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Site

10-16 Campbell Street,
BOWEN HILLS

Proposal

Multiple Dwelling

Approvals

Material Change of Use - Development Permit

URBAN PLANNING REPORT

March 2025

Document Control

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Client: The Construction Forestry Mining and Energy Industrial Union of Employees Queensland

Project Reference: URB24-226

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1 DEVELOPMENT SUMMARY

1.1 Site Details

Address	10-12 Campbell Street, Bowen Hills 4006 14 Campbell Street, Bowen Hills 4006 16 Campbell Street, Bowen Hills 4006
Description	Lots 4 & 5 on RP10074 Lot 3 on RP10074 Lot 1 on RP144614
Area	2,098m² (799m² + 433m² + 433m² + 433m²)
Easements	Yes
Land Owner	The Construction Forestry Mining and Energy Industrial Union of Employees Queensland

1.2 Application Details

Proposal	Multiple Dwelling
Approval Sought	Material Change of Use – Development Permit

1.3 Assessment Framework

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

1.4 Administration Details

Applicant	The Construction Forestry Mining and Energy Industrial Union of Employees Queensland
Contact	Mark Clayton
Phone	07 3367 1582
Email	planning@urbicus.com.au
Project Reference	URB24-226

2 INTRODUCTION

2.1 Proposal Outline

This application (the Application) seeks a development permit for a Material Change of Use (MCU) for a Multiple Dwelling (the Proposal).

The site is located at **10-12, 14 & 16 Campbell Street, Bowen Hills** (The Site) and within the Bowen Hills Priority Development Area (PDA) that is administered by Economic Development Queensland (EDQ).

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

The proposed use is defined as Multiple Dwelling:

Under the Development Scheme, a MCU for Multiple Dwelling is PDA assessable development. The category of assessment is Permissible Development.

This report will:

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

2.2 Supporting Information

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

Document / Plan / Report	Consultant	Location
Architectural Package	Nettleton Tribe	Appendix A
Landscape Concept Plan	Wild Studio	Appendix B
Engineering Services & SMP	ADG	Appendix C
Civil Drawings	ADG	Appendix D
Sustainable Design Advice	WalkerBai	Appendix E
Transport Engineering Report	Colliers	Appendix F
Operational Waste Management Plan	Colliers	Appendix G
Environmental Noise Assessment	Colliers	Appendix H
Contour & Detail Survey	JW Surveys	Appendix I
Geotechnical Report	Douglas Partners	Appendix J
Searches	-	Appendix K

Table 2-1 Consultants Supporting information

2.3 Site Context

The Site is located in the suburb of Bowen Hills, approximately 3 km northeast of the Brisbane CBD.

The Bowen Hills Train Station is located immediately north of the Site. The train line runs north-south directly east of the Site (see Figure 2-1).

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

The surrounding area is going through a transition, in accordance with the Development Scheme, with older low level industrial/warehouse/office buildings being replaced progressively with high-rise residential buildings with ground floor active uses, basement and podium car parks.

The Sites only adjoining property it to the east on the corner of Campbell Street and Markwell Street, Bowen Hills.

2.4 Site Description

The Site is comprised of four (4) allotments (Lots 3, 4 & 5 on RP10074 and 1 on RP144614), has an area of 2,098m^2 and falls from Campbell Street (north-eastern boundary) towards the southwestern boundary (an approximate crossfall of 3.5m).

The Site has three (3) frontages; Campbell Street (north), Hurworth Street (west) and a rear laneway (south). Refer to Figures 2-2 and 2-5.

- Campbell Street is a Suburban Road with kerb and channel drainage on each side and a two-way crossfall.
- The Laneway is a Local Road south with mountable kerb on each side and a two-way crossfall.
- Hurworth Street is a Neighbourhood Road with kerb and channel drainage on each side and a two-way crossfall.

The existing verge widths are approximately:

- 3.7m to Campbell Street
- 1.5m to Laneway
- 2m to Hurworth Street

10 & 12 Campbell Street are currently vacant.

14 & 16 Campbell Street are improved by 2-storey office buildings tenanted by the CFMEU.

Access to The Site is obtained from:

- Multiple crossovers to Campbell Street
- Single crossovers to Hurworth Street and the Laneway

A footpath extends along the full frontage to Campbell & Hurworth Streets. No existing footpath in the Laneway.

Overhead power is located along the Campbell & Hurworth Street frontages. A single electricity pole is located along the Campbell Street frontage and two along Hurworth Street.

There is an existing sewer easement (in favour of Urban Utilities) traversing the southern portion of the Site. Refer to Figure 2-9.

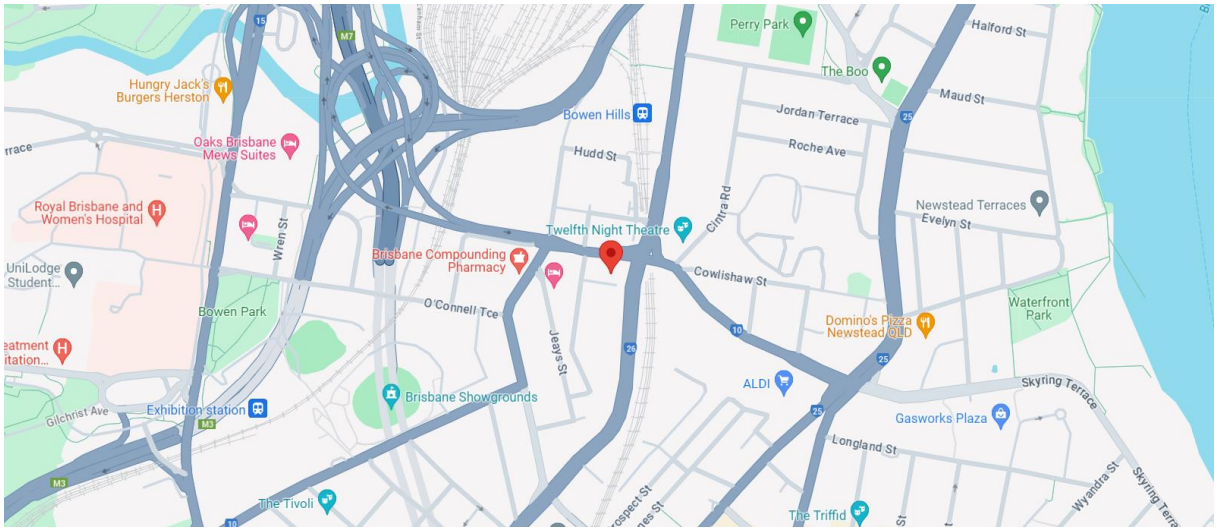

Figure 2-1 Location Map
Source: Google Maps

Figure 2-2 Aerial Photo (2023)
Source: NearMap

Figure 2-3 **10-12 Campbell Street**
Source: *Google Maps*

Figure 2-4 **14 & 16 Campbell Street**
Source: *Google Maps*

Figure 2-5 **Rear laneway viewed from Hurworth Street looking east**
Source: *Google Maps*

Figure 2-6 Site viewed from the rear laneway looking north
Source: Google Maps

Table 2-2 details the particulars of The Site.

Site Description Table	
Address	10-12 Campbell Street, Bowen Hills 4006 14 Campbell Street, Bowen Hills 4006 16 Campbell Street, Bowen Hills 4006
Lot Description	Lots 4 & 5 on RP10074 Lot 3 on RP10074 Lot 1 on RP144614
Existing Use:	Commercial & Office
Area:	2,098m² (799m2 + 433m2 + 433m2 + 433m2)
Site Frontage (approx.):	Campbell Street – 51m Hurworth Street – 33.5m Laneway – 53.80m
Improvements:	2 level office building
Slope:	RL19.5 to RL16 falls from the North-eastern boundary to the south-west boundary
Lawful Point of Discharge	Local road (rear laneway) – southern frontage
Access / Cross Over:	Campbell Street & Hurworth Street
Footpath:	Full width Campbell Street & Hurworth Street No footpath to Rear Laneway
Street Trees	Nil
Vegetation:	Minor
Flooding:	Nil
Easements:	Sewer – Easement in Gross to Urban Utilities

Table 2-2 Site Description Table

2.5 Urban Services & Infrastructure

As detailed within the Engineering Report prepared by ADG (Appendix C) the following services are located approximate to the Site:

Water

- An existing 20mm property connection from across Campbell Street adjacent to the north boundary of the Site.
- An existing 150mm Cast Iron (CI) water main along the centre of Campbell Street.

Sewer

- An endcap located in the Site to the eastern boundary. This is the existing sewer connection for the property.
- A 150mm Asbestos Cement (AC) main at the eastern RP boundary that traverses neighbouring lot (8 Campbell Street) onto Markwell Street.
- A 150mm Earthenware (EW) main running along Campbell Street.

Stormwater

- Two gully inlet pits across from each other in front of 16 Campbell Street.
- Two gully inlet pits across from each other in the laneway at the rear of 16 Campbell Street.
- A series of stormwater manholes at the east of the laneway.
- Stormwater mains connecting all the above-mentioned inlets and manhole.

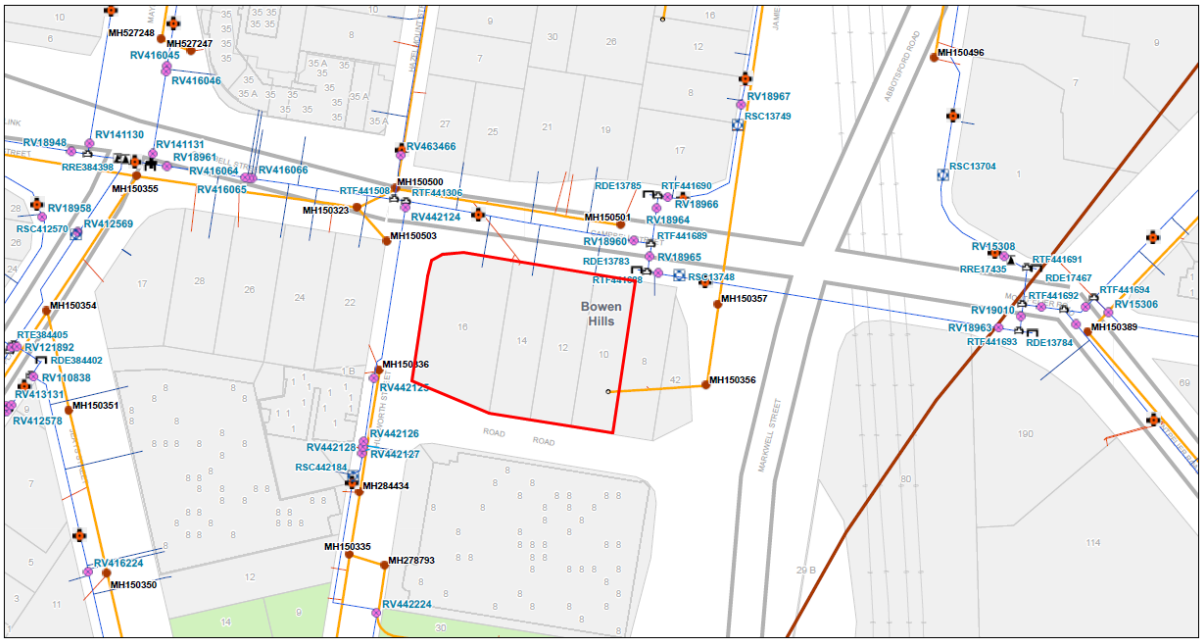

Figure 2-7 As Constructed Services (Sewer & Water)
Source: BCC Community Maps

Figure 2-8 As Constructed Services (Stormwater)
Source: BCC Community Maps

2.6 Easements and Encumbrances

The Site is encumbered by a sewer easement. Refer to **Figure 2-9**.

