design responses to Scheme provisions 	CARR
D	<p>Landscape Concept Plan</p> <ul style="list-style-type: none"> - Includes proposed landscape concepts for the cross-block link, communal open spaces and vertical landscaping. - Provides details of proposed planting palette and irrigation systems - Provides sectional details of proposed planting outcomes in public and private spaces. 	DMLA
E	<p>Civil Engineering and Stormwater Management Report</p> <ul style="list-style-type: none"> - The site is currently serviced with stormwater, sewerage and water infrastructure. Upgrading of such networks will occur as required to facilitate the proposed development. - Confirmation from Unitywater regarding the existing capacities of existing water and sewer networks and the suitability of the proposed upgrades required for the proposal; - A concept civil engineering servicing plan is included showing the proposed earthworks and stormwater management outcomes. 	Meloria
F	<p>Flood Emergency Management Plan</p> <ul style="list-style-type: none"> - Determines that the proposed development will have a level of immunity well in excess of that nominally required to satisfy both the requirements of the LGA planning scheme and the higher immunity currently being adopted by EDQ with regard to the design of the road system within the PDA. - Recommended that any approval for the Site be conditioned to require the preparation of a Flood Emergency Management Plan. 	Water Engineering Partners
G	<p>Transport Engineering Report</p> <ul style="list-style-type: none"> - The anticipated traffic generation arising from the development will be no greater than that anticipated by EDQ modelling as part of the preparation of the Development Scheme; thus, the proposal is unlikely to result in adverse impacts on the safety and efficiency of the surrounding road network. - Site access limited to 1 x 7m wide B1 type crossover in Karakul Rd accommodating the entry and exit of all resident and servicing vehicles; - Parking spaces in 1 basement level providing 193 vehicle spaces including 172 resident spaces, 18 visitor spaces and 3 PWD spaces; - A shared servicing area in the basement able to accommodate a Medium Rigid Vehicle and Refuse Collection Vehicle; - Provision for the parking of 144 bicycles, including 115 resident spaces and 29 visitor spaces located throughout the basement and on the ground level. 	Colliers (TTM)

Attachment	Description & Key Findings	Author
H	<p>Operational Waste Management Plan</p> <ul style="list-style-type: none"> - Determines that the proposed development will require 3 + 2 x 1100L bins for general waste and 9 + 2 x 1100L bins for commingled waste - Each building will be provided with separate chutes for general and commingled waste, below which a dedicated bin will be located. - The proposal's design for waste storage and collection facilities meet the applicable standards of the PDA Development Scheme and/or BCC's Refuse Planning Scheme Policy - Waste will be collected 3 times per week by Brisbane City Council's appointed waste collector 	Colliers (TTM)
I	<p>Acoustic Assessment</p> <ul style="list-style-type: none"> - Concludes that the development can incorporate design elements and materials that will satisfactorily mitigate potential impacts arising from nearby non-residential land uses, operation of the Brisbane airport or road corridors. 	Acousticworks
J	<p>Air Quality Assessment</p> <ul style="list-style-type: none"> - Concludes the potential impacts of air pollution from nearby emission sources are expected to be within acceptable limits. - Confirms the site is outside the PDA air quality investigation areas. - The Scheme's maximum 30m height limitation is based on air quality monitoring undertaken during preparation of the Development Scheme which acknowledges the existing nearby industrial emitters and anticipates particular air dispersion patterns. - Owing to distance from the subject site and prevailing wind patterns, there is a low risk of emissions from the north and north-west direction towards the proposed development. - Odours from the nearby asphalt facilities may be detectable but managed through the minimisation of window openings and appropriate location of air intake equipment. 	Trinity Consulting
K	<p>Acid Sulfate Soils Management Plan & Geotechnical Investigation</p> <ul style="list-style-type: none"> - Confirms that there should be limited internal or external ASS environmental impacts attributable to potential acidity. 	Core Consultants
L	<p>Acid Sulfate Soils Management Plan</p> <ul style="list-style-type: none"> - A basement level of RL2.8m AHD is recommended to reduce risk of environmental impacts, use of resources and costs compared with a lower construction level. 	Core Consultants
M	<p>Superior Design Outcomes Report</p> <ul style="list-style-type: none"> - Confirms that the proposal will deliver superior design outcomes with respect to Environmentally Sustainable Development with respect to passive design, energy management and lifecycle impacts, water, waste and material. - The proposed design will achieve a 4 star Green Star certification. 	EMF Griffiths

5.5 Staging

No staging is proposed as part of the proposal.

5.6 Infrastructure Charges

Infrastructure charges will be imposed in accordance with Section 3 of the Northshore Hamilton PDA Development Scheme October 2022 and the Economic Development Queensland Development Charges and Offset Plan, dated July 2023.

Of note, it is considered that infrastructure credits are applicable to the site in acknowledgement of the previous use of the land for warehouse purposes, which included a significant portion of the site as impervious, external storage space.

Trunk Infrastructure / Offsets

The proposed development does not involve the construction or dedication of trunk works and is consequently not subject to an Infrastructure Charge Offset.

5.7 Approval Requirements

In accordance with Section 100(4) of the *Economic Development Act 2012*, a Currency Period of 6 years is expected for the first Material Change of Use and 4 years for the Reconfiguring of a Lot applied for.

6.0 Legislative Framework

6.1 Economic Development Act 2012

The *Economic Development Act 2012* provides the statutory planning framework for areas declared to be a Priority Development Area (PDA). This proposal will be assessed in accordance with the requirements of the *Economic Development Act 2012*.

The main purpose of the *Economic Development Act 2012* is to facilitate economic development and development for community purposes in the State. The ED Act seeks to achieve this by establishing the Minister for Economic Development Queensland and providing for a streamlined planning and development framework for particular parts of the state declared as Priority Development Areas (PDAs).

It is noted that the inclusion of land in a PDA, or identification of development as PDA-associated development, does not alter the obligation for development to meet all relevant provisions and requirements under the *Planning Act 2016*. In addition to a PDA development approval, a development approval under the *Planning Act 2016* may be required for certain development made assessable by the *Planning Regulation 2017*.

Section 87 of the ED Act 2012 sets out a range of matters that must be considered in the assessment of a PDA development application, including:

- Main purpose of the Act;
- Any relevant State interest;
- Any submissions made during the assessment period (if applicable);
- The applicable Development Scheme; and
- Any preliminary approval issued under the ED Act or Planning Act.

It is considered the proposed development achieves the main purpose of the ED Act by increasing housing supply and diversity, creating liveable communities and facilitating economic development in accordance with the Northshore Hamilton PDA Development Scheme.

6.2 State Planning Instruments

6.2.1 State Planning Policies

The State Planning Policy is a State Planning Instrument outlining matters of State Interest.

In accordance with the *Planning Act 2016*, an assessing authority in assessing a development application must give consideration to any relevant components of the State Planning Policy if the Planning Scheme has not yet appropriately integrated the relevant State Interest Policies. Part E of the State Planning Policy outlines 5 themes and 17 State Interest Policies and associated Assessment Benchmarks to which development is to be assessed.

Section 2.2.8 of the *Northshore Hamilton PDA Development Scheme Amendment no.1 (October 2022)* confirms that matters of State Interest have been considered in the preparation of the Scheme and will be considered as part of the assessment of a PDA development application. Applicable provisions include the State Planning Policy (SPP) and State Development Assessment Provisions (SDAP).

The manner in which the proposed development responds to these State Interest Policies and Assessment Benchmarks is summarised in Tables 4 and 5:

Table 4: State Interest Policy Assessment Benchmarks

State Interest Policy	Project Assessment and Compliance
Liveable Communities and Housing	
Housing Supply and Diversity	The proposal increases the supply of housing with the addition of 115 units. Diversity is ensured through the provision of a variety of unit sizes ranging from 1 to 3 bedrooms.
Liveable Communities	The proposal assists with the creation of a liveable community through the provision of a residential development offering 2 buildings of a superior design set within generous landscaped grounds. The development also delivers a landscaped cross-block link to improve connectivity and opportunities for active transport in the locality.
Economic Growth	
Agriculture	Not Applicable
Development and Construction	Not Applicable
Mining and Extractive Resources	Not Applicable
Tourism	Not Applicable
Environment and Heritage	
Biodiversity	Not Applicable
Coastal environment	Not Applicable
Cultural heritage	Not Applicable

State Interest Policy	Project Assessment and Compliance
Water quality	As the site is greater than 2,500sqm a conceptual site based stormwater management plan has been prepared by Bornhorst and Ward Consulting Engineers. The Brisbane City Council's development code and policies were used to guide the assessment of suitability.
Safety and Resilience to Hazards	
Emissions and Hazardous Activities	An air quality assessment, undertaken by Trinity Consultants, confirms that future residents will not be adversely affected by emissions from nearby industrial activity.
Natural Hazards, Risk and Resilience	The site is slightly affected by flood and overland flow (1% annual exceedance probability AEP). This matter will be resolved when earthworks associated with the proposed development are undertaken.
Infrastructure	
Energy and Water Supply	Not applicable
Infrastructure Integration	Not applicable
Transport Infrastructure	Not applicable
Strategic Airports and Aviation Facilities	Not applicable
Strategic Ports	Not applicable

Table 5: State Development Assessment Provisions

SDAP Provision	Project Assessment and Compliance
Aquaculture	The application does not seek approval for Material Change of Use for Aquaculture; thus, assessment against the applicable SDAP provisions is not required.
Environmentally Relevant Activities	The application does not seek approval for Material Change of Use for any Environmentally Relevant Activities; thus, assessment against the applicable SDAP provisions is not required.
Declared Fish Habitat Areas	The subject site is not a declared fish habitat; thus, assessment against the applicable SDAP provisions is not required.
Marine Plants	The application does not seek approval for the removal, destruction or damage or marine plants; thus, assessment against the applicable SDAP provisions is not required.
Water Barrier Works	The application does not seek approval for Operational Works for the construction or raising of water barriers; thus, assessment against the applicable SDAP provisions is not required.
Native Vegetation Clearing	The application does not seek approval for Operational Works for the clearing of native vegetation; thus, assessment against the applicable SDAP provisions is not required.
Queensland Heritage	The subject site is not identified as a Queensland Heritage Place or adjoining a Queensland Heritage Place; thus, assessment against the applicable SDAP provisions is not required.
Tidal Works or Works in a Coastal Management District	The application does not involve Tidal Works in a Coastal Management District; thus, assessment against the applicable SDAP provisions is not required.
Taking or Interfering with Water	The application does not include operational work that involves taking or interfering with water; thus, assessment against the applicable SDAP provisions is not required.
Removing Quarry Material	The application does not include development involving the removal of quarry material from a watercourse or lake; thus,

SDAP Provision	Project Assessment and Compliance
	assessment against the applicable SDAP provisions is not required.
Wetland Protection	The PDA does not contain any Wetland Protection Area; thus, assessment against the applicable SDAP provisions is not required.
Referrable Dams	The application does not include operational works for construction of a dam; thus, assessment against the applicable SDAP provisions is not required.
Hazardous Chemical Facilities	The application does not include any hazardous chemical facilities; thus, assessment against the applicable SDAP provisions is not required.
Wind Farms	The application does not seek a Material Change of Use for a wind farm; thus, assessment against the applicable SDAP provisions is not required.
Koalas	The premises is not mapped within a Koala Priority Area, Core Koala Area or Locally Refined Koala Habitat Area; thus, assessment against the applicable SDAP provisions is not required.
Contaminated Land	The premises is not listed on the EMR or CLR; thus, assessment against the applicable SDAP provisions is not required.
Marine Safety	The application does not include operational work in tidal waters; thus, assessment against the applicable SDAP provisions is not required.
State Transport Corridors	The premises is not located in proximity to any State Transport Corridors or Future State Transport Corridors; thus, assessment against the applicable SDAP provisions is not required.
State Transport Tunnels	The premises is not located in proximity to State-controlled Transport Tunnels or Future State Transport Tunnels; thus, assessment against the applicable SDAP provisions is not required.
State Transport Infrastructure	The proposal does not seek approval for development providing greater than 200 units which would trigger referral under Schedule 20 of the Planning Regulation; thus, assessment against the applicable SDAP provisions is not required.
Ports	The PDA does not contain land identified as Port of Brisbane – Core Port Land; thus, assessment against the applicable SDAP provisions is not required.
Urban Design	The application does not proposed development with a gross floor area greater than 25,000m ² ; thus, assessment against the applicable SDAP provisions is not required.

