URBIS

ASSESSMENT AGAINST PDA WIDE CRITERIA

Criteria	Response
2.5.1 Urban design and public realm	
2.5.1.1 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) principles; 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.	**Complies** The proposed development provides a considerate design that caters for the needs and useability of the community, with ease of direct accessibility from the street. The proposed design is aesthetically attractive, working in conjunction with the existing development on site to create a visually appealing and functional relationship to the public realm. The proposal maintains an appropriate ground plane outcome, with the visual appeal of the design contributing positively to the conditions of the broader urban realm. CPTED outcomes are provided through direct visibility to the street from development. The heritage prominence of the Tivoli Theatre is amplified through the proposed development, creating a strong relationship to this heritage place that does not impact on the heritage values or materials of the site.
2.5.1.2 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	**Complies** The proposed development has been designed to be climatically responsive and considers its relationship with the immediate environment. The semi-open design allows for airflows to access the interior of the extension, whilst shading of patrons is provided through appropriate roofing of the development. The proposed design allows for flexibility in future landscaping options to further

Criteria	Response
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.	improve on-site amenity and visual aesthetics to promote the sub-tropical design outcome.
2.5.1.3 Building form 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.	**Complies** The proposed development will provide a high quality architectural design for the site. The proposed design, illustrated in **Appendix B**, is consistent with the architectural character which is sought for the site by the Development Scheme, and is commensurate with the existing development on site with regard to scale, height and setbacks, contributing to an articulate streetscape. The proposed design promotes activation along the street, providing a sense of safety and community through the interaction between development and the public realm. Importantly, the proposal is considerate of the heritage significance of the place, amplifying the heritage and history of the venue.
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 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	**Complies** The proposed development contributes to the delivery of high-quality streetscapes along Costin Street. The design provides a human-scale space that positively promotes the visual experience of Bowen Hills and the wider area, and is design to provide a legible, permeable and safe outcome.

Criteria	Response
2.5.2 Connectivity	
Development: i. delivers a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles ii. provides car parking, access and servicing facilities to meet the necessary functional requirements of development as detailed in schedule 3 iii. 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 iv. 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.	**Complies** The proposal provides a visually appealing design that contributes to a high quality streetscape, with the proposal included a proposed footpath widening to enhance pedestrian movement. Noting the provision of cyclist infrastructure under the PDA precinct mapping, the proposal does not impact on the ability for this infrastructure to be provided. The access and servicing arrangements of the site remain unchanged, allowing for the current operations of the venue to be appropriately maintained. Relevant design principles are applied to ensure that pedestrian, cyclist and motorist needs are not impacted, whilst the development contributes to the street layout to encourage pedestrian and cyclist movement.
2.5.3 Housing diversity	
Development for residential uses (including residential components of a mixed-use development) provides:	**Not Applicable** The proposal does not involve a residential use.

Criteria	Response
i. diverse housing choice to suit a variety of households by offering universal design and variety in dwelling size, configuration and adaptability ii. a minimum of 10 per cent of total residential GFA as dwellings with 3 or more bedrooms iii. a minimum of 5 per cent of total residential GFA as either or a mix of public housing, social housing or affordable housing, and iv. dwellings that are for public housing, social housing and affordable housing are integrated and distributed throughout residential and mixed-use developments and present high-quality design outcomes to avoid identifying them or setting them apart in the community.	
2.5.4 Sustainable developments	
2.5.4.1 Sustainable buildings Development provides the design, construction and operation of sustainable buildings by achieving either: i. a minimum 6 leaf EnviroDevelopment certification ii. a minimum 4 star Green Star: Design and as Built certification, or iii. an equivalent rating under an alternative rating system.	**Complies** The proposed development is provided as an extension of an existing building, and is to be designed, constructed and operated in a sustainable manner relevant to the existing use on site.
2.5.4.2 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.	**Not Applicable** The nature of the proposal does not require a self-sufficient development outcome.
2.5.4.3 Sustainability of infrastructure Development ensures: i. all infrastructure is appropriately designed and delivered to support the needs of development, and	**Complies** The proposed development capitalises on existing infrastructure servicing the site.

Criteria	Response
ii. existing infrastructure is well used and land that is required for future infrastructure is preserved.	
2.5.4.4 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.	**Not Applicable** The proposal does not result in any increase in impervious surfaces, with the site already consisting of a fully impervious surface area. As such, existing stormwater management systems will suffice for development.
2.5.4.5 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.	**Complies** The semi-enclosed design does not rely on mechanical cooling or heating, with access to natural breezes and ventilation provided through the development for climate control. Shading across the extension also contributes to this outcome.
2.5.4.6 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.	**Complies** The proposal maintains bin storage on site, to be collected through existing waste management services. No solid or liquid wastes are discharged from the site, with the existing grease trap noted as being retained through the proposed design.
2.5.4.7 Transport efficiency Development:	**Complies**