The Proposal involves decommissioning the existing sewer connection, extinguishing the easement and providing a new connection.

The Service Advice Notice dated 27th March 2024, lodged with the previous application (refer to Section 3) was issued by Urban Utilities and stated:

> *The applicant is also seeking information on the removal of the easement for the existing decommissioned wastewater infrastructure located in the southern part of the subject site. It is recommended that the existing manhole must be demolished and removed, and the existing wastewater main must be filled with grout. Once these actions are completed, the easement and building over asset (BOA) will no longer be required by Urban Utilities.*

The extinguishment of the easement is supported by UU.

2.7 Infrastructure Charges

Infrastructure charges will apply in accordance with the Bowen Hills PDA Development Charges and Offset Plan.

2.8 Flooding

The BCC Floodwise Property Report indicates that the Site is not subject to flooding.

Refer to Section 6 of the Civil Engineering Report prepared by ADG (Appendix C) for further details.

2.9 Contamination

The Site is not on the EMR/CLR Registers and is not known to be contaminated. Refer to Appendix K.

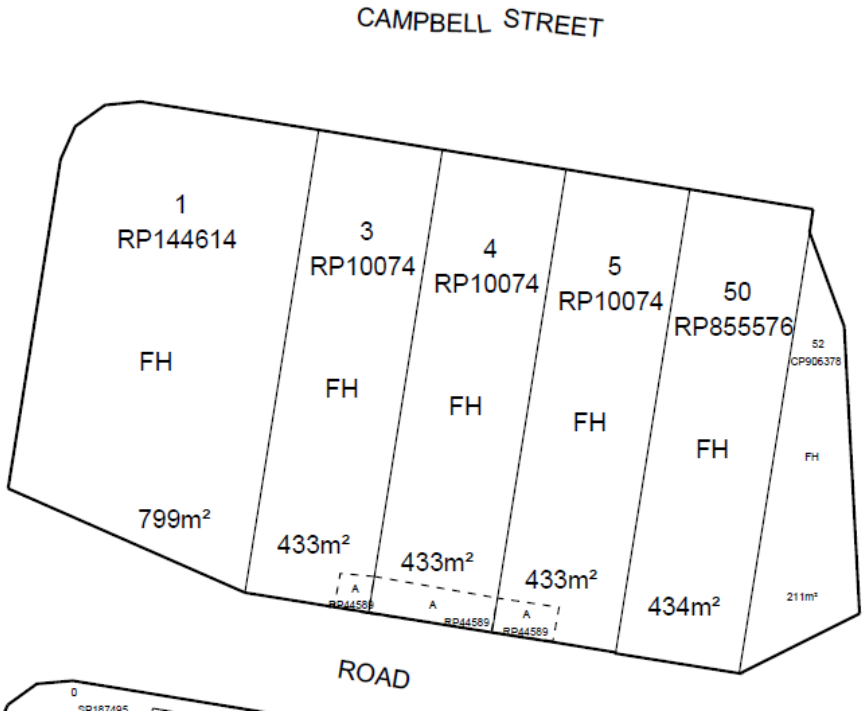

Figure 2-9 Sewer Easement
Source: DNRM SmartMap

3 SITE APPROVAL HISTORY

By letter dated 22nd November 2024, EDQ issued a PDA Development Permit for Material Change of Use for Function Facility (Conference Centre) with ancillary bar and roof terrace over 10 & 12 Campbell Street, Bowen Hills.

Refer to Figures 3-1 to 3-3.

Of relevance to this application, the approval issued in 2024 provided for the following:

- Decommissioning the existing sewer connection, extinguishing the sewer easement and providing a new connection. Refer to Section 4.4.
- Provision of a land dedication to Campbell Street to facilitate the ultimate verge alignment and width of 3.75m
- Provision of a volumetric easement to the Laneway to facilitate the ultimate verge alignment and width of 2.5m.

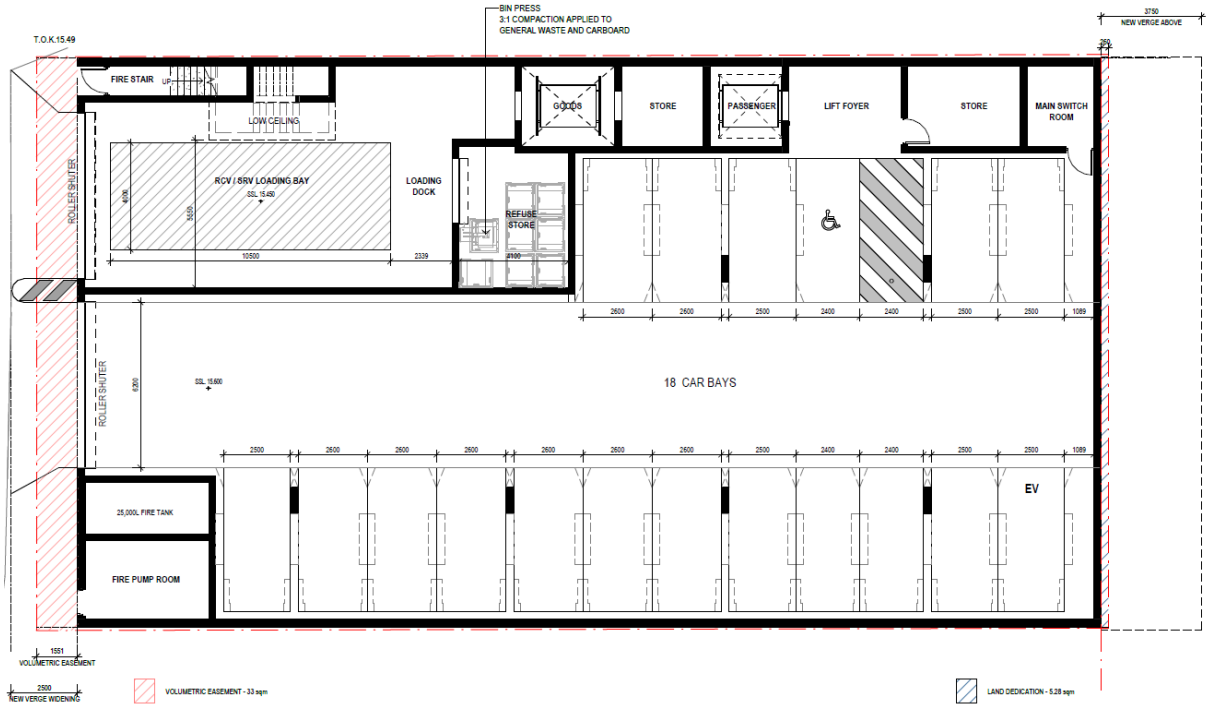

Figure 3-1 Laneway – lower level car park.

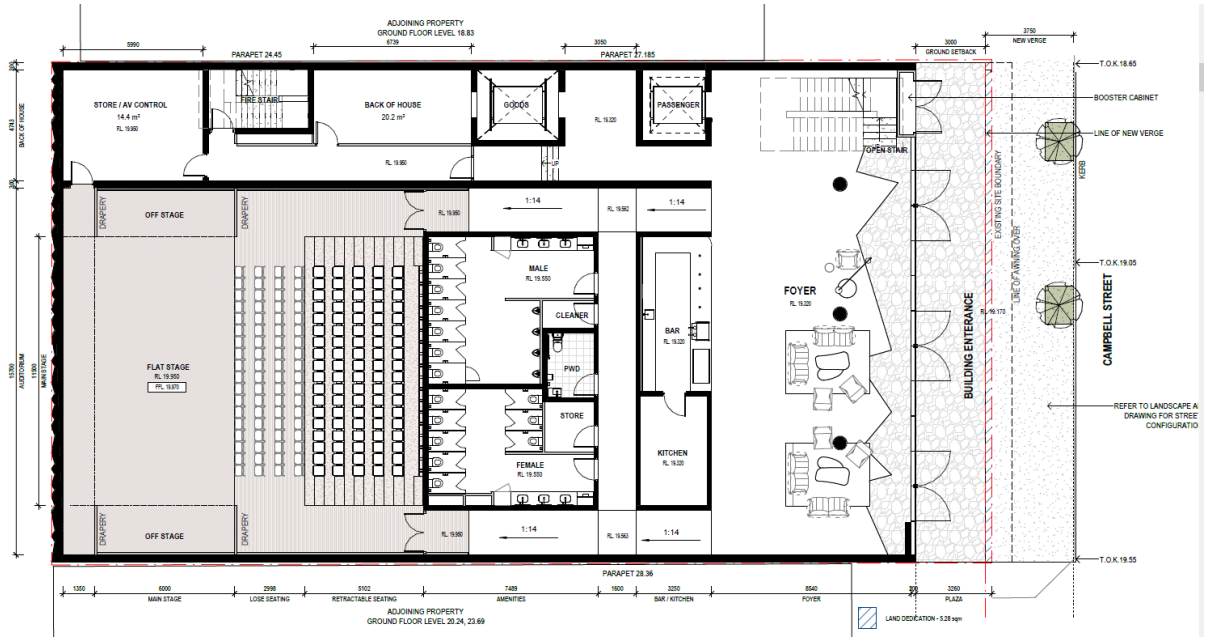

Figure 3-2 Campbell Street – ground level.

Figure 3-3 Building perspective viewed from Campbell Street

4 PROPOSED DEVELOPMENT

4.1 Proposal Details

The Proposal is for a multiple dwelling within a high-rise building consisting of a podium and tower topography.

Basement and podium parking is proposed with communal areas and activated spaces on the ground level. The proposal has been designed as a build-to-rent tower.

As stated within the Architectural documentation prepared by Nettletontribe:

> *The design addresses the various street frontages with a unique composition of highly articulated forms. The design program focuses of maximising street activation along the Campbell + Hurworth street frontages with more public orientated communal spaces. Improved verge setbacks, footpath treatments, planting and awnings, seamlessly integrate with the building architecture entry points, terrace spaces and fully glazed circulation features, that encourage passive surveillance in a high amenity vibrant environment. The corner of Hurworth street and the service orientated laneway is composed of vehicular / services entry points contained within a setback facade under uniquely articulated, cantilevering podium elements. They include a random composition of layered precast features, including linear green walls, planters and a select number of openings that disguise the service / vehicular entry points and necessary service orientated program elements of the project.*

The Proposal is detailed in the supporting documentation and summarised as follows:

- Demolition of all existing improvements.
- 30 storey building consisting of:
    - 1 basement level
    - Ground level active uses & lobby
    - 3 levels of podium parking
    - 23 residential levels
    - 2 rooftop recreation levels
- 297 dwellings consisting of:
    - 69 studios
    - 28 1 bed units
    - 109 1 bed 1 multi-purpose room units
    - 91 2 bed units
- Podium and Tower site cover 95% and 50% respectively.
- Total GFA of 21,433m².
- The existing sewer easement, located at the southern end of the site, will be extinguished.
- Verge widenings are provided to all frontages via land dedication and volumetric easements to achieve the following verge widths:
    - 3.75m to Campbell & Hurworth Streets

  - 2.5m to Laneway

- Excavation up to 3m in depth to facilitate the construction of a semi-basement for car parking.