6.2.2 Regional Plan

The subject site is contained in the Urban Footprint within the *South East Queensland Regional Plan*. The intent of the Urban Footprint is to accommodate a range of urban uses in the forms of housing, industry, businesses, infrastructure, community facilities and urban open space. The proposal is for Material Change of Use for a Multiple Dwelling and Reconfiguring of a Lot (Access Easement); thus, the application is consistent with the intentions of the Urban Footprint.

6.3 Northshore Hamilton Priority Development Area Development Scheme

The *Economic Development Act 2012* establishes that development within a PDA is to be assessed under the provisions of a relevant development instrument for that area. For the Northshore Hamilton PDA, the relevant development instrument is the *Northshore Hamilton Development PDA Development Scheme Amendment no.1 (October 2022)*. The development scheme became effective on 3 July 2009 and was amended on 28 October 2022.

The Northshore Hamilton Priority Development Area (PDA) is approximately 304 hectares in area and is bound by the Brisbane River to the south, Kingsford Smith Drive to the north and the Gateway Motorway and Southern Cross Motorway to the east (Figure 38).



Figure 38 – Extract from Northshore Hamilton Priority Development Area Structure Plan

The locational opportunities of this area are captured by the development scheme as follows:

Northshore Hamilton is one of Brisbane’s most significant waterfront development opportunities with remarkable locational advantages, including direct access to almost 4km of Brisbane River foreshore and outstanding views of Brisbane’s central business district. The PDA presents a city shaping opportunity to deliver a master planned district that is:

- i. Brisbane’s most sustainable, climate responsive and desirable living address,*
- ii. a unique, renowned recreation and tourism destination, and*
- iii. a major driver of economic, innovation, enterprise and employment activity.*

The PDA is a vibrant area, co-locating a diverse range of urban activities and uses which are strategically positioned to capitalise on the characteristics of the area and ensure the community has access to a range of housing, enterprise, employment, retailing, recreation and service offerings.

To capitalise on these opportunities, the Development Scheme offers an overall vision for future development, expressed in both PDA-wide development criteria, specific Zone provisions and overall development requirements. This application considers the proposed development against all relevant provisions in the sections below.

6.3.1 Use Definitions

In accordance with Schedule 1 – Definitions of the Northshore Hamilton PDA Development Scheme, the application includes the following land uses, pursuant to Schedule 1 of Brisbane City Plan 2014:

Multiple Dwelling:

Multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached.

6.3.2 Aspects of Development

The development seeks approval for the following aspects of development:

- Material Change of Use (Development Permit) for a Multiple Dwelling, and
- Reconfiguring of a Lot (Development Permit) for a volumetric access easement.

6.3.3 Category of Development

The *Northshore Hamilton PDA Development Scheme* determines that all development is Permissible Development unless specified as Self-assessable Development or Prohibited Development. As the above aspects of development are not identified as either Accepted Development or Prohibited Development, the proposal is considered to be Permitted Development requiring assessment and approval by EDQ.

6.3.4 Assessment Manager

The assessment manager for this PDA development application is Economic Development Queensland (EDQ), as authorised under s.13(2)(d) of the *Economic Development Act 2012*.

Section 86 of *Economic Development Act 2012* states that the Minister for EDQ cannot grant the PDA development approval applied for if the relevant development would be inconsistent with the development instrument for the priority development area.

Section 3.2.5 of the Development Scheme clarifies when Permissible Development is considered to be consistent with the land use plan, as follows:

- (i) *the development complies with the requirements about the carrying out of development for the UDA, or*

- (ii) *the development does not comply with the requirements about the carrying out of development for the UDA but:*
 - *the development does not conflict with the structure plan or otherwise compromise the vision for the UDA;*
 - *there are sufficient grounds to approve the development despite the non-compliance with the UDA development requirements.*

6.3.5 Application Referral

The subject site is located within the Northshore Hamilton PDA thus EDQ is the entity responsible for providing a whole of Government assessment and decision for any PDA development applications. The proposed development therefore does not require formal referral in accordance with the *Planning Act 2016* to any State Government referral agencies.

EDQ may seek comment from Brisbane City Council with regard to the suitability of the proposal if deemed necessary.

6.3.6 Relationship with Brisbane City Plan 2014

It is noted that the *Northshore Hamilton PDA Development Scheme* prevails to the extent of an inconsistency with a planning instrument or an assessment benchmark (plan, policy or code) prescribed by regulation under the *Integrated Planning Act 1997* or another Act.

The exception to the above is the circumstance where the development scheme specifically applies a provision of the planning instrument or a plan, policy or code made under the *Integrated Planning Act 1997* or another Act.

Where the PDA Development Scheme is silent with regard to specific development standards (primarily for specialist technical assessments), guidance is taken from relevant Brisbane City Plan 2014 Codes and/or Policies. Of note, the PDA scheme adopts the Use definitions (including Defined activity groups and Industry thresholds) as well as the Administrative terms and definitions from Brisbane City Plan, unless otherwise specified in Schedule 1: Definitions.

Relevant *Brisbane City Plan 2014 v.30* planning information/designations are identified and responded to in Table 6.

Table 6: Brisbane City Council Planning Information

City Plan Provision	Proposal Response
Zoning	
Emerging Community	<p>Complies</p> <p>This zone seeks to provide for the timely conversion of non-urban land to land for urban purposes. Development is to be carried out in an orderly sequence and provide a mix of housing outcomes appropriate for the site’s unique characteristics, location within the City and access to services and transport.</p>

City Plan Provision	Proposal Response
	The proposal accords with the planning intent of this zone by proposing a residential development on vacant land serviced by all essential infrastructure. The development will contribute to the orderly development of the locality in accordance with the planning intent expressed in the Northshore Hamilton PDA Development Scheme.
Neighbourhood Plan	
Australia TradeCoast	Complies The Neighbourhood Plan seeks to ensure the continued orderly development of one of the City’s largest industry and trade service precincts. The subject site is not specifically identified as requiring the provision of essential infrastructure to support future development.
Overlays	
Airport Environs	Not applicable The proposed subdivision will not affect the operation of airport operations with respect to height, bird and bat attraction or light intensity.
Bicycle Network	Complies The proposed subdivision provides a private pedestrian/bicycle path across the site that supports the creation of an integrated bicycle network connected with the future transit corridor and surrounding land uses.
Community Purposes Network	Not applicable The proposal is not required to provide any trunk infrastructure or planned park acquisitions, upgrades or corridors.
Critical Infrastructure and Movement Network	Not applicable The proposal does not include one of the nominated defined uses.
Flood	Not applicable The site is mapped as being subject to overland flow. The area affected by this potential flow of water is limited to the north-western corner of the site and will be appropriately managed through recontouring of the land during construction.
Industrial Amenity	Complies The matter of industrial amenity is recognised and addressed by the PDA Development Scheme. Owing to the potential for sensitive land uses to be affected by air emissions generated by the existing industrial precinct located to the north, the Scheme limits the maximum height of development to 30m. The proposal does not exceed this height limit, and an air quality assessment undertaken by Trinity confirms that the development is unlikely to be adversely affected by air emissions.
Potential and Actual Acid Sulfate Soils	Not applicable The proposed subdivision won’t disturb any acid sulfate soils.
Road Hierarchy	Complies The subject site addresses MacArthur Ave (a Neighbourhood Road) and Karakul Rd (which has no hierarchy designation). The proposed development is not expected to adversely impact on the existing or future operation of the surrounding road network as discussed in the Traffic Engineering Report prepared by Colliers (TTM).
Streetscape Hierarchy	Not applicable The City Plan mapping identifies MacArthur Ave as an industrial streetscape; a designation which is no longer applicable to the site. The proposed development will contribute to the creation of an attractive streetscape along of the site’s frontages.

It is considered that the proposed development does not conflict with planning intent or specific development provisions of *Brisbane City Plan 2014* and thus should be supported.

6.3.7 Public Notification

Section 2.2.7 of the *Northshore Hamilton PDA Development Scheme* states that a development application will require public notification if, in the opinion of the Minister Economic Development Queensland, the development application:

- i. may have adverse impacts on the amenity or development potential of adjoining land under separate ownership, or
- ii. is for a use, or is of a size or nature, which warrants public notification.

Prelodgement advice also clarified that public notification is required when the proposal offers development outcomes that don't accord with the assessment benchmarks included in the Development Scheme. As the proposed development offers alternative outcomes (and supporting sufficient grounds to enable approval), it is anticipated that public notification will be undertaken as part of the assessment process. Such action will proceed upon the receipt of EDQ's confirmation.

6.4 Assessment Against PDA Development Scheme Provisions

Section 86 of *Economic Development Act 2012* states that the Minister for EDQ cannot grant the PDA development approval applied for if the relevant development would be inconsistent with the development instrument for the priority development area.

The following sections demonstrates that the proposal accords with the Northshore Hamilton PDA Development Scheme 20 by satisfying the overall vision for the Northshore Hamilton PDA, the relevant PDA-wide criteria and the Zone intents applicable to the development. Assessment of the proposal against relevant EDQ guidelines is also provided.

6.4.1 Response to PDA Vision

Section 2.2 of the Development Scheme outlines the vision for the Northshore Hamilton PDA. The key aspects of this vision, and comment on the manner in which the proposal supports these outcomes, is provided in Appendix A.

In summary, it is considered that the proposed development will capitalize on the unique locational advantages of the subject site by increasing available housing stock within a vibrant and growing locality.

6.4.2 Response to PDA-Wide Criteria

A detailed assessment of the proposal against specific elements of the PDA-wide criteria contained in Part 2.5 of the Northshore Hamilton PDA Development Scheme is provided in Appendix A. This assessment determines that the proposal accords with the overall outcomes and PDA-wide criteria.

6.4.3 Response to Zone Provisions

As noted in section 4.5.2, the subject site is located in the Mixed Use Medium Density Zone, Sub-area 3. Assessment of the proposal against the development intent of this Zone is provided below, and a detailed response to the relevant provisions of this Zone is provided in Appendix A.

Table 7: Response to Development Scheme Zone Provisions

Mixed Use Medium Density Zone – Development Intent	
Intent Element	Proposal Response
Development provides a wide range and intensity of uses, including commercial, retail, health, community, entertainment, cultural, multiple residential and accommodation uses in a predominantly mid-rise built form. Detached dwelling house and detached dual occupancy development is not envisaged in this zone. Development delivers a mixture of building forms that are compatible with the character of the street and surrounding buildings.	Complies The proposal offers a residential development (Multiple Dwelling) of a mid-rise built form. The proposed design is compatible with and appropriate for the existing and future character of the locality.
Residential buildings outside of activity centres ensure that built form responses contribute to local character and context and provide a strong relationship with movement corridors such as streets, pathways and cross block links.	Complies The proposal responds to the existing and future local character and built form context. The superior design will elevate the standard of development in the locality. The proposal offers direct connections to the existing streets and the future cross-block link. Casual surveillance from the development into these public realms is also achieved.
Development involving accommodation activities provides housing diversity, affordability and choice, to meet the life cycle needs of a wide range of residents.	Complies The proposed develop offers a range of unit sizes (1 to 3 bedrooms). The interiors of some units can be adapted to meet accessibility requirements. The 1 bedroom units are expected to accord with relevant affordable housing requirements. The proposed development will therefore cater for future residents of varying stages of life, mobility and earning capacity.
Development for retail purposes is limited to 500m ² per development site, with a maximum tenancy size of 250m ² . Retail uses are focused at, but not limited to, intersections throughout the zone and create an interface between public and private spaces that provide opportunity for activation and social interaction. Development containing retail uses outside of activity centres is of a scale and type that does not compete with the intended function and uses of activity centres.	Not applicable No retail component is required or proposed.
Development in Sub-areas 1 and 3 comprises a low-rise built form fronting the street up to three (3) storeys (podium), with building elements above podium level setback further from street frontages and property boundaries.	Complies The proposal offers a low-mid rise built form incorporating a 2 storey podium element located close to the street frontages and the cross-block

Mixed Use Medium Density Zone – Development Intent	
Intent Element	Proposal Response
	link and upper level built form set back from the public realm.
In the part of Sub-area 1 fronting Curtin Avenue West between Remora Road and Road 1 (Brett Street), building heights up to eight (8) storeys are supported to provide a transition in building height and form.	Not applicable The subject site is not included in Sub-area 1.
Development in Sub-area 2, where adjoining Sub-area 4 in the Mixed use high density zone, comprises a medium-rise form and establishes a transition between adjoining high-rise built form and civic open spaces.	Not applicable The subject site is not included in Sub-area 2.
Development in Sub-area 3 fronting Macarthur Avenue North, where located opposite to and south of the Mixed Industry and Business zone, delivers built form and architectural outcomes compatible with the established commercial character of that location to: <ul style="list-style-type: none"> i. provide an interface with nearby mixed industry and business activities ii. support agglomeration opportunities for high-value knowledge-based industry, iii. avoid, mitigate and manage potential overlooking and interface issues (e.g., potential air quality, odour, dust, noise and lighting impacts or nuisance) from industrial land uses in the north east of the PDA), particularly for any development proposing residential land uses. 	Complies The subject site is located fronts MacArthur Ave North but is located directly opposite established residential uses rather than land included in the Mixed Industry and Business zone. Agglomeration of non-residential uses is therefore not applicable. The proposed development has been designed to mitigate potential impacts arising from nearby industrial land uses. Notably, the proposal accords with the maximum height limitation of 30m and thus will be unaffected by potential air emissions. Building design responds to potential noise and light emissions arising from MacArthur Ave.