Criteria	Response
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 charger and the electrical capacity for Basic AC charging on all non-visitor parking.	The proposed development supports transport enhanced active transport outcomes through the provision of improved pedestrian pathways, whilst not impacting on the provision of future cycle infrastructure along Costin Street. Of note, the proposed development results in the removal of on-site carparking, given its accessibility and proximity to public and active transport infrastructure. No electric vehicle charging facilities are provided as part of the development.
2.5.5 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 facilities ongoing development in the PDA.	**Complies** The proposed development will not impede the delivery of future infrastructure.
2.5.6 Heritage places	
Development promotes the historic identity of the Bowen Hills PDA, by conserving the cultural significance of heritage places and sensitively managing any development and adaptive reuse opportunities by: i. avoiding significant adverse impacts on the cultural heritage significance of the place by protecting the fabric, features and setting of a heritage place when providing for its continued use, interpretation and management ii. where adverse impacts cannot be avoided, minimising and mitigating unavoidable adverse impacts on the cultural heritage significance of the place or area, by adapting a heritage place to a new use in a way that is compatible and sympathetic to its heritage significance, and iii. minimising the detrimental impact of the form, bulk and proximity of adjoining development on heritage places.	**Complies** The proposal is considerate of the heritage prominence of the Tivoli, providing an extension to built form that respects the heritage significance of the venue whilst ensuring that heritage values and fabric relevant to the site are not adversely impacted. Further details are provided in **Appendix C** detailing this outcome.
2.5.7 Environment	

Criteria	Response
2.5.7.1 Significant vegetation Development: i. avoids impacts on significant vegetation, or ii. minimises and mitigates impacts on significant vegetation after demonstrating avoidance is not reasonably possible, and iii. provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in significant residual impact on a prescribed environmental matter.	**Not Applicable** No significant vegetation is located on site.
2.5.7.2 Waterways and riparian areas Development: i. ensures that land along Breakfast Creek within 10m of the high water mark is transferred to Brisbane City Council as publicly accessible open space ii. is located, designed, constructed and operated to avoid, or where avoidance is not reasonably possible, minimises and mitigates adverse impacts on: a. the hydraulic capacity of the waterway b. the environmental values of receiving waters and iii. protects environmental values of receiving waters by delivering appropriate solutions that achieve an equivalent or improved water quality outcome.	**Not Applicable** The site is not located within close proximity to a waterway or riparian area.
2.5.7.3 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	**Not Applicable** Given its elevated location and the nature of proposed works, acid sulfate soils are unlikely to be encountered.

Criteria	Response
iii. that is operational work will require an ASS investigation if the work involves: a. the disturbance of greater than 100m^3 of soil below 5m AHD, or b. the placement of greater than or equal to 500m^3 of fill material in layer of greater than or equal to 0.5 in average depth below 5m AHD.	
2.5.8 Flood The site is not identified as being subject to any flooding. As such, these criteria are not applicable to the assessment of this application.	
2.5.9 Managing the impacts of infrastructure	
2.5.9.1 Railway environment Development: i. does not create a safety hazard for users of a railway, by increasing the likelihood or frequency of loss of life or serious injury ii. does not compromise the structural integrity of railways, rail transport infrastructure, other rail infrastructure or railway works iii. does not result in a worsening of the physical condition or operating performance of railways and the rail network iv. does not compromise the state's ability to construct railways and future railways, or significantly increase the cost to construct railways and future railways v. does not compromise the state's ability to maintain and operate railways, or significantly increase the cost to maintain and operate railways, and vi. ensures the community is protected from significant adverse impacts resulting from environmental emissions generated by a railway.	**Not Applicable** The site is not located within a railway environment.
2.5.9.2 Sub-surface transport infrastructure Development does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure that is an existing or endorsed proposed tunnel.	**Not Applicable** There is no transport infrastructure below the site.

Criteria	Response
2.5.9.3 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.	**Complies** The proposed development will ensure that appropriate noise mitigation measures are employed with noise generated from the site as an entertainment venue. For further details, please refer to the acoustic assessment within **Appendix D**.
2.5.9.4 Procedures for air navigation services Development does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS)33 for the Brisbane Airport as identified on the Brisbane City Plan Airport Environs overlay mapping.	**Not Applicable** The proposed development does not penetrate the PANS-OPS or OLS contours for the site.
2.5.9.5 Air quality Development must limit exposure and risk associated with pollutants that could have an adverse effect on human health. Development in a transport air quality overlay is designed to: i. minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of uses of a childcare centre, multiple dwelling, residential care facility or retirement facility, and ii. maximise wind movement around buildings and the dispersion of traffic air pollutants. Development within 100m of the Clem Jones Tunnel north ventilation outlet36 and above RL+45m AHD must be designed and oriented to: i. avoid unreasonable impacts on the performance of the ventilation outlet, and ii. mitigate potential air quality impacts on occupants resulting from the ventilation outputs. Development within 150m of the Queensland Urban Utilities odour control device must be designed and oriented to mitigate:	**Not Applicable** The site is not located within the Industrial Amenity Overlay of the Brisbane City Plan 2014, or other air quality designations under the Development Scheme.

Criteria	Response
i. unreasonable impacts on the performance of the odour control device ii. potential air quality impacts on occupants resulting from the odour control device iii. the intrusion of air pollution from the odour control device, and iv. reverse amenity impacts on the lawful operation of the odour control device Development for a sensitive use within 500m of an existing High impact industry identified on Brisbane City Plan Industrial amenity overlay map is designed and constructed to achieve acceptable air quality, odour and health risk standards.	