- All existing vehicle crossovers are to be demolished and removed off-site as part of the construction works, with kerb, channel and footpath to be reinstated to Council's standards.

- Type B2 (6.5m) crossover at the southern edge of the site's Hurworth Street frontage, accommodating car movements only – all movements / turns permitted.

- Type B2 (7.0m) crossover at the eastern edge of the site's rear laneway frontage, accommodating service vehicle movements only.

- Pedestrian access via the Campbell Street frontage only.

- Cyclist access via the Campbell Street and Hurworth Street frontages with the lifts and car park ramps to be utilised for podium level access.

- The development plans allow for occasional access of vehicles up to the size of an 8.8m Medium Rigid Vehicle (MRV) for deliveries and regular access for vehicles up to the size of a 10.24m rear-lift Refuse Collection Vehicle (RCV). A loading dock is provided on the Basement Level, which is accessible via the rear laneway from Hurworth Street.

- It is proposed that stormwater runoff, primarily roofwater, will be discharged via a pit located at two different locations.

  - Catchment 1: pit discharging to proposed maintenance hole located in Campbell Street
  - Catchment 2: pit discharging to existing gully pit at the Laneway.

- 127 car spaces

  - 96 residents (including 6 car share spaces)
  - 31 visitor

- 17 motorcycle spaces.

- 262 bicycle spaces

  - 221 residents
  - 51 visitors

Proposed Development Table	
Material Change of Use – Multiple Dwelling	
Proposed Use:	Multiple Dwelling
Total GFA	21,433.67m^2
Plot Ratio	Total GFA = 10.2 (includes all common areas) Residential Unit GFA = 9.33 (excludes common areas)
Number of Storeys:	30
Building Height:	Approx 99m
Landscaping	1,214m²
Parking Spaces:	127
Building Setbacks:	Ground Level Podium 3.1m Campbell Street to ultimate alignment (minor encroachments) 0.5m Hurworth Street to ultimate alignment 1.7m to existing alignment 0m Laneway to ultimate alignment 1.5m to existing alignment 0m to eastern boundary Above Ground Podium 0.5m Campbell Street ultimate alignment 0.5m Hurworth Street ultimate alignment 1.7m to existing alignment 0m to Laneway ultimate alignment 1.5m to existing alignment (planters and screening located within the setbacks) 0m to eastern boundary Tower 6.1m Campbell Street to ultimate alignment 4.5m Laneway to ultimate alignment 5.9m to existing alignment 4.3m to ultimate alignment 6m to existing alignment 6m to eastern boundary
Tower Separation:	37m to the north (Campbell Street) 24m to the west (Hurworth Street) 19m to the south (Laneway) 12m to the east
Crossover:	Hurworth Street and Laneway
Servicing	MRV & RCV
Verge Widening	Campbell Street – Land dedication Hurworth Street & Laneway – Volumetric easements

Table 4-1 Proposed Details

4.2 Architectural Statement

Nettletontribe have provided architectural statements, within the Architectural Package, that outlines the design philosophy.

Design Concept

Unique architectural attributes have been utilised to activate the edges of the project in response to the varying contexts and orientations, using layered and fragmented / geometric forms enhanced by functional spaces and landscaped features. The composition of these elements create subtle hierarchies and legibility that intuitively define a vibrant entry experience, the main site corner to Campbell and Hurworth streets, and an activated ground plane focusing on enhanced 'boulevard' attributes with a high level of pedestrian and user amenity.

The interplay of landscape and planter geometries similarly integrate with horizontal and vertical sunshading devices of the tower to optimise its environmental performance, various functionalities and amenity, outlook opportunities, and unique design identity.

Podium Façade

The podium design addresses quite diverse streetscape genres / functionalities; from the north facing highly activated main Campbell Street frontage that transitions and falls along to the west facing Hurworth Street, to the utilitarian vehicular / service orientated laneway.

The adjacency and functionalities of the podium program comprised of main entry communal spaces and facilities, bicycle and vehicular circulation and storage, to base building services and associated street interfaces, are carefully managed to optimise the functionality, potential and amenity of each streetscape interface.

A number of architectural elements are used in the differing contexts to create a unified whole, with references to the attributes of the tower design. These include the layered integration of landscaping, featuring green walls in horizontal and vertical recesses engaging with the composition of geometric forms that include expressed or recessed planter boxes.

Geometric shaped recesses or expressed framed elements also integrate with glazing features to frame functional spaces / views from both inside and out. The unique composition of all these elements integrate with horizontal and vertical shading devises to suit the varying orientations and architectural / urban design objectives.

Tower Architecture

The tower composition has unifying horizontal elements of expressed slab edges that provide horizontal shading, support for vertical screen blades protecting the east and west building faces, and deep breakout balcony spaces of the units. The fluidity and geometry of the podium design is referenced with a regular pattern of expressed planter boxes that run the full length of the tower, that link and break up the horizontal projections with layered texture, variety and shading. The composition and biophilic attributes of the tower are further enhanced by recesses that accommodate planters at the end of circulation corridors of each level, which orientate users with natural light and framed views of Newstead and the Brisbane river to the east, and City views to the south.

The top of the tower is capped with landscaped features juxtaposed with an expressed frame / arbour that integrate with a variety of internal and external communal spaces providing a subtle sense of enclosure whilst framing the significant views.

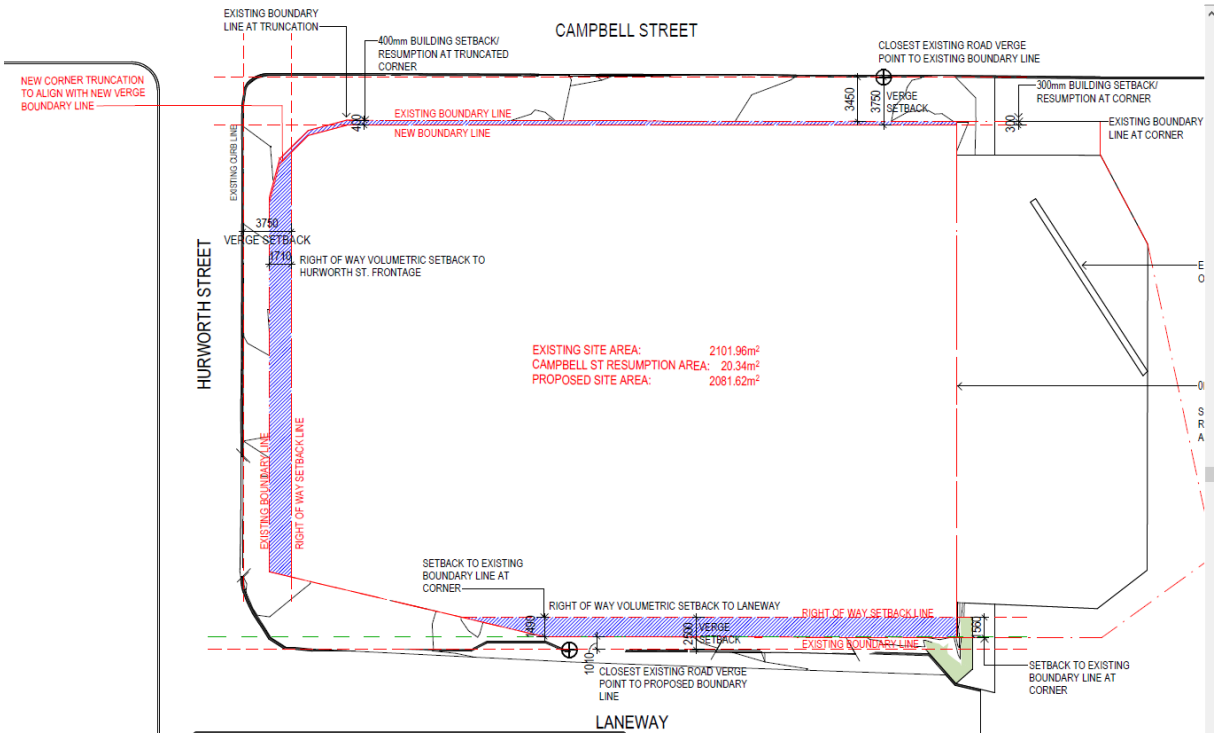

Figure 4-1 Verge widenings

Source: Nettleton Tribe

Figure 4-2 Eastern façade looking west

Source: Nettleton Tribe

Figure 4-3 Hurworth Street looking north
Source: Nettleton Tribe

Figure 4-4 Corner Hurworth and Campbell Streets looking east.
Source: Nettleton Tribe

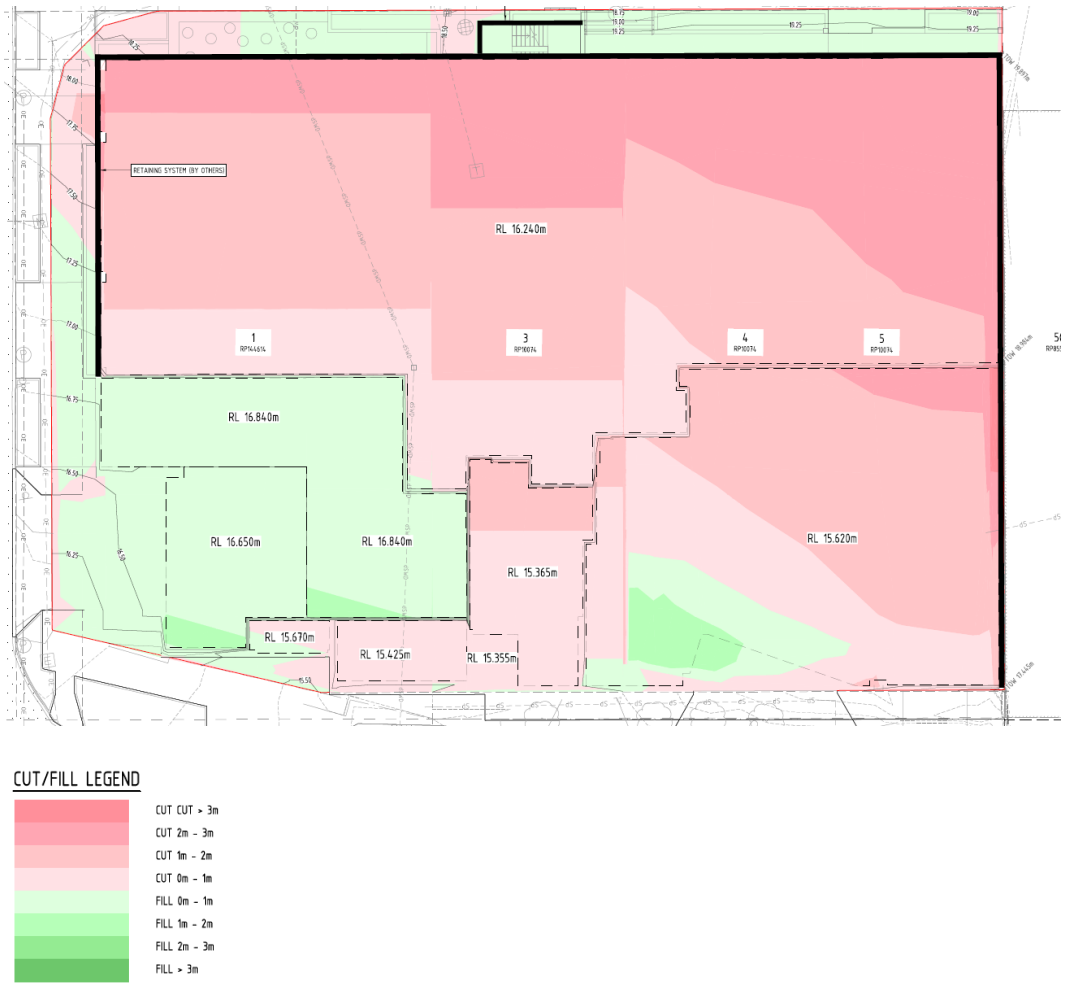

Figure 4-5 Earthworks

5 SUPPORTING DOCUMENTS

5.1 Architectural Plans

The architectural package prepared by Nettleton Tribe incorporate:

- Summary & Context
- Site Analysis
- Design Response
- Visualisation
- Architectural Plans

Refer to Appendices A.