It is considered that the proposal appropriately responds to the overarching intent for development in the Mixed Use Medium Density Zone and the specific Scheme provisions guiding the scale, form and appearance of development in the Zone.

7.0 Emerging and Non-Statutory Policy

7.1 Non-statutory Policy

In addition to the statutory provisions of the Northshore Hamilton PDA Development Scheme Amendment no.1 (October 2022), EDQ has drafted a number of non-statutory PDA guidelines to assist designers with their consideration of specific design or planning outcomes. The guidelines of relevance to this proposal include:

- PDA Guideline No. 02 – Accessible Housing
- PDA Guideline No. 08 – Medium and High Rise Buildings
- PDA Guideline No.16 - Housing

The proposed development has taken into consideration the additional information provided in these documents.

7.2 Emerging Policy

On 20 September 2024, the *Economic Development (affordable housing) Amendment Regulation 2024* (the Amendment Regulation) was made, amending the *Economic Development Regulation 2023* (ED Regulation) to support the MEDQ functions and powers for affordable housing under the Economic Development Act.

Specifically, the Amendment Regulation inserts a new section 2B in the ED Regulation that prescribes, for s7B of the ED Act, the criteria to be satisfied for housing to be affordable for the following types of households:

- very low income households,
- low to moderate income households,
- first home buyer households,
- key worker households.

This amendment will allow EDQ to set affordable housing requirements in PDA development schemes where required and prepare guidance material to support implementation.

Notably, the existing PDA Guideline no.16 (January 2016) is currently under review to reflect the proposed changes to the ED Regulation, which expands on the information contained in Guideline 16 for housing to be considered affordable in a PDA and modifies the assumptions in the method for calculating the affordable housing price point. The Regulation prevails over any inconsistency with Guideline 16.

It is anticipated that EDQ will take into account any relevant aspects of this emerging policy during assessment of the application and when setting reasonable and relevant conditions.

8.0 Other Matters – Conditions of Approval

We respectfully request that, when preparing an approval condition's package, consideration be given to the following suggested revisions to some of EDQ's 'standard' conditions and timing. These suggestions are offered to ensure the delivery of a 'workable' approval with respect to subsequent compliance actions and timing.

Affordable Housing Requirements

We suggest that the following condition be included in the approval package:

Submit to EDQ DA evidence that the approved development delivers 5% affordable units in accordance with the PDA Guideline No.16 Housing.

Timing: Prior to commencement of use

This wording confirms that affordable housing has been provided in accordance with the Development Scheme requirements but removes the need for annual confirmation of rental prices within the development.

Green Star Certification

It is requested that the timing specified for a condition seeking compliance assessment for ESD sustainability be amended to the following:

Timing: within 1 year of commencement of the use and then to be maintained

This wording replaces the current wording 'Prior to issue of Certificate of Classification/Final Inspection Certificate/BFP endorsement, or prior to commencement of use, whichever comes first, and then to be maintained'.

This request recognises that Green Star certification cannot be gained following completion of the development; rather, this assessment examines the building's performance when fully operational. A minimum of 6-12 months is required before Green Star certification can be issued, thus any relevant condition pertaining to this matter should reflect this timeframe.

9.0 Conclusions and Recommendations

This Town Planning Report has been prepared by Urban Strategies Pty Ltd on behalf Silverstone Landholdings No 19 Pty Ltd, for a Development Application seeking a Priority Development Area (PDA) Development Permit for a Multiple Dwelling and a volumetric access easement on land at 330 MacArthur Ave.

The proposal seeks to develop 2 apartment buildings comprising 115 units with associated communal open space and car parking area. The proposal will also deliver a privately-owned but publicly accessible cross-block link between MacArthur Ave and Karakul St. To achieve these outcomes, this application seeks approval for the following:

- Material Change of Use (Development Permit) for a Multiple Dwelling, and
- Reconfiguring of a Lot (Development Permit) for an Access Easement.

The proposal delivers a bespoke, dual-tower apartment complex comprising high-quality, contemporary architectural design and attractive landscaped spaces. The site responsive positioning of the built form activates the existing street frontages and the cross-block link. Resident and visitor safety, privacy and amenity across the development and public realm will be supported through the use of considered architectural and landscaping design responses that provide opportunities for casual surveillance and connection.

The proposal's design draws inspiration from the locality's First Nation's culture, represented in the development's built form, materials, finishes and planting palette. The proposal's biophilic design comprises a generously landscaped ground plane and upper level and vertical planting that defines the podium level, articulates the façade, adds beauty to the living spaces and mitigates the heat island effects of a large development. The private landscaped elements seamlessly connect with the publicly accessible, cross-



block link, which will enhance permeability throughout the area for pedestrians and cyclists and offer a strong sense of place within a rapidly evolving mixed use precinct.

The proposal purposefully responds to the principles of sustainability, affordability and adaptability through thoughtful building configuration, unit layout and landscaping solutions. The proposed development offers a new residential community for people of varying household types, mobility and earning capacity and is expected to set the standard for development in the locality.

The proposal is consequently considered an appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant Assessment Benchmarks, it is therefore recommended to the Council to be approved subject to reasonable and relevant conditions.

Urban Strategies Pty Ltd

December 2024

APPENDIX A – Assessment Against Provisions of the Northshore Hamilton PDA Development Scheme

Section 2.3 – Vision

Criteria	Compliance	Proposal Response
2.3.1 The Opportunity		
<p>Northshore Hamilton is one of Brisbane’s most significant waterfront development opportunities with remarkable locational advantages, including direct access to almost 4km of Brisbane River foreshore and outstanding views of Brisbane’s central business district. The PDA presents a city shaping opportunity to deliver a master planned district that is:</p> <ul style="list-style-type: none"> i. Brisbane’s most sustainable, climate responsive and desirable living address, ii. a unique, renowned recreation and tourism destination, and iii. a major driver of economic, innovation, enterprise and employment activity. <p>The PDA is a vibrant area, co-locating a diverse range of urban activities and uses which are strategically positioned to capitalise on the characteristics of the area and ensure the community has access to a range of housing, enterprise, employment, retailing, recreation and service offerings.</p>	Noted	The proposal seeks to capitalise on the site’s locational opportunities.
2.3.2 Land Use		
2.3.2.1 Open Space, Sport and Recreation		
<p>A series of connected, high quality civic open spaces focussed predominantly along the Brisbane River provide public access to the riverfront. Civic open spaces:</p> <ul style="list-style-type: none"> i. are designed to promote river access and establish the PDA as a world class lifestyle, recreation and events destination, ii. provide for formal and informal recreation, encouraging healthy active lifestyles, and iii. are supported with appropriately scaled retail, cultural uses and events enabling the PDA to evolve its character and attractions. <p>The Royal Queensland Golf Club operates as a regionally significant sport and recreation facility and provides sporting opportunities, visual amenity and biodiversity outcomes for the PDA.</p>	Yes	The proposal delivers a new privately owned yet publicly accessible civic space in the form of a cross-block link.

Criteria	Compliance	Proposal Response
2.3.2.2 Mixed-use Areas		
<p>A combination of medium-density and high-density mixed-use areas will support a range of employment and housing opportunities in an integrated urban context, featuring both medium-rise and high-rise development.</p> <p>Mixed-use areas offer highly urbanised living and working opportunities and amenity outcomes that are consistent with this context.</p> <p>Mixed-use medium-density areas provide for a range of mid-rise building forms as well as a diversity of development scale and density with a direct relationship with adjoining active and attractive streetscapes. These mid-rise mixed-use areas support residential, commercial and convenience retail uses and are sympathetic to the interface with nearby non-residential areas.</p> <p>The greatest intensity of development is located in the mixed-use high density areas along Macarthur Avenue, which capitalise on new civic open spaces that frame the Brisbane River and the location of activity centres, particularly the main activity centre. These areas of higher density provide a mix of residential, retail, entertainment, cultural, commercial and employment uses which support urban living, energise the local economy and activate the area day and night.</p>	Yes	<p>The proposal provides a medium-rise residential development of a bulk and scale that is consistent with existing and proposed development in the locality.</p> <p>The proposed design delivers a contemporary, high-quality built form that will elevate the standard of development in the precinct. The proposed buildings are designed with direct connectivity on the ground plane to the street frontages and cross-block link and opportunities for casual surveillance from upper floors.</p> <p>The proposed development will increase housing supply in the locality and introduce a new resident population that will support nearby commercial activities.</p>
Centres		
<p>Three distinct centres provide the focus of activity in the PDA, each with their own distinct purpose, scale and focus.</p> <p>The main activity centre is located centrally within the PDA, forms the heart of the mixed-use area adjoining Macarthur Avenue and is the primary node of activity in the PDA. This location offers the highest level of accessibility for residents, workers, and visitors. Prominent levels of visual amenity and leisure-based activity are provided in conjunction with the adjacent civic urban open space and Brisbane River foreshore. This main activity centre:</p> <ul style="list-style-type: none"> i. provides a diversity of retail, cultural, commercial, community and entertainment uses, with the opportunity for residential uses, in a high density, mixed-use setting, ii. addresses and activates streets and civic open spaces, iii. ensures ground level activation to streets, pedestrian pathways and cross block links, 	Not applicable	<p>The subject site is not identified within an activity centre.</p>

Criteria	Compliance	Proposal Response
<ul style="list-style-type: none"> iv. delivers strong connections, through the public and private realm, from the river foreshore and civic open space area to surrounding areas in the PDA, particularly the education and community facilities to the north, v. features high quality landscape design and built form, and vi. is supported with access to pedestrian, cyclist, public transport and car parking facilities. <p>The western activity centre is located at the existing Portside Wharf precinct and is the secondary node of activity in the PDA. This western activity centre will continue to offer a range of retail, commercial and entertainment opportunities focussed on an activated central spine, providing a strong connection from Hercules Park through to the Brisbane River front.</p> <p>The eastern activity centre is located at the corner of Macarthur Avenue and Angora Road opposite Northshore Riverside Park and is the tertiary node of activity in the PDA. This small-scale node provides convenience based retail along with food and drink opportunities, activating nearby open space edges and movement corridors. Opportunity for small scale, tourism related commercial uses compatible with the surrounding area also exist.</p>		
Social Infrastructure		
<p>Social infrastructure in the form of a community facilities hub is located centrally within the PDA. The hub contains urban education and community uses with co-located and integrated facilities and provides a range of academic, education, sport, recreation and learning spaces and opportunities. This includes high levels of coordinated and shared access for community use.</p>	Yes	The proposal delivers community infrastructure in the form of a cross-block link connecting MacArthur Ave North with Karakul Rd.
2.3.2.3 Enterprise		
<p>An enterprise area is located between Kingsford Smith Drive and Cullen Avenue West and capitalises on the high exposure and connectivity provided by this location. This area attracts investment and generates new clean, high technology and research-based services and employment, maximising opportunities for innovation. A range of enterprise and employment opportunities are also accommodated, including commercial and large format retail uses.</p> <p>Redevelopment of the enterprise area recognises and carefully manages the ongoing transition of the area and its surrounds having regard to development constraints. Redevelopment of this area ensures the safety and amenity of new residents, workers and visitors with consideration for emissions and hazardous activities.</p>	Not applicable	The subject site is not located within an identified enterprise area.