5.2 Traffic Engineering Assessment Report

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

- Reviewing the prevailing traffic and transport conditions surrounding the site.
- Identifying the parking supply required to cater for development demands.
- Assessing the parking layout to provide efficient and safe internal circulation and maneuvering.

- Assessing the access configuration to provide efficient and safe maneuvering between the subject site and the public road network for cars, service vehicles, cyclists and pedestrians.
- Identifying the service vehicle needs for the subject site and assessing the internal layout to provide efficiency and safety for on-site service vehicle operations.
- Identification of the likely traffic impacts of development on the surrounding road network.
- The development plans have been assessed against the following guidelines and planning documents:
- EDQ Bowen Hills Priority Development Area (PDA) Development Scheme.
- Brisbane City Plan 2014, specifically the Transport, Access, Parking and Servicing (TAPS) Code and Planning Scheme Policy (PSP).
- Australian Standards for Parking Facilities
- Department of Transport and Main Roads 'Guide to Traffic Impact Assessment' (GTIA).

The report findings are:

> ***Parking Arrangements***
>
> *Car parking supply requirements for the proposed development – located in the City Frame – have been determined in accordance with the Bowen Hills PDA Development Scheme (residential).*
> *The proposed development includes an on-site car parking provision of 127 spaces, which is a shortfall when compared to the minimum EDQ requirement of 268 spaces.*
>
> *The proposed resident car parking is considered suitable, with a supporting technical note including commentary regarding typical Build-to-Rent car parking characteristics and how this is applicable to the proposed development.*
>
> *One (1) PWD space is provided in the Basement Level car park, which meets the requirements of Council's TAPS PSP and the BCA.*
>
> *Car parking is provided across Basement and Podium Levels. The proposed car parking layout is generally compliant with the requirements of Council's TAPS PSP and AS2890.1:2004 (where applicable), noting the recommended minor modification (0.34m) of the column at the top of the Podium ramps.*
>
> ***Access Arrangements***
>
> *The proposed development includes provision of a Type B2 (6.5m) vehicular access to / from Hurworth Street and Type B2 (7.0m) vehicular access to / from the rear laneway. These would be utilised by cars and service vehicles respectively.*
>
> *The proposed vehicular access arrangements are generally consistent with Council's TAPS PSP, noting that the increased grades on the Hurworth Street access driveway / crossover*

while not strictly compliant with Council's TAPS PSP / AS2890.1:2004 are considered acceptable and operationally safe and efficient.

Pedestrian and cyclist access points are provided along the site's Campbell Street and Hurworth Street frontages.

Service Vehicle Arrangements

Council's TAPS PSP identifies occasional and regular access for an LRV and RCV respectively. The development scheme proposes to accommodate an 8.8m MRV and rear-lift RCV for occasional and regular access respectively. A loading dock is provided on-site, including two loading bays within the Basement Level – one (1) MRV and one (1) SRV. All service vehicles will be able to enter and exit the subject site in a forward gear.

Bulk bins are to be serviced by a rear-lift RCV, with a permanent bin store located adjacent to the Basement Level Loading Dock.

Operationally, these bays would be shared between the RCV, MRV and SRV design service vehicles – as an RCV would straddle both bays based on the swept paths provided in Colliers Drawings within Appendix B.

Given the anticipated infrequent demand for service vehicles, this provision / arrangement is considered acceptable. Additionally, basic management strategies for the Loading Dock can be applied, such as ensuring that deliveries are not permitted during regular refuse servicing times (once established).

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

Traffic Impact Assessment

An approximate peak hour traffic generation rate of 0.22 vph per car space was adopted for the proposed development scheme, resulting in a weekday AM and PM peak hour traffic generations of 29 vph.

The existing approval over the site (conference centre) is estimated to have corresponding peak hour traffic generations of 8 vph, resulting in a net increase of 21 vph.

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

Refer to Appendix H.

5.3 Civil Engineering Drawings

ADG has prepared the following civil drawings:

- Preliminary Earthworks Layout Plan & Sections
- Pre Development Stormwater Drainage Concept Plan
- Post Development Stormwater Drainage Concept Plan
- Preliminary Engineering Services Layout Plan – Ground Floor

- Preliminary Engineering Services Layout Plan – Semi Basement

The drawings should be reviewed in conjunction with the civil engineering report also prepared by ADG.

Refer to Appendix E.

5.4 Civil Engineering Report

The purpose of the Civil Engineering Report, prepared by ADG is:

> *To provide advice on the proposed development as detailed in the Nettletontribe architectural drawings. The works described herein are subject to further approvals and cover works required to service the proposed development including earthworks, roadworks, stormwater drainage, sewerage and water supply, electricity, communications, and gas.*
>
> *The stormwater quantity objective was to demonstrate that there is no increase in peak discharges from the subject site. This considered storm events up to and including the Q100 storm event. The purpose is to ensure that the existing infrastructure and/or downstream properties are not adversely affected.*
>
> *Given the site is less than 2,500m2, the site does not trigger the State Planning Policy for stormwater quality.*
>
> *Following review of available authority GIS mapping, Before You Dig Australia (BYDA) responses, as well as the detailed survey undertaken by JW Surveys, the subject site for the proposed development appears to be adequately positioned for utility coverage. Service connections for these utilities, including electricity, gas, telecommunication, water, and sewer are to be provided as part of detailed design by the developments consultant team in order to facilitate the development approval. These services will be designed in accordance with relevant design and construction standards, and to Brisbane City Council Planning Scheme Policy.*
>
> *All relevant standards and guidelines are addressed in this report including criteria from:*
>
> - *BCC Planning Scheme Policy*
> - *BCC Land Development Guidelines*
> - *State Planning Policy (SPP) 2016*
> - *Queensland Urban Drainage Manual (QUDM) 2013*
> - *Plumbing and Drainage Code AS3500.3*
> - *Australian Rainfall and Runoff Guideline (ARR)*

Refer to Appendix C.

5.5 Noise Impact Assessment

The purpose of the Noise Impact Assessment prepared by Colliers:

- *Description of the site.*
- *Measurement of existing road traffic, rail and ambient noise levels.*
- *Statement of assessment criteria relating to environmental noise, road traffic noise, rail noise and aircraft impacts.*

- *Prediction of future road traffic, rail and aircraft noise onto the development.*
- *Analysis of measured and predicted noise levels.*
- *Details of noise control recommendations to be incorporated to achieve predicted compliance.*

Section 9 of the report recommends acoustic treatments to achieve predicted compliance with relevant assessment criteria.

Refer to Appendix H.

5.6 Operational Waste Management Plan

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

- *Refuse streams - Identification of refuse streams & anticipated development refuse volumes likely to be produced*
- *Refuse separation - Recommendations for appropriate segregation methods for each refuse stream*
- *Refuse collections - Assessment of refuse collection vehicle (RCV) access and maneuvering*
- *Refuse storage - Detailed analysis of refuse storage facilities and design*
- *Refuse transfer - Assessment of refuse transfer between refuse storage and collections areas*
- *Refuse disposal - Recommendations for refuse disposal within the development*
- *Refuse management equipment - Identification of recommended and optional refuse management systems and equipment*
- *Refuse management operations - Recommendations for operational efficiency and ongoing management, including refuse minimisation, tenant education and safety*
- *Building design - Recommendations for design of refuse management facilities*

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

Refer to Appendix G.

5.7 Landscape Concept Plan

Wildstudio have prepared a Landscape Design Report that includes:

- Design Response
- Landscape Concept Plans
- Sections
- Perspectives
- Planting
- Landscape Care

Refer to Appendix B.

5.8 Sustainable Design

Walkerbai have provided advice on sustainable design initiatives for the proposal. The advice states:

> *This advice notice proposes various sustainable design initiatives for consideration for the 10-16 Campbell Street. Also provided is an initial thermal compliance assessment with NCC 2022 Section J, via the J1V5 pathway.*
>
> *Setting quantifiable targets early within the design is an important step to ensure enhanced building performance and long-term asset quality while addressing environmental and social stewardship.*
>
> *The sustainability strategy outlined in this technical note focuses on:*
>
> - *passive design*
> - *enhanced indoor environmental quality (daylight, glare & thermal comfort).*
> - *energy efficiency & electrification*
> - *water conservation*
> - *low-impact materials*
> - *climate resilience.*

5.9 Additional Supporting Documents

In addition to Reports and Plans, the following documentation is submitted:

- Easement document – Appendix K
- Queensland Titles Registry – Appendix K
- Contaminated Land Searches – Appendix K

A Geotechnical Site Investigations Report is currently being prepared and will be lodged with EDQ shortly. However, given extent of earthworks proposed is relatively minor, with only a ½ basement level, a Geotechnical Report is not critical for EDQ assessment of the application.

A request for a Service Advice Notice has been lodged with Urban Utilities. Once received, we will forward to EDQ.

6 PLANNING REQUIREMENTS & ASSESSMENT

6.1 Bowen Hills PDA Development scheme

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

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

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

6.2 Land Use Plan

6.2.1 Vision

Land Uses

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

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

The Proposal is consistent with the land use intent of the Development Scheme and will add diversity to the mix of residential uses within the locality as a Build to Rent residential scheme.

Transport and connectivity

Development maximises public transport infrastructure investment by focusing land uses that generate high pedestrian traffic near public transport stations.

Streets 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 vehicles, cyclists and pedestrians.

The proximity of the site to high frequency public transport supports future tenants within the building.

Verge widenings are provided to all street frontages to facilitate streetscape upgrades and pedestrian movement. Refer to **Figure 6-1**.