Criteria	Compliance	Proposal Response
2.3.2.4 Industry		
<p>An established and strategically significant industrial area is located between Southern Cross Way and Curtin Avenue West. This area accommodates a variety of industrial and commercial uses ranging in scale from local service industries through to global corporate organisations.</p> <p>This strategic industrial land capitalises on the PDA’s access to the national highway network and Kingsford Smith Drive as well as the domestic and international markets accessible via its location in the Australia Trade Coast and proximity to Brisbane Airport and the Port of Brisbane.</p> <p>Over time, existing intensive industrial land uses will transition away from heavy and high impact industry to clean, low impact industry. New heavy or high impact industry is not envisaged in the PDA and expansion or redevelopment of existing industries of this nature will be strictly controlled. Existing, lawful, industrial land uses are protected from encroachment through the industrial interface area. New non-industrial land uses in and adjoining industrial areas will need to demonstrate their ability to function safely and effectively without compromising existing industrial uses.</p>	Not applicable	The subject site is not located within an identified industrial area.
2.3.2.5 Industrial Interface		
<p>The mixed industry and business area accommodate a mix of knowledge, technology and research-based enterprises, large scale commercial and corporate operations and complementary retail services. Built form presents as commercial appearance, activating street interfaces and addressing the adjoining vegetated drainage corridor.</p> <p>This industrial interface establishes a buffer from the encroachment of non-industrial uses, especially sensitive uses, into the nearby industrial area. This area provides a transition in land uses and built form between established industrial development and emerging mixed-use areas. The scale, nature and activity level of land uses complement existing developments in the area and do not adversely impact or impede the delivery of mixed-use, residential, commercial, retail or community uses in non-industrial areas to the south and west.</p>	Not applicable	The subject site is not located within an identified mixed industry and business area.
2.3.3 Transport and Connectivity		
<p>The PDA is integrated with citywide transport networks and is well connected, legible, safe, inclusive, accessible and permeable to a full range of pedestrian, cyclist, public transport and private vehicle movement.</p>	Yes	The proposal contributes to the creation of integrated transport networks in the precinct through the provision of a cross-block link connecting MacArthur Ave North with Karakul Rd.

Criteria	Compliance	Proposal Response
Active Transport		
<p>A network of active transport links including pathways through civic open spaces, cross block links, road reserves and designated on street cycle lanes support the movement of people throughout the PDA. This connectivity ensures that people who live and work in the PDA can incorporate physical activity and active commuting options into their daily lives.</p> <p>Pedestrian and cyclist connectivity is provided in a predominantly grid structure complementary to the street network, as well as in the civic open spaces adjoining the Brisbane River. This network ensures movement in and around the PDA is direct, convenient, legible, safe, inclusive and efficient. Opportunities for foreshore pedestrian and cycle connections to land east of the PDA are maintained and protected.</p> <p>Streetscaping along key pedestrian and cycling linkages:</p> <ul style="list-style-type: none"> i. contributes to the visual appeal of the public realm, ii. reduces the urban heat island effect, iii. contributes to the safety of pedestrians and cyclists, iv. reinforces pedestrian and cycle connections between key destinations in the PDA including activity centres, community facilities, employment clusters and the civic open spaces along the river, and v. reinforces connections to public transport and the surrounding walking and cycling network such as existing active transport. 	Yes	<p>The proposal provides a publicly accessible cross-block link connecting MacArthur Ave North with Karakul Rd. The link will be created via a privately owned and maintained access easement.</p> <p>The proposed design of the link will ensure it offers direct, convenient, legible, safe, inclusive and efficient active transport connections for pedestrians and cyclists.</p> <p>The link will be landscaped with high-quality, sub-tropical planting palette to create a visually appealing space that helps mitigate the heat island affect associated with higher density development.</p>
Public Transport		
<p>Public transport in the PDA is highly accessible and offers regular bus and ferry services. Public transport stops and their access points are well defined, activated spaces that are clearly identifiable. Macarthur Avenue, Theodore Street and Brett Street provide the main bus transport routes within the PDA. The existing Bretts Wharf and Northshore Hamilton ferry terminals are maintained. Potential for a new ferry terminal in the vicinity of the urban civic space and nearby main activity centre is preserved to allow for enhanced connectivity to the PDA long term.</p>	Yes	<p>The additional population accommodated by the proposed development will support the long-term viability of public transport networks in the locality.</p>
Street Network		
<p>Roads, including new road connections, are designed to cater for anticipated vehicle, cyclist and pedestrian movements, as well as streetscaping and car parking requirements. Intersections are designed to facilitate safe movement of pedestrians, cyclists and vehicles, providing multiple</p>	Yes	<p>The proposal will deliver any necessary street improvements to support connectivity in the locality.</p>

Criteria	Compliance	Proposal Response
connections to Kingsford Smith Drive. Accessibility to the adjoining Gateway Motorway is maintained. Streets are designed to be places for people , providing, legible, safe, direct, convenient and inclusive pedestrian and cycle access, while maintaining essential vehicle movement functions.		
Brisbane Cruise Terminal		
The existing Brisbane Cruise Terminal at Portside Wharf operates as tourism infrastructure of State significance and establishes the PDA as a key gateway entrance point for domestic and international visitors to Brisbane. Access to passenger movement and associated servicing of the terminal are well defined and operate safely. The potential for this facility to evolve and adapt to provide for alternative modes of water-based transport for both tourism and recreation purposes is recognised.	Not applicable	The subject site is not located near the Brisbane Cruise Terminal.
2.3.4 Urban Design, Public Realm and Sustainability		
The relationship between public spaces, streets and buildings in the PDA creates an urban environment that is human-scaled, attractive, safe and activated.	Yes	The proposed development will deliver a human-scaled, attractive, safe and activated public realm.
Public Realm		
Open spaces, streetscapes and other public realm areas cater for universal access and deliver high quality sub-tropical landscaping and features that create an urbanised sense of place. These public spaces provide safe and secure access throughout the PDA and connect individual developments to each other. An exemplar civic open space network focussed along the Brisbane River is the foundation of the PDA's identity and is designed to function as a unique public destination. The interface between this civic open space and surrounding development is designed to mix indoor and outdoor spaces and the associated public and private realms, delivering subtropical place making		The proposed development delivers a new cross-block link that will connect with the existing public realm in MacArthur Ave and Karakul Rd. The link will be landscaped with high-quality, sub-tropical planting palette to create a visually appealing space that helps mitigate the heat island affect associated with higher density development. A sense of place will be achieved through the provision of direct connections between the link and the development's ground floor units and communal open space, along with a consistent

Criteria	Compliance	Proposal Response
		planting palette. Wherever possible, planting and artwork will reflect the culture of the First Nations people of the locality.
<p>Built Form</p> <p>Buildings and their surrounds address street frontages and public spaces, creating activated and integrated interfaces supported by human movement and casual surveillance.</p> <p>Buildings within the PDA are designed and developed in consideration of the principles of sub-tropical urban design to ensure that neighbouring properties, open spaces and the public realm receive optimal levels of solar access and air circulation.</p> <p>Development provides high quality living and working environments. Buildings, especially dwellings and their associated private open spaces, are designed to achieve best practice outcomes for natural light, thermal comfort, privacy, amenity and cross ventilation.</p> <p>Communal open spaces meet the needs of residents and occupants by complimenting the range of spaces and activities provided in the civic open space network.</p>	<p>Yes</p>	<p>The proposed development offers a human scaled development through the design of a modest sized podium form extending to the site’s street frontages and the cross-block link. Upper level towers are set back from yet oriented towards the public realm to maintain public safety and security through casual surveillance opportunities.</p> <p>Landscaping outcomes in the cross-block link, communal open spaces and on all levels of the building will comprise a high-quality sub-tropical palette that connects seamlessly across all spaces.</p> <p>Buildings are sited and oriented to maximise opportunities to access natural light and breezes in the locality.</p>
<p>Sustainability</p> <p>Buildings within the PDA achieve a high standard of environmental performance and responsiveness. Developments deliver high levels of sustainability and help achieve low to zero carbon emission outcomes at both a site and PDA level.</p> <p>Integration of vegetation in built form, such as green walls, roofs and open space areas is envisaged to reduce the urban heat island effect, improve occupant amenity and enhance built form appearance. Networks of vegetated spaces in the public realm improve the environmental performance of the PDA, including habitat value, water quality objectives and help mitigate the urban heat island effect.</p>	<p>Yes</p>	<p>The proposed development incorporates a range of ESD responses that will contribute to the overall sustainability of the proposal, including passive design elements and water, energy and waste management systems.</p>

Criteria	Compliance	Proposal Response
<p>Occupant amenity is maximised and development is located, oriented and designed to reduce and manage impacts associated with uses and activities that may generate noise, odour or air emissions.</p> <p>Physical constraints such as flooding, storm tide inundation, soil contamination and acid sulfate soils are identified, mitigated and managed.</p> <p>Infrastructure design and provision is adequate to serve the ultimate capacity of the PDA and opportunities for improved infrastructure sustainability and innovation are advanced.</p>		<p>High-quality landscaping responses are provided the ground level and as vertical elements on all floors of both towers.</p> <p>This planting, in addition to the thoughtful orientation and layout of internal living spaces and screening elements, ensure private and amenable living spaces for future residents.</p> <p>The proposed development will be connected to and comfortably accommodated by the existing essential infrastructure networks.</p>
<p>2.3.5 Brisbane 2032 Olympic and Paralympic Games</p>		
<p>In July 2021 Brisbane was named as the host city for the 2032 Olympic and Paralympic Games (the Games) and soon after Northshore Hamilton PDA was announced as the location for the Brisbane Athletes' Village (the Village) for the event.</p> <p>The Village will contain both permanent and temporary buildings, structures, public realm areas and infrastructure.</p> <p>Planning for the design, delivery, governance and post-event legacy of the Village are in the early stages. Development in the PDA will not compromise the ability to deliver an Athletes' Village on state government owned lands in the PDA.</p> <p>Consideration will be given to design, capacity, security, privacy, amenity, environmental, sustainability, transport, infrastructure, engineering, tenure and interface matters as development in the PDA progresses. The level of consideration given to these matters will be commensurate with the level of information available about the footprint, timing and staging of the Athletes' Village and its post-event legacy elements.</p>	<p>Not applicable</p>	<p>The subject site is not associated with the delivery of an athlete's village for the Brisbane 2032 Olympic and Paralympic Games.</p>

Section 2.5 - PDA-wide Criteria

Criteria	Compliance	Proposal Response
2.5.1 Urban Design and Public Realm		
2.5.1.1 Urban Design		
The form, type and arrangement of buildings, streets and the public realm are designed to collectively contribute to a liveable, accessible, safe and healthy community by:		
i. catering for the diverse needs of all community members, including children, elderly and people with mobility limitations, by applying principles of universal, adaptable and inclusive design	Yes	The proposal offers housing diversity with a variety of unit sizes, adaptable internal spaces and a range of price points.
ii. creating an attractive and functional relationship between buildings, private spaces and the public realm, in particular at street and podium levels, and across frontages to the Brisbane River,	Yes	The proposal offers a built form with a podium element fronting the property boundaries and cross-block link and connected private and public spaces.
iii. providing a ground plane that is connected, legible, permeable, inclusive and safe,	Yes	The development offers excellent wayfinding and connectivity between the public realm and private spaces.
iv. applying Crime Prevention through Environmental Design (CPTED) principles,	Yes	The building design orients habitable living spaces and private open spaces towards street frontages and the cross-block link to maximise opportunities for casual surveillance to ensure pedestrian/cyclist safety. Ground level planting outcomes consider CPTED principles by providing large trees and low ground covers to permit viewing along and out of the cross-block link
v. creating a positive relationship between public and private realms,	Yes	Building orientation towards the streets and cross-block link allows for casual surveillance between private spaces and the public realm. Consistent planting palettes in the cross-block link and private communal spaces ensures a seamless visual connection between the spaces.
vi. allowing for innovative and temporary use of the public realm,	Yes	The cross-block link incorporates spaces that encourage users to gather, rest and connect.

Criteria	Compliance	Proposal Response
vii. promoting identity and distinctive character, by working with the landscape, historic and cultural features of the area to create places with a strong relationship to their context, and	Yes	The proposal's building design and many landscaping elements are inspired by the culture of First Nations people who originally resided in the locality.
viii. emphasising gateway locations through urban design treatments that improve wayfinding and legibility within the PDA.	Yes	The proposed cross-block link offers wide and inviting entry spaces to both streets, and a welcome arbour within the link towards the MacArthur Ave end.
2.5.1.2 Subtropical Design		
The form, type and arrangement of buildings, streets and the public realm are designed to positively respond to the local climate by:		
i. applying design strategies that maximise natural light and air flow in the public realm and private spaces,	Yes	The building's siting provides a generous separation between the towers and from proposed developments on adjoining sites to allow access of sunlight and movement of air.
ii. reducing energy demand, artificial lighting and mechanical temperature control,	Yes	The building includes large operable glazing elements to capture natural light and allow entry of breezes into all units.
iii. applying design strategies to reduce the extremes of temperature and direct solar heating in buildings, streets and public spaces,	Yes	The building orients primary living spaces to capture natural light and breezes, provides insulation and weather responsive glazing solutions and external screening to minimise direct intrusion of sunlight and heat during Summer. The development's biophilic design reduces heat absorption in the building and lessens the heat island effect often created by large developments.
iv. orientating buildings to optimise seasonal solar gains and loss, and	Yes	The buildings are oriented to maximise opportunities to optimise seasonal solar gains and losses.
v. using sub-tropical landscaping, vegetation and large trees to provide shade and shelter for pedestrians and cyclists and improve the urban amenity of the Northshore Hamilton PDA.	Yes	The development's biophilic design and landscaping outcomes incorporate a sub-tropical planting palette with large shade/shelter trees and other planting to enhance the beauty of private and public spaces.
2.5.1.3 Building Form		
Development delivers high-quality built form outcomes by:		
i. ensuring new development responds to the surrounding context, including existing, proposed and envisaged future built form, as well as site features, impacts on development and development constraints,	Yes	The proposal's design considers the form of existing and proposed development immediately adjoining the site (BHC and Rockpool developments) and within the locality.

Criteria	Compliance	Proposal Response
ii. using setbacks, design features and landscape to integrate with, complement and articulate streetscapes,	Yes	The development offers a built form that transitions from a podium element close to the sites' boundaries to tower forms set back from the street frontages. High-quality, sub-tropical landscaping solutions seamlessly connect private and public spaces from the streetscape and vertically on the buildings.
iii. considering building height patterns and using building heights to: <ul style="list-style-type: none"> a. define activity centres, b. differentiate between different land uses and zones, c. transition between areas of low, medium and high development intensity, d. mitigate the individual and cumulative effects of taller buildings, such as overshadowing, wind movement, access to sunlight and air circulation, and e. ensure amenity, privacy and functionality for building occupants, adjoining built form and the public realm, noting f. maximum building heights are identified on Map 7 – Building heights, 	Alternative Outcome	<p>The development seeks support for a slightly increased height of development, primarily owing to the building's construction on a basement that rises more than 1m above natural ground level. The northern tower is therefore 6 storeys and the southern tower is 8 storeys.</p> <p>The proposed building heights are consistent with future development on vacant land immediately adjoining the site (both developments range between 5 and 7 storeys).</p> <p>The proposed increase in building height from the MacArthur Ave frontage to the Karakul Rd frontage offers a logical transition from 2 storey residential development to the north and maximum building heights of 23 storeys/85m on vacant land to the south.</p> <p>Building siting maximises opportunities to access natural light and breezes whilst minimising the effects of overshadowing.</p> <p>Resident privacy and amenity is secured through the use of offset balconies, fixed screening elements, landscaping and fencing.</p>
iv. considering overshadowing and promoting winter sunlight to adjoining development, the public realm on the river edge and to streets	Yes	The proposed development does not result in excessive overshadowing to adjoining development or the public realm.
v. considering prevailing winds and incorporating design elements that mitigate the potential for wind tunnels and downdrafts that may negatively impact public realm users or building occupants,	Yes	The proposed built form of a low podium and separated, offset towers mitigates potential wind shear effects across the site.

Criteria		Compliance	Proposal Response
vi.	sharing views between existing and proposed buildings and views to open space areas and the Brisbane River,	Yes	The proposal seeks to maximise opportunities for views out of the site into public spaces (street and cross-block link) and towards the River.
vii.	providing tower separations to deliver access to light, promote air circulation, minimise overshadowing and maximise amenity and privacy for both occupants and neighbours,	Yes	The generous upper level building separation distance of 19.6m maximises opportunities to access natural light and breezes whilst minimising the effects of overshadowing. Resident privacy and amenity is secured through the use of offset balconies, fixed screening elements, landscaping and fencing.
viii.	ensuring the internal design of buildings feature layouts, dimensions and floor to floor heights that prioritise access to natural light and ventilation,	Yes	The proposal's design incorporates generous internal heights (floor to floor) of 3.7m (ground floor) and 3.15m (upper levels) to allow access to sunlight and breezes and to provide a feeling of spaciousness. Internal layouts similarly maximise access to light and breezes whilst maintaining privacy and amenity.
ix.	delivering a variety of communal open spaces for the benefit of building occupants by catering for different demographics and a wide range of activities and uses, such as active and passive recreation, internal and external spaces, formal and informal gathering, as well as quiet respite for work and recreation,	Yes	The proposed development provides a generous quantity of communal open space at the ground plane and on the roof of the southern tower. The communal open space incorporates a variety of indoor and outdoor, passive and active spaces. High-quality landscaping is provided throughout the development.
x.	using the ground floor of buildings to define the adjacent street or space, deliver a sense of safety, community ownership and promote activation,	Yes	The development incorporates a podium element situated close to property boundaries and the cross-block link offering landscaped transition spaces (terraces and balconies) between the public realm and private habitable spaces. Direct access to the public realm is provided from many of the ground floor units.
xi.	delivering high quality, sustainable, architectural outcomes that use materials, design details and articulation to achieve distinctive, attractive and highly functional buildings,	Yes	The proposal offers a highly articulated façade, incorporates a variety of well-considered architectural elements and utilises premium quality materials and finishes to deliver an exemplar building that will raise the standard of development in the locality.
xii.	providing integrated landscaping and opportunities for deep planting in the built form, such as podium and roof levels, and	Yes	The development's biophilic design ensures the seamless integration of high-quality landscaping outcomes with the built form, particularly on the podium and on upper levels.

Criteria	Compliance	Proposal Response
xiii. ensuring provision of car parking beyond minimum requirements does not dictate or compromise built form outcomes.	Yes	The proposed basement accommodates all parking and site servicing spaces, thereby leaving the ground plane available for communal open spaces and landscaping.
2.5.1.4 Streets and Public Realm		
Development delivers high-quality streets and public realm spaces that are:		
i. attractive spaces embellished with landscape and street furniture to encourage social interaction, healthy active lifestyle and community-based,	Yes	<p>The proposed development offers a new public realm in the form of a cross-block link. This space is provided with pathways, landscaping and street furniture to encourage gathering, resting and human connection. The link connects to existing streets and improves permeability throughout the locality.</p> <p>The proposal will also provide a high-quality landscaped transition from the existing street public realms into the development's private spaces.</p>
ii. human-scaled spaces that are designed to contribute positively to the environmental and visual experience of Northshore Hamilton,	Yes	The link offers a series of human-scale spaces comprising planting and landscaping elements that reflect the locality and the First Nations culture of the area.
iii. universally designed and provide legible, permeable and safe movement for all members of the community,	Yes	The link provides a direct connection between MacArthur Ave and Karakul Rd. The provision of appropriately graded ramps ensures accessibility for all people while carefully designed landscaping elements ensure visibility along and out of the link in order to ensure user safety and security.
iv. accessible to the public at all times,	Yes	Despite the land being retained in private ownership, the link will be made accessible to the public at all times through the creation of a volumetric access easement along its entirety.
v. activated along the river front, with opportunities for commercial uses, public events, recreation, improved pedestrian and cycle connections and other uses that are compatible with the area,	N/A	The site does not adjoin the Brisbane River.

Criteria	Compliance	Proposal Response
vi. designed to activate and integrate existing and future public transport stops and active transport routes,	Yes	The link's location will facilitate improved permeability through the locality, which will result in easier and quicker access to public transport opportunities.
vii. designed to increase opportunities for use of the river by visitors as well as tourist, recreational and non-motorised vessels,	N/A	The site does not adjoin the Brisbane River.
viii. diverse and provide large and small gathering spaces that are flexible for a range of uses, including large scale events,	Yes (limited)	The proposed link provides small gathering spaces that encourage users to stop, rest and connect. The link is not intended to provide a large gathering space for the general public.
ix. functional and include structures and landscaping which provide shade and shelter,	Yes	The link's primary purpose is to provide a functional connection between 2 existing streets. The space will be landscaped with a sub-tropical planting palette incorporating large shade trees and low level ground cover.
x. durable with high quality hard and soft streetscape, utilising sub-tropical design, local sub-tropical species and water sensitive urban design principles,	Yes	The development's biophilic design and landscaping outcomes incorporate a sub-tropical planting palette with large shade/shelter trees and other planting to enhance the beauty of private and public spaces. Planting will include species endemic to the locality and reflective of First Nations culture. Water sensitive urban design is incorporated throughout the development to ensure all landscaping elements are sustainably supported.
xi. durable and flood resilient, where subject to flood risk,	Yes	The proposed landscaping elements will withstand any flooding impacts across the site.
xii. embellished with public art and lighting at key locations to create an appealing and safe environment, and	Yes	The link's proposed landscape design incorporates art and structural elements that draws inspiration from First Nation cultures and creates a distinctive and attractive urban space.
xiii. Designed to provide pathways that are of an appropriate width to accommodate anticipated pedestrian volumes.	Yes	The proposed pathways in the cross-block link will be of sufficient width to accommodate the number of pedestrian and cyclists expected to use the space.
Active Frontages Streetscape treatments support active street frontages with high quality treatments and design features including awnings over wide footpaths, landscaped verges,	Yes	The proposal offers a strong podium element comprising a landscaped harbour around the perimeter of the site.

Criteria	Compliance	Proposal Response
street furniture, public art installations and pavement treatments. Retail and commercial tenancies having a visible presence and interaction with the street to encourage pedestrian activity.		
<p>Significant Corner Locations The design of significant corner locations:</p> <ul style="list-style-type: none"> i. deliver a mix of retail, commercial and community uses is provided on ground level that incorporate public spaces for social interaction, ii. ensure uses at podium level are active uses that support casual surveillance, iii. provide building and landscape design features that integrate pedestrian activity and include high-quality visual appeal, such as feature building entries, iv. ensure buildings address both street frontages, and v. truncates built form, where necessary, to enable the delivery of deep planting, sub-tropical, shade trees and reinforce the priority of pedestrian and street based social activity. 	N/A	The subject site is not identified as a significant corner site.
<p>Plazas The design of plazas and similar outdoor space areas:</p> <ul style="list-style-type: none"> i. support flexible multi-use outcomes, including a range of temporary events and uses, ii. feature designs elements that: <ul style="list-style-type: none"> a. contribute to a sense of arrival at activity centres, b. connect stand-alone built forms and adjoining development, c. provide a unified and cohesive framework that integrates landscaping, pavement treatments, lighting, street furniture, signage and other substantial landscaping elements, d. include visual anchors within the urban landscape that identify key areas of activity, e. ensure permeability for pedestrian, active transport and vehicle movement with priority provided to pedestrian and cycle movements over private vehicles, and f. preserve sight lines between the activity centres and ferry terminals, and 	N/A	The proposed cross-block link represents a small thoroughfare rather than a large public plaza associated with standalone activity centres.

Criteria	Compliance	Proposal Response
iii. plan for vehicle and active transport movements, including service vehicle access.		
<p>Civic open spaces Development of the PDA delivers a new linear foreshore promenade connecting a series of high quality civic open spaces adjoining the Brisbane River, as identified on Map 2 – Structure plan. The civic open spaces between Macarthur Avenue and the Brisbane River will each have a unique character, with distinct but complimentary functions. The size and dimensions of the spaces will be significant and meet the public open space needs of the surrounding residents. The location of landscaping and the citing of built form structures ensure breezes are directed and where necessary managed to support year-round enjoyment of the spaces, particularly urban cooling in summer. An urban civic space is located between the main activity centre and the riverfront delivers a multi-purpose, flexible space for urban recreation. The interface between the civic open spaces and surrounding development is designed to mix indoor and outdoor spaces, exemplifying subtropical place making. The opportunity to retain and re-purpose existing warehouse structures which reflect the history of this area is supported.</p>	N/A	The subject site is not identified as a civic open space.
2.5.2 Centres		
Development provides and reinforces three activity centres of varying scale within the PDA as shown on Map 2 – Structure plan. The intent for these centres involves:		
<p>Main activity centre The main activity centre forms the civic heart for the PDA and is sited along Macarthur Avenue as a main street boulevard, between Theodore Street and Road 1 (Brett Street). This primary activity centre is comprised of a vibrant and active mix of retail, food and drink outlets, entertainment, commercial and community uses focused on the ground floor and podium levels. The centre is comprised of up to 15,000m² of traditional retail floor space.</p>	N/A	The subject site is not identified as an activity centre.