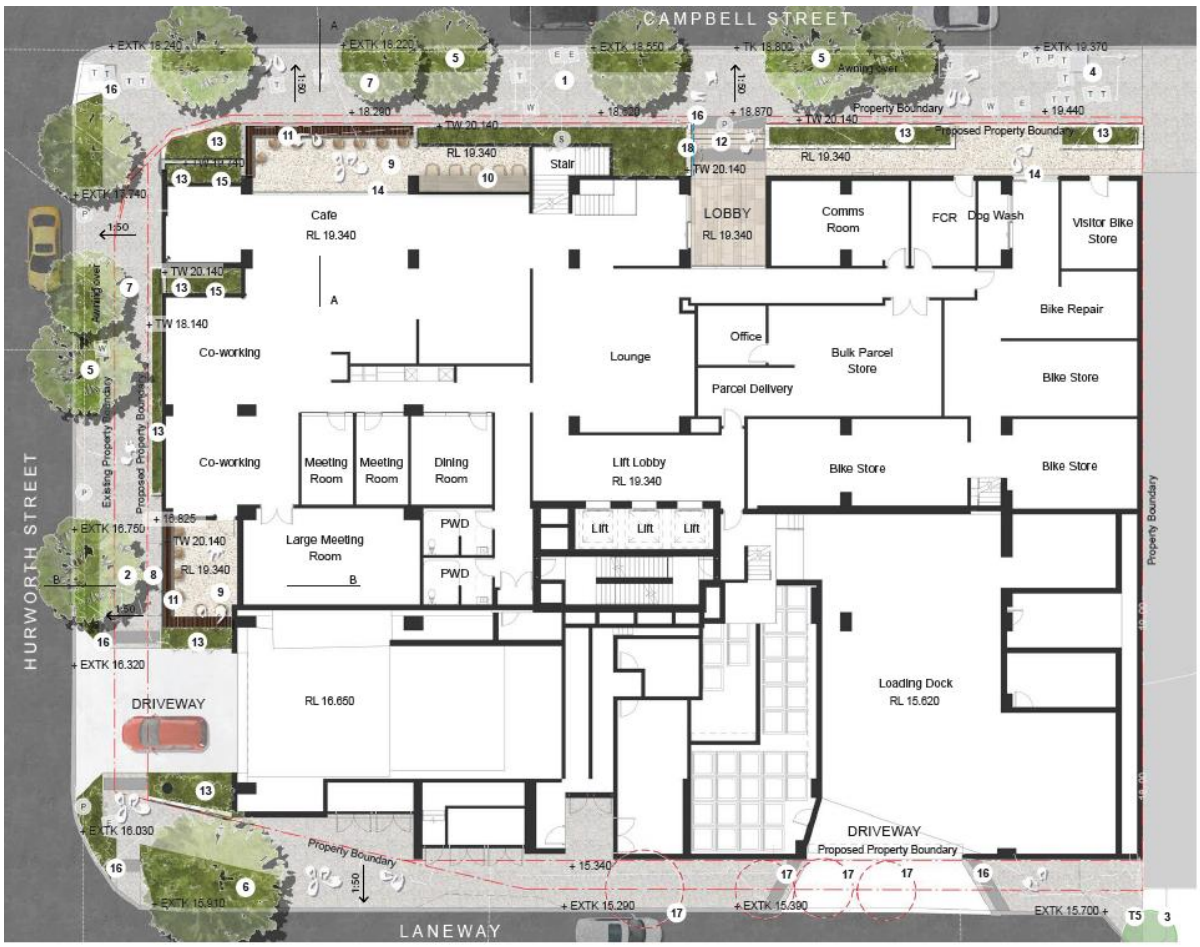

Figure 6-1 Verge improvements

Urban design and public realm

The relationship between public spaces, streets and buildings in the PDA creates an urban environment that is human-scale, attractive, safe and activated. Development addresses street frontages and public spaces, creating an interface that is integrated and activated with human movement and passive surveillance.

Streetscaping along key pedestrian and cycling linkages contributes to the visual appeal of the public realm and reinforces connections between key destinations in the PDA. These public spaces provide safe and secure access throughout the PDA and connect the surrounding urban areas.

Buildings within the PDA are designed and developed in consideration of the principles of sub-tropical urban design which ensures that neighbouring properties, open spaces and the public realm receive optimal levels of solar access, and buildings achieve a high standard of environmental performance and responsiveness. Building occupants are provided with high quality living environments designed to achieve best practice levels of natural light, thermal comfort, privacy, amenity and cross ventilation.

As stated within the Architectural Package – Design Response (Appendix A):

The legibility of the buildings main entry off Campbell street is increased by numerous design attributes:

- *Hierarchy / intensity of articulation / detail + transparency increases towards the entry features, naturally drawing the eye / user to this space.*

- *Creation of a full height entry feature with deconstructed edges and volumes creating depth and variety, likened to a 'fissure' within the podium mass.*

- *Geometric elements / faces / frames created to suit the adjoining communal spaces / landscape features.*

- *Higher footpath entry awning + building id signage addressing the entry threshold.*

- *Activation of the entry volume by the co-location of a feature stair + circulation spaces providing movement and interest in the facade.*

Hurworth streets activation transitions from the highly activated Campbell street frontage and corner to the enclosure / screening of the utilitarian base building functionalities.

The direct activation is prioritised to the ground level with the co-work spaces addressing the street with an elevated terrace providing views down Hurworth street to the south and visa versa. These fully glazed spaces are protected from the western orientation by footpath awnings and trees as a continuation of the Campbell Street promenade. The footpath awnings provide a natural break with the podium levels over accommodating the projects resident car parking with natural ventilation sourced along this frontage. The composition of the podium facade design attributes / themes transition to integrate vertical screens, extended slab edges, expressed planters and green wall recesses / layering, providing a dynamic facade that disguises the car parking behind.

Although the laneway is predominantly base building service / vehicle orientated, features a well landscaped / treed battered bank at its eastern end that extends to Markwell street beyond.

- *The naturalistic, biophillic attributes of this laneway are enhanced by focusing the articulation of the podium facade with a composition of landscape features of planter boxes + select openings connected by layered / textured vertical and horizontal recesses that accommodate green wall plantings.*

- *The relative impervious facade that disguises car parking and base building plant spaces, provides a feature landscaped outlook from the street and adjacent properties.*

- *The vehicular / service entries setback to accommodate a volumetric right of way easement along the length of the laneway, become secondary to the cantilevering landscaped podium over.*

Refer to the Architectural Package and Design Response.

Refer to **Figures 6-2 & 6-3**.

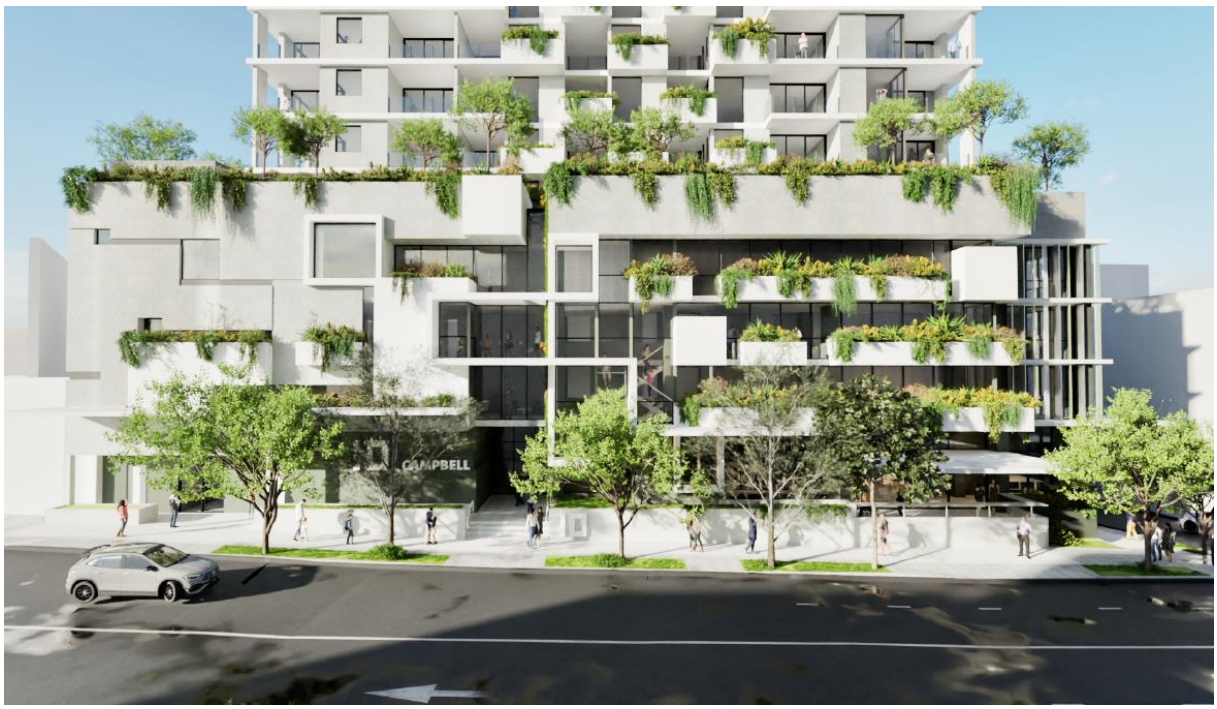

Figure 6-2 Campbell Street perspective

Figure 6-3 Corner of Campbell & Hurworth Street perspective

6.2.2 Structural Elements

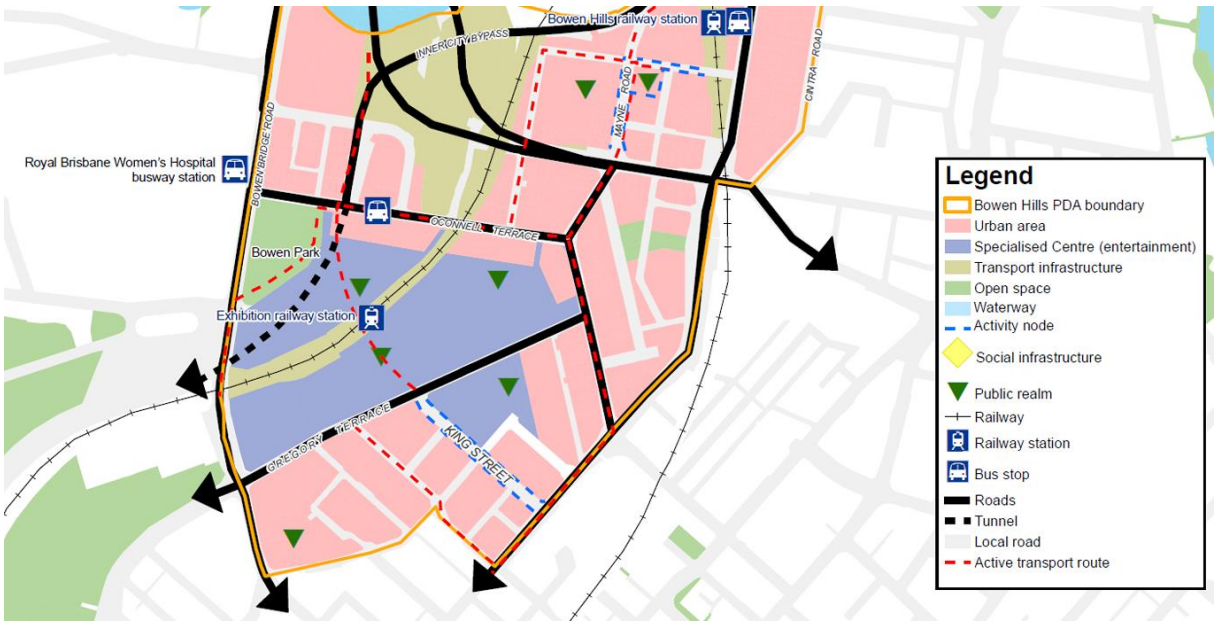

Figure 6-4 Structure Plan

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

6.2.3 PDA-wide criteria

Urban Design

Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to collectively contribute to the creation of a sense of place by:

i. catering for the diverse needs of all community members, including children, elderly and people with disabilities, by applying principles of universal, adaptable and inclusive design

ii. creating an attractive and functional relationship between buildings, private spaces and the public realm

iii. providing a ground plane that is connected, legible, permeable, inclusive and safe

iv. contributing positively to conditions of the urban environment and the visual experience of a place

v. allowing for innovative and temporary use of public realm

vi. applying Crime Prevention through Environmental Design (CPTED) principles13, and

vii. promoting identity and distinctive character, by working with the landscape, heritage and cultural features to create places with a strong relationship to their context.