Criteria	Compliance	Proposal Response
<p>This centre includes:</p> <ul style="list-style-type: none"> iv. a full-line supermarket up to 3,500m², v. shops such as mini-majors, specialty retail / brand attractors and craft and hobby spaces with a tenancy size generally up to 500m², that generate activity throughout the day on the north side of Macarthur Avenue, vi. small-scale food and drink outlets that capitalise on the Macarthur Avenue outlook adjacent civic open space and the Brisbane River, vii. other entertainment and cultural uses compatible with an activity centre, such as but not limited to, bar, function facility, theatre, hotel and tourist attraction, viii. small and medium sized commercial offices that provide patronage to local retail uses and extend the hours of activation in and around the activity centre, ix. strong visual and pedestrian connection between the urban civic space to the south and the social infrastructure hub to the north to encourage activity and movement through the precinct, This may take the form of a multi-purpose plaza extending northsouth through the centre between Macarthur Avenue and Macarthur Avenue North, providing landscaped active transport connectivity and restricted vehicular access, x. streetscape treatments such as pavement treatments, shade trees and other substantial landscaping of Macarthur Avenue to encourage conservative vehicle speed and contribute to a sense of arrival to the centre, and xi. green links on the eastern and western edges of the centre, incorporated into generous streetscapes and road verges to: <ul style="list-style-type: none"> a) enhance the subtropical function of the precinct, b) provide a well shaded footpath, c) provide other complimentary uses and activities to encourage movement through the area, and d) support locations of rest and respite. 		
Portside Wharf – western activity centre	N/A	The subject site is not identified as an activity centre.

Criteria	Compliance	Proposal Response
<p>Development between Brett Street and the existing western activity centre of Portside Wharf activates Macarthur Avenue, civic open space and the linear foreshore promenade.</p> <p>Permeability and way finding between the primary and secondary activity centres is promoted via pedestrian pathways and cross-block links.</p> <p>A vibrant concentration of centre uses at ground level including offices, shops, entertainment uses and small-scale food and beverage outlets capture the outlook to adjacent open space and the Brisbane river, each with a tenancy size generally no greater than of 500m².</p>		
<p>Eastern activity centre</p> <p>A small-scale activity centre opposite Northshore Riverside Park and adjoining Macarthur Avenue at Angora Road provides up to 2,500m² of small tenancy size convenience retail and dining. This centre:</p> <ul style="list-style-type: none"> i. accommodates shop and food and drink outlets uses with a maximum tenancy size of 500m², ii. services the convenience needs of local residents, workforce and commuters, iii. leverages off its high amenity location adjacent to the Brisbane River, Northshore Riverside Park and Northshore Hamilton Ferry Terminal, iv. features innovative building design to provide a major arrival point to the PDA adjacent to the Northshore Hamilton Ferry Terminal, v. contains articulated building access points and continuous awnings over the footpath to activate the ground floor level to Macarthur Avenue and new road 9, and vi. is oriented and designed to provide an activated interface and enhance amenity, safety and passive surveillance during day and night. 	N/A	The subject site is not identified as an activity centre.
<p>Centres - parking and servicing</p> <p>Car parking and servicing for development within centres:</p> <ul style="list-style-type: none"> i. is not accessed from Macarthur Avenue, ii. is not provided in open areas at ground level, iii. can be located within buildings where it is behind active frontages, and 	N/A	The subject site is not identified as an activity centre.

Criteria	Compliance	Proposal Response
iv. can be located underground below the riverside civic open space.		
2.5.3 Connectivity		
Development: i. delivers a high-quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles as shown on Map 3 – Connectivity, Map 4 – Active transport and where consistent with the works identified in Table 3: Infrastructure catalogue,	Yes	The proposed development provides a high-quality cross-block link that will enhance connectivity between the existing public realms in MacArthur Ave and Karakul Rd for pedestrians and cyclist (see section 2.5.1.4).
ii. ensures universal design principles are applied to meet the diverse needs of pedestrians, cyclists and motorists are met,	Yes	The provision of appropriately graded ramps in the cross-block link and into the private spaces of the development ensures accessibility for all people.
iii. provides car parking, access and servicing facilities to meet the necessary functional requirements of development, as detailed in Schedule 2: Transport, access, parking and servicing,	Yes	The proposed development provides a compliant response with respect to access, parking and servicing.
iv. features landscaping that supports the collection and distribution of stormwater and offsets urban heat island impacts,	Yes	The development’s biophilic design will reduce the heat island effect that often arises from large developments. Stormwater will be appropriately collected and treated to sustainably support the proposed landscaping outcomes.
v. ensures the layout of streets and the public realm prioritise pedestrian and cycle movements and the use of public transport over private vehicles by: a) creating attractive, direct, permeable, convenient, inclusive, legible and connected network of streets, pedestrian and cycle paths and safe crossings points, b) providing pedestrian connectivity, directness of route and facilities that are universally designed,	Yes	The proposed development provides a high-quality cross-block link that will enhance connectivity between the existing public realms in MacArthur Ave and Karakul Rd for pedestrians and cyclist (see section 2.5.1.4). The proposed link will be accessible, safe, attractive and comfortable in all weather conditions.

Criteria	Compliance	Proposal Response
<ul style="list-style-type: none"> c) providing convenient through-site connections and cross-block links for pedestrians and cyclists, offering a choice of routes throughout the PDA, d) connecting directly to existing footpaths, cycleways, streets, open spaces and public transport in surrounding areas, e) managing potential conflicts between pedestrians, cyclists and other users through safe design, f) delivering generous landscaping that gives shade and comfort for pedestrians and cyclists in public open spaces and key pedestrian and cyclist connections, and g) providing footpaths of appropriate unobstructed width to cater for anticipated volumes of different active transport modes, and 		<p>The proposed pathways in the cross-block link will be of sufficient width to accommodate the number of pedestrian and cyclists expected to use the space.</p>
<ul style="list-style-type: none"> vi. contributes to an efficient and accessible public transport network that features: <ul style="list-style-type: none"> a) bus stops at regular intervals along primary roads, b) a potential new ferry terminal adjacent to the civic heart in MacArthur Avenue proposed to service commuter and tourism connections, and c) an easily understood signage system that integrates all elements of the public transport network within the PDA. 	Yes	<p>The link's location will facilitate improved permeability through the locality, which will result in easier and quicker access to public transport opportunities.</p>
2.5.4 Sustainable Development		
<p>Development in the PDA stimulates, supports and contributes to sustainability at a site, project, building and community level and promotes low or zero carbon emission outcomes in both the public and private realm. This is achieved through design, construction and operation phases of development through the following criteria:</p>		
2.5.4.1 Sustainable buildings		
<p>Development provides the design, construction and operation of sustainable buildings by demonstrating the achievement of:</p> <ul style="list-style-type: none"> i. a minimum 6 leaf EnviroDevelopment certification, or ii. a minimum 4-star Green Star: Design and as Built certification, or iii. an equivalent rating under an alternative rating system. 	Yes	<p>The proposal will deliver a development capable of achieving 4-star Green Star certification.</p>
2.5.4.2 Liveability		

Criteria	Compliance	Proposal Response
Development provides appropriately designed and positioned habitable rooms which allow for access to direct natural light and ventilation from an external source.	Yes	The building orients primary living spaces to capture natural light and breezes, provides insulation and weather responsive glazing solutions and external screening to minimise direct intrusion of sunlight and heat during Summer.
Communal spaces intended for the exclusive use of building residents, occupants and their visitors are designed to: <ol style="list-style-type: none"> i. enhance the liveability of dwellings and workplaces, and ii. provide functional and accessible shared facilities. Shared facilities for accommodation uses may include, but are not limited to: study areas, music rooms, libraries, lounge rooms, gymnasiums, swimming pools and indoor sport facilities, as examples.	Yes	The proposed development offers a variety of communal facilities including a pool, terraces and lounging areas, a wellness centre, spas, sauna, function space, quiet/reflection spaces and viewing spaces.
2.5.4.3 Self Sufficiency		
Development enables communities to be more resilient and self-sufficient by providing opportunities for: <ol style="list-style-type: none"> i. food to be grown in private, communal or public spaces, ii. water to be locally sourced, retained and reused, and iii. energy, with a focus on green energy, to be locally sourced, generated, stored and distributed. 	Yes	Opportunities for food self-sufficiency will be explored as part of the management and operation of the building. The proposal seeks to incorporate systems supporting the retention and reuse of waste and energy.
2.5.4.4 Sustainable Infrastructure		
Development ensures: <ol style="list-style-type: none"> i. all infrastructure is appropriately designed and delivered to support the needs of development, 	Yes	New community infrastructure in the form of a cross-block link is to be delivered through the creation of a volumetric access easement.
<ol style="list-style-type: none"> ii. existing infrastructure is well used, 	Yes	The development seeks to capitalise on infrastructure connected to the site.
<ol style="list-style-type: none"> iii. land that is required for future infrastructure is preserved, 	Yes	The site accommodates the proposed cross-block link as per Development Scheme requirements and previous approvals.
<ol style="list-style-type: none"> iv. opportunities for future alternate modes of transport is considered in the design of streets, civic open spaces and built form outcomes, and 	Yes	The development does not prevent use of the existing streets for alternative modes of transport.

Criteria	Compliance	Proposal Response
v. Digital and telecommunications assets are considered and planned for during the development of the PDA.	Yes	The proposed development will be provided with digital and telecommunications infrastructure.
2.5.4.5 Water Management		
Development provides a stormwater management system designed to deliver the principles of Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) for buildings, streets and public spaces. Onsite water collection and reuse opportunities to support landscaping areas within a development should be investigated and pursued where practicable.	Yes	The proposal will incorporate WSUD and IWCM principles, as confirmed in the Civil Engineering Report.
2.5.4.6 Energy Efficiency		
Development promotes energy efficiency in built form and the public realm through the following approaches:		
i. site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating,	Yes	The siting of the buildings and the orientation of the individual units maximises opportunities for access to natural light and breezes, thereby reducing the need for mechanical heating and cooling.
ii. use of natural light,	Yes	The proposed development is designed to allows the natural access of light into all sections of the building, including internal corridors.
iii. use of energy efficient lighting, plant and equipment, and	Yes	Further detailed building design will ensure the installation of energy efficient lighting, plant and equipment.
iv. integration of at least one of the following energy efficiency measures: a) solar energy generation technology, b) wind energy generation technology, c) integration of green roofs, green walls and other sustainable landscape elements, d) integration of smart technology which passively controls the use of electricity.	Yes	The proposal intends to incorporate solar energy generation technology. The proposed landscaping concept incorporates green roofs and walls. The use of smart technology throughout the building will be further investigated.
2.5.4.7 Waste Management		

Criteria	Compliance	Proposal Response
Development: i. provides facilities for the safe and efficient removal of waste,	Yes	Waste generated by the development will be managed in accordance with the Operational Waste Management Plan (OWMP).
ii. provides facilities for recycling, composting and waste reduction,	Yes	The OWMP include recycling , composting and waste reduction solutions.
iii. ensures that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters ensures waste access and collection points and servicing areas for waste collection vehicles are appropriately designed to mitigate and manage acoustic and odour impacts, and	Yes	The management of liquid and solid waste will occur as outlined in the OWMP.
v. ensures waste management areas are designed to be integrated into part of the development, preferably within the building or specifically designed enclosed areas, and designed to avoid disruption to movement and circulation areas ensuring the safe, convenient, and prioritised movement of pedestrians, active transport users and private vehicles.	Yes	Waste management facilities are designed into the basement of the proposed development and accord with applicable standards.
2.5.4.8 Transport Efficiency		
Development: i. provides for and integrates with public transport and active transport infrastructure,	Yes	The proposed cross-block link provides new opportunities for active transport and improved connectivity with public transport facilities.
ii. accommodates opportunities to provide mobility as a service, including but not limited to: scooter and bicycle rental schemes, car rental services, taxi services and car share schemes	Yes	Opportunities for the provision of mobility services will be further investigated at the detailed design stage.
iii. supports a reduction in car ownership and vehicle trips by providing a variety of flexible, accessible, efficient and attractive active transport and mobility as a service options, and	Yes	The subject site is ideally located with access to public transport options in the locality. The cross-block link will deliver improved opportunities for the use active transport and bicycles are accommodated for in the basement.
vi. provides facilities to support the charging of electric vehicles including at least one Destination AC charger and the electrical capacity for Basic AC charging on all non-visitor parking.	Yes	Opportunities for the provision of a charging station will be further investigated at the detailed design stage.
2.5.5 Housing Diversity		

Criteria	Compliance	Proposal Response
Development for residential uses and accommodation activities, including residential components of a mixed-use development, provide:		
i. diverse housing choice to suit a variety of households by offering: <ul style="list-style-type: none"> a) universal design, b) adaptable design, and c) a variety in dwelling sizes, tenure, layout and configuration, 	Yes	The proposal will deliver dwelling sizes of 1 to 3 bedrooms, with varying internal layouts. Approximately 20% of the units will be designed in a manner that allows for internal alterations that provide additional accessibility if required. See section 5.3.5 for further discussion.
ii. a minimum of 10 per cent of total residential GFA as dwellings with three (3) or more bedrooms,	Yes	Approximately 15% of the development's GFA is provided as 3 bedroom units.
iii. a minimum of five (5) per cent of total residential GFA as either, or a mix of: <ul style="list-style-type: none"> a) public housing, b) social housing, and c) affordable housing, and 	Yes	The development's proposed 1 bedroom units are expected to be available to be affordably rented by households on the median household income for Brisbane LGA. This unit type represents approximately 13% of the developments total GFA.
iv. dwellings for public housing, social housing or affordable housing are distributed throughout residential and mixed-use developments and designed to integrate seamlessly within a neighbourhood.	Yes	The proposal incorporates 1 bedroom units throughout the development.
2.5.6 Infrastructure Planning and Delivery		
Development ensures: <ul style="list-style-type: none"> i. planned infrastructure networks are provided or their future provision is not compromised, and 	Yes	The proposal provides community infrastructure in the form of a cross-block link.
<ul style="list-style-type: none"> ii. infrastructure networks are delivered to relevant standards, in a timely and coordinated way to facilitate ongoing development in the PDA. 	Yes	The link will be designed to a high standard with respect to accessibility and hard and soft landscaping outcomes.
2.5.7 Environment		
2.5.7.1 Significant Vegetation		
Development: <ul style="list-style-type: none"> i. avoids impacts on significant vegetation, or 	N/A	The subject site does not contain any vegetation.

Criteria	Compliance	Proposal Response
ii. minimises and mitigates impacts on significant vegetation after demonstrating avoidance is not reasonably possible, and		
iii. maintains the habitat, water quality and flood mitigation values of significant riparian vegetation.		
2.5.7.2 Waterways and Riparian Areas		
Development:	N/A	The subject site is not close to a waterway or riparian area.
i. ensures that land along the Brisbane River is accessible as civic open space,		
ii. is located, designed, constructed and operated to avoid, or where avoidance is not reasonably possible, minimise and mitigate adverse impacts on: <ul style="list-style-type: none"> a) the hydraulic capacity of the waterway, b) the environmental values of receiving waters, c) the habitat values of significant vegetation in waterways and riparian areas, and d) the ability for fish and other marine animals to move unimpeded along waterways, 		
iii. protects environmental values of receiving waters by delivering appropriate solutions that achieve an equivalent or improved water quality outcome,		
iv. ensures that waterways that require maintenance are afforded appropriate access for vehicles and personnel tasked with undertaking these activities, and		
v. protects water quality throughout the PDA, as well as achieving the water quality objectives for the Brisbane River and Moreton Bay receiving waters.		
2.5.7.3 Acid Sulfate Soils		
Development:	Yes	The proposed development will manage potential impacts from Acid Sulfate Soils in accordance with the ASS and Geotechnical Management Plan.
i. involving filling, excavation, or any other form of development that may disturb potential or actual acid sulfate soils (ASS) be supported by ASS investigation reports,		

Criteria	Compliance	Proposal Response
ii. ensures ASS is treated in accordance with current best practice in Queensland, and		
iii. ensures the disturbance of ASS is: <ul style="list-style-type: none"> a) avoided to the greatest extent practical, then b) managed to reduce risks posed to the natural and built environments from the release of acid and metal contaminants. 		
2.5.7.4 Contaminated Land		
Development: <ul style="list-style-type: none"> i. manages contaminated land to ensure all land and groundwater is suitable for its proposed future use, and 	N/A	The subject site is not affected by any known contamination.
ii. ensures that best practice management measures are implemented to prevent contamination spreading beyond its existing extent due to development activities.		
2.5.8 Flood		
Development in the flood hazard area identified on Map 5 – Flood and stormtide inundation must demonstrate how its location, design and construction will address, mitigate, and where relevant manage, the hazards and risks posed by flood and stormtide inundation.		
Development: <ul style="list-style-type: none"> i. is designed to avoid, minimise and mitigate the susceptibility to, and the potential impacts of, inundation by flood and/or storm tide waters, 	Yes	A review of the potential for the Site to be inundated and the requisite minimum development levels has indicated that the proposed development will have a level of immunity well in excess of that nominally required to satisfy both the requirements of the LGA planning scheme and the higher immunity currently being adopted by EDQ with regard to the design of the road system within the PDA.
ii. does not result in a material increase in flood levels on upstream, downstream or on adjacent properties		
iii. does not result in an increased risk to people and property, with specific consideration for sensitive uses and vulnerable uses,		
iv. provides for efficient and safe evacuation during defined flood events without unduly burdening the city’s counter-disaster response unit, particularly for vulnerable uses and difficult to evacuate uses,		
v. ensures underground car parks are designed to prevent the intrusion of storm tide waters or flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level,		
	Management of any potential flood impacts will be undertaken in accordance with recommendations of the Flood Assessment.	

Criteria	Compliance	Proposal Response
vi. provides measures to ensure critical services remain operational in an inundation event. Essential electrical services must be located above the defined flood level, and		
vii. ensures any hazardous material manufactured or stored on site is not susceptible to risk of inundation		
2.5.9 Managing the Impact of Development		
The Northshore Hamilton PDA is a mixed-use environment that accommodates a range of diverse land uses and highly urbanised living and working opportunities. Amenity outcomes are consistent with this diverse, vibrant, high density, mixed-use urban context.		
2.5.9.1 Noise		
Development manages the noise amenity expectations of different land uses, especially sensitive land uses, with consideration for the variety of noise sources that may contribute to background noise levels in the PDA, such as aircraft operations, transport noise, marine activities, industrial activities and mixed-used urban environments. Development is designed, sited and constructed to: <ul style="list-style-type: none"> i. mitigate exposure of occupants to noise impacts from: <ul style="list-style-type: none"> a) industrial noise sources, b) airport and aviation facilities, c) marine facilities, d) designated transport noise corridors, and 	Yes	Management of potential noise impacts from the listed sources will occur in accordance with the recommendations of the Acoustic Report.
ii. meet building standards for recommended sound levels for building interiors, and		
i. achieve minimum acoustic environmental values for indoor and outdoor areas.		
Development manages the noise amenity expectations of different land uses, especially sensitive land uses, where noise levels are demonstrated to be consistent with noise standards for those uses.	N/A	The proposed development is only for residential purposes.
2.5.9.2 Brisbane Airport		

Criteria	Compliance	Proposal Response
<p>Development is designed, constructed, and operated to protect the safety and functioning of operational airspace, aviation facilities, airport operations and airport operators of the Brisbane Airport. This includes consideration for Australian Noise Exposure Forecast (ANEF) contours, prescribed operational airspace, emissions, lighting and wildlife hazard. Development does not result in new buildings or structures compromising operational airspace.</p> <p>Development for a sensitive use is appropriately designed to manage and attenuate impacts from aircraft noise to protect the health and wellbeing of occupants.</p>	N/A	The proposed development will not interfere with the ongoing safety and functioning of the Brisbane Airport.
2.5.9.2 Industrial Risk and Hazard		
<p>Development does not emit heat, radioactivity, biohazards, electromagnetic radiation, chemicals, noise, vibration, emissions or similar outputs at levels which may cause adverse impacts to health, safety and the environment.</p> <p>There are current industrial land uses and associated infrastructure located in the PDA, including hazardous chemical facilities, that due to the nature of their operations could present hazards and risks to existing or new development located in their vicinity, especially sensitive uses.</p> <p>While a material change of use for Special Industry or High Impact industry is prohibited development, building work for the continued operation of these uses where they are existing lawful uses is generally supported where it does not result in new impacts, or an intensification of existing impacts from the use.</p> <p>Development involving non-industrial land uses, such as sensitive uses, located on land within the Industrial amenity investigation area or the industrial hazard investigation area as shown on Brisbane City Plan Industrial amenity overlay mapping, must demonstrate how its location, design, construction and operation will address, manage and mitigate the hazards and risks posed by any industrial land uses and their associated infrastructure.</p>	N/A	The proposed development does not involve any industrial uses.
2.5.9.4 Air Quality		
Existing activities and their potential impact areas, which by their nature have the potential for off-site impacts on non-industrial land uses such as sensitive uses, are shown as investigation areas on Map 6 – Air quality.	Yes	The air quality assessment has determined that the proposed development is unlikely to be affected by air emissions produced by

Criteria	Compliance	Proposal Response
<p>Development within the investigation areas shown on Map 6 – Air quality must be designed and constructed to be compatible with the existing uses that have the potential for off-site air emissions in a way that:</p> <ul style="list-style-type: none"> i. limits the exposure of occupants in the development to pollutants that could have an adverse effect on human health, and ii. does not adversely affect the continued operation of the existing activities. <p>Development in a transport air quality corridor area, as shown on Brisbane City Plan Transport air quality corridor overlay, is designed to:</p> <ul style="list-style-type: none"> i. minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of occupants of sensitive uses, and ii. maximise wind movement around buildings and the dispersion of traffic generated air pollutants. <p>Development manages the air quality amenity expectations of different land uses, especially sensitive land uses, such as odour or visible air emissions, where those emissions are demonstrated not to be hazardous to human health.</p>		<p>existing industrial uses located to the north of the site or nearby transport corridors.</p> <p>The proposed height of development remains below the maximum permitted height 30m, which anticipates the possibility of air emission impacts.</p>
2.5.9.5 Brisbane Cruise Terminal		
<p>The ongoing use of the Brisbane Cruise Terminal as a significant tourist facility is supported. Occupants of buildings in areas surrounding the facility can expect a standard of amenity commensurate with lawful cruise ship operations. Development does not involve permanent or temporary physical obstructions that compromise the safe and efficient navigation of vessels on the Brisbane River, including vessels utilising the Brisbane Cruise Terminal.</p> <p>Development does not compromise the safe and efficient operation of the Brisbane Cruise Terminal facilities, located west of Wharf Street, including the passenger lounge, stevedoring area as well as pick up and drop off facilities for private vehicles, taxis and coaches. Development in the vicinity of the Brisbane Cruise Terminal is designed and constructed to:</p> <ul style="list-style-type: none"> i. avoid, manage or mitigate potential impacts (e.g., noise, air quality, traffic, visual) on occupants resulting from the lawful operation of the Brisbane Cruise Terminal, and 	N/A	<p>The subject site is not located near the Brisbane Cruise Terminal.</p>

Criteria	Compliance	Proposal Response
ii. ensure that there are no adverse effects on the continued operation of the Brisbane Cruise Terminal.		
2.5.9.6 Harbour, Foreshore and Marinas		
Development:	N/A	The subject site is not located near a harbour, foreshore or marina.
i. enhances the appearance and function of waterfront land,		
ii. contributes to an efficient marine transport network within the Brisbane River,		
iii. provides safe, unrestricted public access along the foreshore and to maritime facilities, and		
iv. is designed, constructed and operated to avoid, minimise and mitigate adverse impacts on coastal processes and coastal environmental values.		

Section 2.6.1 – Mixed Use Medium Density Zone Provisions

Criteria	Compliance	Response
2.6.1.2 Reconfiguration Provisions		
Minimum lot size: 100m ²	N/A	The proposed development does not seek to create new lots; rather the ROL aspect of development is for the creation of a volumetric access easement.
Minimum frontage: 20m		
2.6.1.3 Built Form Provisions		
Plot Ratio		
Maximum plot ratio: 1.5:1 Revised plot ratio of 1.36:1 over all of Lot 5, as prescribed by preliminary approval DEV2023/1421	Alternative Outcome	The proposal offers a plot ratio of 1.58:1. Discussion on the suitability of this outcome is provided in section 5.3.
Building Height		
<i>Sub-area 3:</i> Podium 3 storeys, total height 5 storeys	Alternative Outcome	The proposed development offers a built form comprising: <ul style="list-style-type: none"> - Northern tower – 6 storeys, being 5 habitable floors above a basement protruding more than 1m above natural ground level with a maximum height (excluding lift overrun) of RL23m AHD, and - Southern tower – 8 storeys, being 7 habitable floors above a basement protruding more than 1m above natural ground level with a maximum height (excluding lift overrun) of RL29.36m AHD. Variation limited to 1 storey above maximum (north tower) and 3 storeys above maximum (south tower). Discussion on the suitability of this outcome is provided in section 5.3.
Building height not to exceed height in metres as shown on Map 7 – Building Heights	Yes	The proposed height of the development’s habitable floors does not exceed 30m AHD (excludes lift overruns).
Building Liveability		
Habitable rooms are required to have an openable window in an external wall that is located and sized to provide access to natural light and ensure natural ventilation.	Yes	The development incorporates operable windows to habitable rooms.