Sub-tropical design

Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to positively respond to the local climate and improve the urban amenity of Bowen Hills by:

i. applying design strategies that maximise natural light and air flow in the public realm and private spaces to reduce energy demand for artificial lighting and mechanical temperature control

ii. applying design strategies to reduce the extremes of temperature and direct solar heating in buildings, streets and public spaces

iii. orientating buildings to optimise seasonal solar gain and loss, and

iv. using appropriate landscape, vegetation and large trees to provide shade and shelter for pedestrians and cyclists.

Building Design

Development delivers high-quality built form outcomes by:

i. creating human-scale relationships between buildings, streets and the public realm

ii. using setbacks and landscape to integrate with, complement and articulate streetscapes

iii. using the ground floor of buildings to define the adjacent street or space, deliver a sense of safety,
community ownership and promote activation

iv. for mid-rise and high-rise buildings, providing tower separations to deliver access to light, promote air circulation, minimise overshadowing and maximise amenity and privacy for both occupants and neighbours, and

v. responding to the cultural heritage significance of heritage places.

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 lifestyle15 and community-based activity

ii. human-scale spaces that are designed to contribute positively to the environmental and visual experience of Bowen Hills, and

iii. universally designed and provide legible, permeable and safe movement for all members of the community.

Connectivity

Development:

ii. delivers a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles

iii. provides car parking, access and servicing facilities to meet the necessary functional requirements of development as detailed in schedule 3

iv. ensures universal design principles are applied to access, safety, transport and connectivity within the PDA to ensure that the needs of pedestrians, cyclists and motorists are met

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, legible and connected network of streets, pedestrian and cycle paths and safe crossings points

b. giving high priority to equitable pedestrian connectivity, directness of route and facilities for all members of the community

c. providing convenient through-site connections and cross-block links for pedestrians and cyclists, offering a choice of routes throughout the PDA

d. connecting directly to existing footpaths, cycleways, streets and public transport in surrounding areas, and

e. managing potential conflicts between pedestrians, cyclists and other users through appropriate and safe design.

Refer to the Architectural Package, specifically the:

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

Refer to Section 3.2 and the Landscape Design Report

6.2.4 Sustainable developments

Sustainable Buildings

The building will achieve a minimum 4 star Green Star: Design and as Built certification, or an equivalent rating under an alternative rating system.

Self sufficiency

Development enables communities to be more resilient and self-sufficient by providing opportunities for:

i. food to be grown in private, communal or public spaces

ii. water to be locally sourced for appropriate uses, and

iii. energy to be locally generated and sourced.

Sustainability of infrastructure

Development ensures:

i. all infrastructure is appropriately designed and delivered to support the needs of development, and

ii. existing infrastructure is well used and land that is required for future infrastructure is preserved.

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. This can include working with established topography to sustainably manage surface water run-off at the source and deliver improved biodiversity, landscape amenity and recreational resources.

Energy efficiency

Development promotes energy efficiency through:

i. site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating

ii. the use of natural light and energy efficient lighting, plant and equipment
and at least one of the following:

iii. integration of solar generation technology within the built form or public realm, or

iv. integration of green roofs, green walls or other sustainable landscape elements within the built form and the public realm, or

v. integration of smart technology which passively controls the use of electricity.

Refer to the Architectural Package, Civil Engineering Report, that incorporates a Site Based Stormwater Management Plan, and Sustainable Design Advice prepared by Walkerbai.

The Site can be connected to all services.

EDQ can condition environmental performance (i.e. 4 Star Green Star).

Waste management

Development:

i. provides facilities for recycling, composting and waste reduction, in addition to the provision of facilities for the removal of waste. Where possible, waste management facilities are centrally
located on the site, and

ii. ensures that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters to prevent contamination of natural waterways.

Refer to Operational Waste Management Plan prepared by Colliers.

Transport efficiency

Development:

i. integrates with public transport and active transport infrastructure

ii. supports a reduction in car ownership and vehicle trips by providing car share facilities, ride share
access, cycle access, cycle storage facilities and pedestrian permeability, and

iii. provides facilities to support the charging of electric vehicles including at least one Destination AC charger18 and the electrical capacity for Basic AC charging19 on all non-visitor parking.

Refer to Traffic Engineering Report prepared by Colliers.

Infrastructure planning and delivery

Development ensures:

i. planned future infrastructure is provided or that its future provision is not constrained, and

ii. Infrastructure networks are designed and delivered to meet relevant standards, in a timely and coordinated way which facilitates ongoing development in the PDA.

Planned infrastructure projects do not directly impact upon the site. Verge widenings are provided to all frontages, via land dedications or volumetric easements, to facilitate required verge widths.

Heritage Places

The site does not contain or adjoin a Heritage Place.

6.2.5 Environment

Significant vegetation

The Site does not contain significant vegetation.

Waterways and riparian areas

The Site is not located within a waterway or riparian area.

Acid Sulfate Soils

Development:

i. ensures acid sulfate soils (ASS) will be treated in accordance with current best practice in Queensland

ii. ensures the disturbance of ASS is avoided to the greatest extent practical, then managed to reduce
risks posed to the natural and built environments from the release of acid and metal contaminants, and

iii. that is operational work will require an ASS investigation if the work involves:

a. the disturbance of greater than 100m3 of soil below 5m Australian Height Datum (AHD), or

b. the placement of greater than or equal to 500m3 of fill material in layer of greater than or equal to 0.5m in average depth below 5m AHD.

Finished basement levels are at RL15. The Proposal is low risk.

Refer to Section Plans within the Architectural Plans and the Engineering Report prepared by Colliers.

Flood

The Site is not flood affected. Refer to Engineering Report prepared by Colliers.

Managing the impacts of infrastructure

The Site is not located proximate to proposed infrastructure.

Railway environment

The Site is serviced by but not impacts upon by the railway corridor.

Sub-surface transport infrastructure

The Site is not located proximate to existing or proposed underground transport infrastructure.

Noise – Transport noise corridors and entertainment venues

Development is oriented, designed and constructed to:

i. reduce exposure to noise impacts from designated transport noise corridors, and

ii. reduce the exposure of residential uses to noise impacts from lawfully operating entertainment
venues

Refer to Noise Impact Assessment prepared by Colliers.

Procedures for air navigation services

The PANSOPS across the site is RL139. The Proposal has a maximum height of RL115m.

Proposal does not impact upon air services.

Air quality

The Site is not affected by air quality overlays.

6.2.6 Zone provisions

Mixed use zone - Preferred Development Intent

Development provides a wide range and intensity of commercial, retail, health and medical, community, entertainment, cultural activities and residential uses in a predominantly high-rise built form. Development comprises a tower and podium typology which addresses the street, within a range of building heights, dependent on site area. The greatest development yields and heights in the zone are achieved on larger lots, development on larger sites reduces visual bulk and shade impacts by providing appropriate setbacks and tower separations.

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

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

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

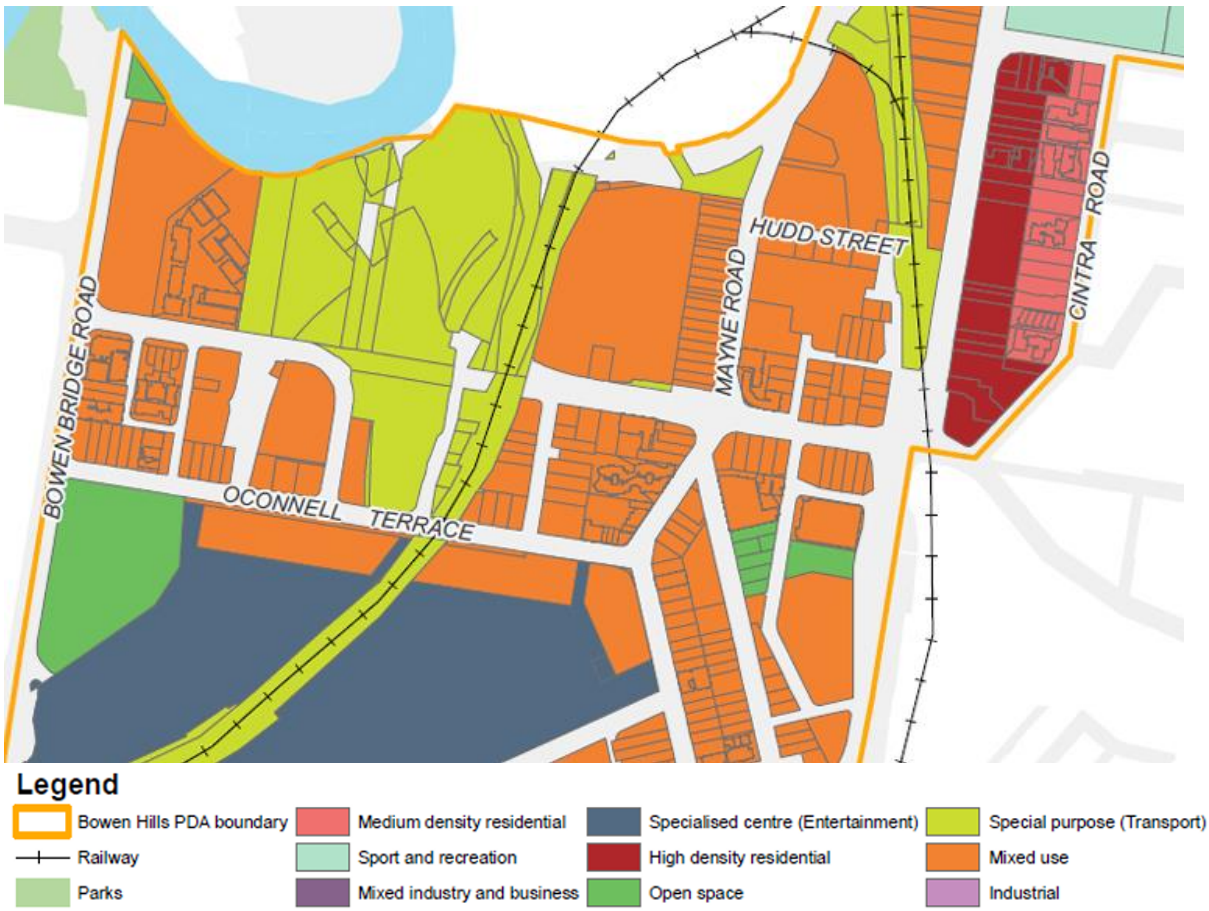

Figure 6-5 Zoning and Precinct Plan

The Proposal will facilitate residential dwellings specifically design for the rental market, providing diversity of residential uses within the Mixed use zone.