Criteria	Compliance	Response
<p>Building Envelope</p> <p><i>Minimum street frontage setback – Sub-area 3:</i> Ground level: 3m excluding awnings Above ground level: N/A Up to 3 storeys: 3m to balcony; 6m to external wall Above 3 storeys: 6m</p>	<p>Alternative Outcome (limited)</p>	<p>The proposal provides the following setbacks from the site frontages:</p> <ul style="list-style-type: none"> - Ground: 5m from MacArthur Ave and 5.5m from Karakul Rd to private open spaces (terraces), - Up to 3 storeys: 5m (balcony) and 7m (closest wall) from MacArthur Ave and 6.7m (balcony) and 8.7m (closest wall) from Karakul Rd boundary to private open spaces (balconies) - Above 3 storeys: as per up to 3 storeys. <p>Variation limited to front boundary setbacks above 3 storeys for northern tower.</p> <p>Discussion on the suitability of the proposal’s built form is included in section 5.3.</p>
<p><i>Minimum side setback – sub-area 3:</i> Ground level: 3m Above ground level: N/A Up to 3 storeys: 3m Above 3 storeys: 6m</p>	<p>Yes</p>	<p>The proposal provides the following setbacks from the side boundaries:</p> <ul style="list-style-type: none"> - Ground: To western boundary - 18m to link; to eastern boundary - 6.3m (southern tower) and 20m (northern tower) - Up to 3 storeys: To western boundary – 18m to link at closest points + additional setbacks owing to orientation of tower parallel with street frontages; to eastern boundary – 6m to 9.3m (southern tower) and 20m (northern tower) - Above 3 storeys: as per up to 3 storeys
<p><i>Minimum rear setback – Sub-area 3:</i> Up to 3 storeys: 6m Above 3 storeys: 9m</p>	<p>N/A</p>	<p>The subject site extends between 2 street frontages and thus does not have any rear boundary.</p>
<p><i>Scale and bulk – Sub-area 3:</i> Maximum building footprint above podium – 1200m² Maximum horizontal dimensions of building – 60m Maximum length of any one outer building wall – 30m Maximum length between building articulations – 10m</p>	<p>Alternative Outcome (limited)</p>	<ul style="list-style-type: none"> - The proposed development offers tower building footprints of 1,295m² (northern tower) and 1,162m² (southern tower). - Maximum horizontal dimension (north tower) – 58.3m (northern façade) and 57.1m (southern façade); Maximum horizontal dimension (south tower) – 51.9m (northern façade) and 45.4m (southern façade);

Criteria	Compliance	Response
		<ul style="list-style-type: none"> - Maximum dimension of any one outer building wall (north tower) – 24.5m; Maximum dimension of any one outer building wall (south tower) –24.5m; - Maximum length between building articulations (north tower) – approximately 8m (to vertical landscaped balcony walls); Maximum length between building articulations (south tower) – approximately 14m (south-western corner unit only, to vertical landscaped balcony wall) <p>Variations limited to building footprint of northern tower and length of balcony façade for south-western corner units of southern tower.</p> <p>Discussion on the suitability of the proposal’s built form is included in section 5.3.</p>
Orientation		
<p>Development is oriented to the street frontage and, where location permits, to civic open space areas.</p> <p>Development on a corner lot to address both street frontages.</p> <p>Development fronting Macarthur Avenue North orientates outdoor areas, open space and habitable rooms towards the south to avoid potential interface issues with industrial uses to the north.</p>	Alternative Outcome (limited)	<p>The proposed development includes 2 separate towers, each oriented towards their respective street frontage.</p> <p>The western facades of both towers are also oriented to the cross-block link.</p> <p>The subject site is not located on a corner.</p> <p>The proposed northern tower orients half of the units, including primary habitable spaces and private open space, towards the North (to the MacArthur Ave frontage) in order to facilitate casual surveillance and connectivity with the street as sought after by the development Scheme. The air quality assessment has determined that impacts from industrial uses to the north of the site are unlikely to affect the amenity of residents.</p>
Minimum Building Separation within a Site		
<p>Ground level - 6m to any window to a habitable room, unless screened by 1.8m high fence</p> <p>Above ground level - 8m to a balcony; 12m to a window of a habitable room.</p>	Yes	<p>The proposed development provides a minimum separation distance of 19.6m between the private open spaces of the units presenting to the communal open space, for the full length of the towers. This</p>

Criteria	Compliance	Response
		distance increases to 23.4m between the closest walls of habitable living spaces.
Fences		
Maximum height of front fences to ground floor dwellings – 1.5m Minimum visual permeability of front fences – 50% Maximum height of side and rear fences – 1.8m	Alternative Outcome	Ground level units close to the street frontage or link have terraces incorporating podium planters of up to 1m deep, plus permeable security screening on top, set behind transition zones of screening landscaping. Fencing to the eastern side boundary takes the form of rendered walls associated with communal open spaces, driveway access and/or plant and equipment. This response is considered appropriate given that much of the land on the adjoining Rockpool site is to be used for open, at grade car parking.
Rooftops		
Plant and equipment are screened or otherwise integrated with the 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	Yes	Any plant and equipment on both tower rooftops will be appropriately screened. The rooftop of the southern tower will also be provided with communal open spaces limited to some internal amenities, an open lawn and seating/dining spaces covered by a pergola.
Communal Open Space and Facilities		
Development provides universally accessible communal open space that: <ol style="list-style-type: none"> i. is a minimum 25% of the site area, ii. is a minimum standalone area of 40m² and a with minimum dimension of 4m, iii. is integrated in a combination of locations: ground level, podium, above podium and roof top, iv. respects the privacy of both users and those overlooking from neighbouring properties, v. includes landscape, deep planting shade trees or structures suited to the subtropical environment, vi. is positioned for good solar orientation and to minimise water use, and 	Yes	The proposal provides approximately 26% of the site area excluding the cross-block link for communal open space and approximately 34% with the link. Proposed COS exceeds the specified minimum area and dimensions. Spaces are to be provided on the ground level and on the roof top of the southern tower. All spaces are designed exclusively for active or passive recreation, either indoors or outdoors. Facilities include a pool/spas and associated lounging areas, quiet lawn/reflection spaces, gym/wellness space, function/workshop space and landscaped retreats.

Criteria	Compliance	Response
vii. does not include driveways, building entries, storage or turning areas.		<p>The COS will be provided with a variety of high-quality, sub-tropical planting consistent with that to be used in the cross-block link and along the street frontages. Landscaping will be maintained with water conserving irrigation systems.</p> <p>All spaces will have access to natural light at some time during the day.</p>
Private Open Space		
<p>Development provides all dwellings with private open space or a balcony with a minimum area of 12m² and a minimum dimension of 3m.</p> <p>Balconies are screened to maximise privacy between buildings and the public realm, without compromising CPTED principles.</p> <p>Ground floor private open space provides privacy but also allows overlooking of the street to promote passive surveillance.</p>	Yes	<p>All units are provided with private open spaces in the form of either podium terraces or upper level balconies. Spaces vary considerably in area and minimum dimension in response to individual unit sizes and location in the building, but all exceed the minimum specified requirements.</p> <p>Balconies are offset and/or screened to ensure the privacy and amenity of residents in adjoining units without limiting the opportunity for casual surveillance of the public realm or cross-block link.</p> <p>Ground level units close to the street frontage or link have terraces incorporating podium planters of up to 1m deep, plus permeable security screening on top, set behind transition zones of screening landscaping.</p>
2.6.1.4 Urban Design Provisions		
Building Elements and Appearance		
<p>Buildings are to be well articulated with varied materials and design details, balconies, verandahs, terraces, recessed doors and doorways, windows, shade and screening devices and outdoor planting.</p> <p>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.</p> <p>Buildings adjacent to riverside civic open spaces are:</p> <ul style="list-style-type: none"> i. recessed and highly permeable on the ground floor, ii. oriented and designed to provide an activated interface and enhanced amenity, and 	Yes	<p>The proposal offers a contemporary, high-quality residential development with considerable façade articulation through the incorporation of deep recesses, steps, cut-outs, vertical landscaping and screening elements to reduce the perceived length of the buildings' primary facades.</p> <p>All units are generously sized, with increased space available with an increased number of bedrooms. Internal spaces have been designed to be functional and private. Unit configurations allow for the entry of natural light and breezes into primary living spaces, but are also</p>

Criteria	Compliance	Response
<p>iii. provide safety and passive surveillance during day and night. Development provides a well-defined entry point for pedestrians. Building form allows for cross ventilation and supports a naturally ventilated environment. Buildings incorporate weather protection, screening, and shading structures to channel breezes, filter sunlight, block out night lighting and provide rain protection.</p>		<p>afforded weather protection, privacy and amenity with the considered use of screening and window placement. Each tower is provided with a clear point of entry into a communal lobby space on the ground level, and additional direct access points are provided from the street frontage to private terraces of units fronting MacArthur Ave or the cross-block link.</p>
Ground Level Treatment		
<p>Development activates street frontages and encourages pedestrian activity by providing a high frequency of front entries or doors to dwellings, non-residential tenancies or communal spaces which are emphasised through architectural and landscape treatment, pedestrian paths and awnings.</p>	Yes	<p>Each tower is provided with a clear point of entry into a communal lobby space on the ground level, and additional direct access points are provided from the street frontage to private terraces of units fronting MacArthur Ave or the cross-block link. These entries are emphasised through the use of landscape treatments and stairs.</p>
Podium Treatment		
<p>Ground level building elements introduce a variety of details and finishes. Development involving non-residential tenancies or communal uses on the ground floor provides continuous minimum 3m wide awnings with integrated lighting to provide shelter and protection from the elements along the street frontage. For development that is set back from the street frontage or for residential use and without awnings, street trees are provided and give protection from climatic conditions and separate pedestrians from traffic movement. Ground level dwellings have direct street access</p>	Yes	<p>The podium element comprises a landscaped arbour structure extending the length of the site's primary frontages and to the cross-block link. This element provides a strong and attractive visual edge to the podium. The arbour also provides weather protection to the adjoining private open spaces, whilst its biophilic design substantially increases the proportion of landscaping throughout the development. Clear entry points are integrated into the podium element.</p>
<p>Podiums are designed to address, activate and provide a visual appeal to street frontages. Podiums include articulations in building facades and landscape treatments to reduce the visual bulk of the building and provide an appropriate transition between the ground floor and upper storeys.</p>	Yes	<p>The development's podium level directly addresses all existing and proposed public spaces. Landscaped terraces are oriented towards the public realm but provide a private transition space to internal living spaces of the lower units. The design retains opportunities for casual surveillance of the public spaces.</p>

Criteria	Compliance	Response
<p>Podiums maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy. Podium tops provide space for communal open spaces and roof gardens.</p>		<p>The landscaped arbour provides a strong and attractive visual edge to the podium element. This structure provide space for a considerable amount of high-quality landscaping that will positively contribute to the overall appearance of the development.</p>
Upper Level Treatment (Above Podium)		
<p>Upper levels provide for balconies to be offset, avoid visual access to habitable rooms or outdoor spaces, and provide visual diversity in the built form. Upper levels include articulation and varied design details to create visual appeal. Residential buildings include balconies and other external protrusions which separate the internal areas from direct solar heating.</p>	<p>Yes</p>	<p>The proposal provides balconies to all units on the upper levels. These spaces are articulated with the use of wall recesses, steps, breaks or the incorporation of screening and vertical landscaping elements, all of which contribute to the visual appeal of the building.</p> <p>The proposed balcony spaces offer a semi-enclosed, weather protected space that ensures adjoining habitable spaces are privacy and comfortable.</p>
Landscaping		
<p>Development provides on-site landscape and shade trees that contributes to the area's streetscape and residential character. Development provides landscaped areas, including deep planting, along a minimum length of 50% of street frontages</p>	<p>Yes</p>	<p>The development's biophilic design delivers a total landscaped area across all levels of 3,929m², of which 2,715m² is provided on the ground level (equating to 39% of the site area). Landscaping is provided in transition zone along both street, in the proposed cross-block link, in communal open spaces at ground and roof levels and in individual private open spaces as vertical planting.</p> <p>The development's landscaping outcomes incorporate a sub-tropical planting palette with large shade/shelter trees and other planting to enhance the beauty of private and public spaces. Planting will include species endemic to the locality and reflective of First Nations culture. The quantity and form of landscaping proposed within this development is considered to be an exemplar outcome for the locality.</p>