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

Appropriate uses

- *caretaker's accommodation*
- *community residence*
- *dual occupancy*
- *dwelling house*
- *food and drink outlet where located at ground level and not exceeding 250m2 of GFA per tenancy*
- *indoor sport and recreation*
- ***multiple dwelling***
- *office*
- *retirement facility*
- *research and technology industry where located at ground level and not exceeding 250m2 of GFA per tenancy*
- *rooming accommodation*
- *service industry not exceeding 250m2 of GFA per tenancy*
- *shop where located at ground level and not exceeding 250m2 of GFA per tenancy*
- *short-term accommodation*

A Multiple Dwelling is listed as an Appropriate Use within the Mixed use zone.

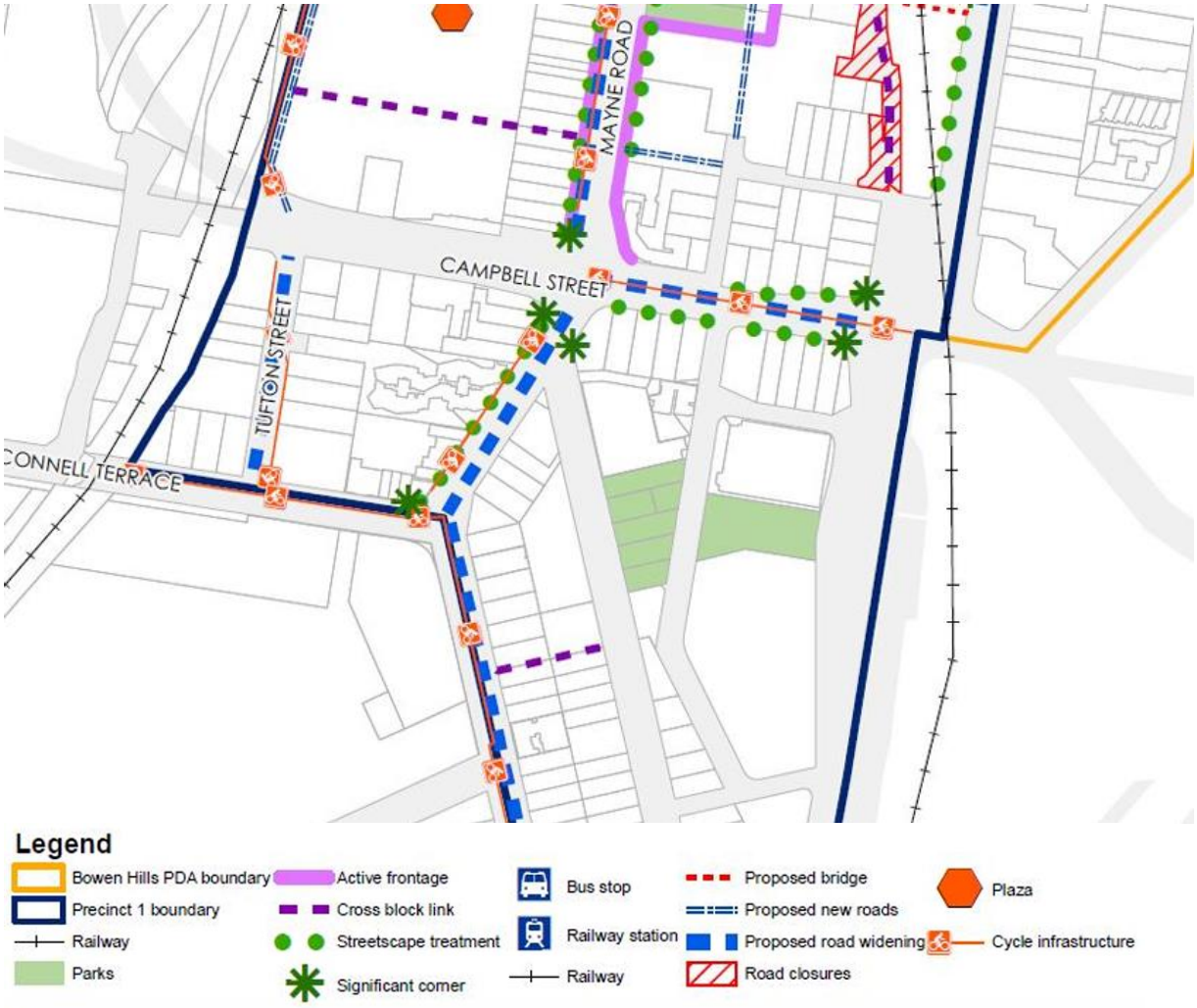

Figure 6-6 Zoning and Precinct Plan

PDA assessable development is consistent with the Land use plan if it is consistent with all outcomes of the relevant PDA development requirements8

2.6.3.2 Built form provisions

							Urbicus Response
Maximum plot ratio *Excluding areas of communal open space.*		Sites 800 m^2 or greater but less than 1,200m^2	Sites 1,200m^2 or greater but less than 1,600m^2	Sites 1,600m^2 or greater but less than 3,000m^2	Sites 3,000m^2 or greater but less than 10,000m^2	Sites 10,000m^2 or greater	**Performance outcome**. Total GFA = 10.2 (includes all common areas) Residential Unit GFA = 9.33 (excludes common areas) Refer to Section 7 Sufficient Grounds. Refer to Urban Utilities Service Advice Notice confirming adequate infrastructure capacity.
		2 : 1	4 : 1	6 : 1	8 : 1	9 : 1	
Minimum site area		800m2					**Complies**. Subject site is 2,098m^2.
Minimum frontage		20m					**Complies**.
Maximum height provisions *Excluding a space on top of a building used primarily as communal open space whether roofed or not.*		Sites 800 m^2 or greater but less than 1,200m^2	Sites 1,200m^2 or greater but less than 1,600m^2	Sites 1,600m^2 or greater but less than 3,000m^2	Sites 3,000m^2 or greater		**Performance Outcome** Proposed height is 30 storeys where the maximum is 24 storeys. The additional building height proposed is consistent with that proposed to the north at 19 Campbell Street, Bowen Hills. Refer to Section 7 Sufficient Grounds.
		8 storeys	16 storeys	24 storeys	30 storeys		
Building envelope	Street frontage setback	Ground level	3m				**Complies.** Ground Level Podium 3.1m Campbell Street to ultimate alignment (minor encroachments) 0.5m Hurworth Street to ultimate alignment 1.7m to existing alignment 0m Laneway to ultimate alignment 1.5m to existing alignment
		Up to 4 storeys	0m to balconies. 3m to external walls.				
		Above 4 storeys	6m				

				A 3m setback is not required to Hurworth Street and the Laneway. We not that no pedestrian access is provided from either frontage. Pedestrian activity is concentrated within Campbell Street where a 3m setback is provided. The grades along Hurworth Street negate the benefit of providing a 3m setback at ground level, that is generally elevated above verge level. <u>Above Ground Podium</u> 0.5m Campbell Street ultimate alignment 0.5m Hurworth Street ultimate alignment 1.7m to existing alignment 0m to Laneway ultimate alignment 1.5m to existing alignment (planters and screening located within the setbacks) The podium setback above ground level is consistent with setbacks supported on surrounding properties. <u>Tower</u> 6.1m Campbell Street to ultimate alignment 4.5m Laneway to ultimate alignment 5.9m to existing alignment 4.3m to ultimate alignment 6m to existing alignment The tower setbacks are considered appropriate given that building separation distances are complied with to the north, south & west.

				The building has a distinctive podium & tower typology and the tower site cover of 50% is well below the 60% maximum allowed. We note that a compliant 6m tower setback (5.9m to Hurworth Street) is achieved to the existing verge alignments to the Laneway & Hurworth Street.
	Side setback *Development in the mixed use zone on sites >800m2 but <1,200m2 are to be assessed against the side setback provisions specified in the High Density Residential zone.*	Up to 4 storeys	0m where a podium. 6m to habitable rooms. 4m to balconies. 3m to non-habitable rooms.	**Complies.** 0m up to 4 storeys (podium) **Performance Outcome** 6m above 4 storeys (eastern boundary) A setback of 9m is not required to the eastern boundary as the adjoining site is not capable of accommodating a tower footprint. Refer to Drawing SK04 prepared by Nettletontribe demonstrating that a workable tower cannot be accommodated on the adjoining site given its size and shape. Therefore, separation distances above podium level are not applicable. Note - If a compliant 9m tower setback was required internal of the adjoining site to the common boundary, no tower could be provided on the site.
		Above 4 storeys	9m	
	Rear setback	Up to 4 storeys	0m where a podium. 6m to habitable rooms. 4m to balconies. 3m to non-habitable rooms.	**Not Applicable**. Site does not have a rear setback.
		Above 4 storeys	9m	

Building form	Scale and bulk	Maximum tower footprint of 1,200m^2. Any part of a building above the podium has a maximum site coverage of 60%, and a maximum horizontal dimension of 50m. A maximum length of 30m on any one outer building wall. A maximum wall length of 10m between building articulations.	**Complies.** Tower footprint 1,041m² Tower site cover 50% **Performance Outcome** Length of walls exceeds 30m to Campbell Street. However, this façade is well articulated with variation in wall alignments, provision of planters and balconies that significantly reduce the visual bulk and scale of the building.
	Orientation	Development is oriented to the street frontage and activates the public realm. Development on a corner lot is oriented to address both street frontages. Development optimises seasonal solar gain and loss, taking into consideration major site views and vistas. Development is located and designed to minimise impacts from surrounding uses an infrastructure and maintain reasonable levels of amenity.	**Complies.** Building is orientated to Hurworth and Campbell Streets being the primary and secondary frontage. Refer to Appendix A – Architectural Package for context.
	Separation distances	A minimum 12m separation distance between balconies or windows in habitable rooms up to level 4. A minimum 18m building separation above level 4.	**Complies.** Tower separations are: • 37m to the north (Campbell Street) • 24m to the west (Hurworth Street) • 19m to the south (Laneway) Note – where a tower has not been constructed on the nearest site, a compliant 6m building setback to the street has been adopted. **Performance Outcome** 12m to east (side boundary)

			Building separation to the north is 12m assuming a 6m tower setback within the adjoining site. It has been demonstrated on Drawing SK04 prepared by Nettletontribe that a workable tower cannot be accommodated on the adjoining site, even with a reduced tower setback of 6m, given it's size and shape. Therefore, separation distances above podium level are not necessary.
	Fences	Side and rear boundary fencing is 1.8m in height, if buildings are not built to boundary.	**Not Applicable**. Proposal does not include fencing.
	Rooftops	Roofs are designed to ensure plant and equipment are screened or otherwise integrated with the overall roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building. Roof top areas may be utilised for communal open space and other passive recreation uses.	**Complies**. Proposed roof is designed to screen equipment and provide for variation. Recreation areas are proposed at rooftop level.
Communal open space and facilities		Development provides universally accessible communal open space as follows: i. Development which includes a multiple residential component provides communal open space equivalent to a minimum of: a. 80% of the site area, or b. 15% of the multiple residential Gross Floor Area. ii. a minimum of 10% of the site area for non-residential developments iii. a minimum of 60m2, having a minimum dimension of 6m iv. as a mix of ground level, vertically integrated or roof top settings v. respects the privacy of both users and those overlooking from neighbouring properties vi. includes landscape and deep planting shade trees or structures suited to the subtropical environment vii. is positioned for good solar orientation and minimises water use, and viii. does not include driveways, storage or turning areas.	**Complies.** Common areas are extensive throughout the building, provided at ground, podium and rooftop levels and exceed the prescribed requirements under the Development Scheme.
Private open space		Development provides all dwellings with private open space or balconies at the following rates: i. 1 bedroom dwellings - 9m2 with a minimum dimension of 3m, or ii. 2 or 3 bedroom dwellings - 12m2 with a minimum dimension of 3m.	**Performance Outcome.** Balconies generally achieve the 9 & 12m² minimum. All 1 bed units have a min POS of 10m². Studios have 8m² and 2 bed units 11m².

	Balconies are appropriately screened to maximise privacy between buildings and the public realm, without compromising CPTED principles. Ground floor private open space must provide privacy but still allow overlooking of the street to promote passive surveillance.	The minor shortfall in POS is more than compensated for by generous communal recreation areas. No ground floor POS.

Section 2.6.3.2 Urban design

		Urbicus Response
Building elements and appearance	High-rise buildings must have distinct lower, middle and upper sections, including the ground floor, podium and tower levels, providing for variation in the built form. Buildings are to be well articulated with varied materials and design details, external balconies, verandas, terraces, recessed doors and doorways, windows, shade and screening devices and outdoor planting. Residential building design ensures visual and noise privacy, adequate storage space, adequate room sizes, functional room relationship and the provision of useable and well connected common outdoor spaces. Development provides a well-defined entry point for pedestrians. Building form allows for cross ventilation and supports a naturally ventilated and comfortable environment. Buildings incorporate appropriate weather protection, eaves and overhangs, screening, and shading structures on the building facades to channel breezes, filter sunlight, block out night lighting and provide rain protection.	Building has a defined podium and tower. Proposed structure is well articulated with variation in materials, detailing, and forms to present as an attractive and climatically responsive building. Pedestrian access points are well defined and provided with appropriate protection and lighting, and a naturally ventilated and comfortable environment. Refer to Section 4.2 and Figures 6-2 & 6-3 of this report.
Basements	Basements are within property boundaries. Basement level 1 is clear of street alignments to allow areas for deep planting at the street level.	Proposed basement level is within the property boundary with clearance from street alignment. Volumetric easements are provided at ground level to the Hurworth Street and Laneway frontages.
Ground level treatment	Street activation is achieved through a variety of measures, including varied design concepts and providing a high frequency of foyers, front entries, windows or doors to commercial, retail, community, communal and residential uses.	Refer to Section 4.2 and Figures 6-2 & 6-3 of this report.

	Mixed-use developments provide a predominantly commercial and retail character at the ground floor level, which activate the street. Front entries to all buildings are emphasised through architectural and landscape treatment, pedestrian paths, appropriate lighting and the provision of continuous awnings. Foyers open toward the public realm and contain active spaces that engage people, such as reception desks, seating areas, cafes and display spaces. Non-residential uses at ground level provide: i. a minimum 4.5m ground level ceiling height ii. continuous 3m wide awnings over the footpath with integrated lighting to provide shelter and protection from the elements iii. a variety of building elements, details, finishes and setbacks on the ground floor to create plazas, outdoor dining areas, landscape spaces or open vistas, and iv. places for a wide range and rich variety of activities and uses, formal and informal gathering and interaction. Residential uses at ground level provide: v. direct street access to each ground level dwelling vi. landscaping, including deep planting, along a minimum length of 50% of street frontages vii. front fences or walls to which are at minimum 50% visually permeable and no higher than 1.5m, and viii. a minimum 4.5m ground level ceiling height.	
Podium treatment	Podiums are designed to address, activate and provide a visual appeal to street frontages. Any parking included in a podium must be sleeved with active uses fronting the street. Development must ensure safe access to active uses within the podium. Podiums include articulations in building facades and landscape treatments to reduce the visual bulk of the building and provide an appropriate transition between the ground floor and upper storeys. Podiums maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy.	Refer to Section 4.2 of this report and Figures 6-2 & 6-3.

	Development of podium levels facing street frontages or public spaces include windows, doors and balconies that allow for activity, visual connection and passive surveillance. Development of the lower 4 storeys of the building includes variation in plan shape and vertical profile, balconies, display windows and the like orientated to the street. Podium tops provide valuable space for communal open spaces and roof gardens.	
Tower treatment	Towers include articulations and varied design details to create visual appeal. Residential towers include balconies and other external protrusions which separate the core from direct solar heating. Balconies on towers are offset so that they maintain privacy of habitable rooms or outdoor spaces and provide visual variety and articulation in the built form.	Refer to Section 4.2 and Figures 6-2 & 6-3 of this report.
Landscape	Development provides consistent and cohesive landscape and streetscape treatments, including deep planted feature trees, seating and public art, that contributes to the area's streetscape and urban character.	Landscaping provided throughout the building. Refer to Landscape and Architectural Plans.
Public realm	Mixed-use developments provide privately owned plazas and public spaces for social connectivity, meeting points and other temporary uses and displays. Development addresses and provides passive surveillance of its interface with the street and other adjoining public spaces. Streetscape treatments facilitate pedestrian and cycle amenity and safety.	Refer to Section 4.2 and Figures 6-2 & 6-3 of this report.

6.8 Precinct provisions

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

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

	Retail tenancies have a visible presence and interaction with the street and open on to the park at the intersection of Mayne Road and Hudd Street. Parks are developed as attractive community focal points with spaces and facilities for recreation, pathways, landscape and park furniture. Ground level building and landscape design contributes to the identification of Bowen Hills as a distinct destination at Significant corner locations.		
Infrastructure	**Parks and plazas**	A new park is located on the southern side of the Mayne Road and Hudd Street intersection. The park collocates with activated retail frontages, cycling routes and streetscape treatments along Mayne Road and Hudd Street. Parks are located at Jeays Street and Hurworth Street. A major new civic plaza west of Mayne Road will deliver a multi-purpose community and cultural hub providing space for social interaction, community and group activities, information, art and cultural activities and events.	**Not Applicable**. Proposal is not for a park.
	Community facility	Development provides a multi-purpose community hub within proximity of the Bowen Hills Railway Station. Community facilities are provided as an integrated component of mixed-use developments. Community facilities are accessed directly from street frontages and are clearly signed and identifiable to visitors.	**Not Applicable**. Proposal is not for a community facility.
	Connectivity	Development provides publicly accessible cross block links providing pedestrian connection: i. between Brookes Street and the Jeays Street park ii. between Mayne Road and the Tufton Street extension iii. to the Bowen Hills railway station from Abbotsford Road iv. between Hudd Street and Edgar Street, and v. between Mayne Road and Edgar Street.	**Not Applicable**. Proposal does not front the nominated roads.

		The precinct will accommodate a new local street network which will include: i. widening of Mayne Road (western side) to accommodate vehicular and cycle traffic ii. widening of Hudd Street (southern side) to accommodate vehicular traffic iii. a two way vehicle and pedestrian bridge spanning the railway corridor between Hudd Street and Abbotsford Road, providing improved connectivity across the railway corridor iv. a new street linking Hudd Street and Mayne Road through to O'Connell Terrace, via Tufton Street. This street will be a principal means of access into the precinct from the area south of Campbell Street v. Hazelmount Street extended through to Hudd Street vi. Edgar Street extended through to Mayne Road vii. Closure of Jamison Street between Hudd Street and Edgar Street, and viii. cycle infrastructure that provides safe and efficient cycle connection through the precinct.	
	Public transport	Development is coordinated to provide: i. pedestrian concourse delivering safe and improved access to the Bowen Hills Railway Station between Hudd Street and Abbotsford Road ii. upgrades to the Bowen Hills Railway Station including improved platform access and potential corridor widening, and iii. a rail and bus interchange is located adjacent to the Bowen Hills Railway Station on Abbotsford Road.	**Not Applicable**. Proposal is not located so as to require upgrades to Bowen Hills Station.

7 SUFFICIENT GROUNDS

The Proposals superior design outcomes, as they relate to community need, are primarily delivered through the nature of the proposed residential building that can deliver 297 dwellings offering affordable medium to long term rental accommodation with generous communal facilities.

The under supply of rental accommodation within Brisbane is well documented with record low vacancies, leading to sharp rental increases. A lack of new housing delivered to the housing markets, has driven rents to record highs. The State Government has adopted initiatives, including legislative restrictions on rental increases within a 12-month period, to improve rental affordability. However, these initiatives do not address the underlying problem, being the disconnect between population growth, the rate of household formation and the undersupply of new affordable rental accommodation.

The undersupply of housing has primarily been caused by increased construction costs. Standard medium and high-rise residential buildings offering affordable accommodation are not currently feasible to construct. In response, the development industry is looking at alternative ways to deliver affordable housing, including build to rent schemes. To date, Councils and State Governments have supported this alternative housing model, however very few build to rent buildings have been constructed. The financial feasibility of build to rent schemes remains marginal in the current construction environment.

The Proposal, involving additional units over 6 storeys (24 to 30 storeys) and reduced car parking, is intended to address the financial constraints prohibiting the commencement of the project's construction stage. However, the provision of communal spaces and the architectural merit of the building has not been compromised.

For the above reasons, the proposals intended use and design address the communities current need for affordable rental accommodation within inner city localities well services by existing infrastructure including public transport.

8 RECOMMENDATIONS

This urban planning report demonstrates that the proposed development and associated development application complies with relevant provisions of the Bowen Hills PDA Development Scheme and therefore should be approved subject to reasonable and relevant conditions.

9 APPENDICES

9.1. Appendix A – Architectural Plans by Nettleton Tribe

9.2. Appendix B - Landscape Concept Plan by Wild Studio

9.3. Appendix C - Engineering Services & SMP by ADG

9.4. Appendix D - Civil Drawings by ADG

9.5. Appendix E - Sustainable Design Advice by WalkerBai

9.6. Appendix F - Transport Engineering Report by Colliers

9.7. Appendix G - Operational Waste Management Plan by Colliers

9.8. Appendix H – Environmental Noise Assessment by Colliers

9.9. Appendix I - Contour & Detail Survey by JW Surveys

9.10. Appendix J - Geotechnical Report by Douglas Partners

9.11. Appendix K - Searches