PLANNING INITIATIVES

DEVELOPMENT PLANNING CONSULTANTS

TOWN PLANNING ASSESSMENT REPORT

THE BROADWAY HOTEL

Proposed Mixed Use Development comprising: Multiple Dwelling (282 Units), Hotel, Bar, Function Facility and Food & Drink Outlet on a Heritage Place

WOOLLOONGABBA PRIORITY DEVELOPMENT AREA

44 Balaclava Street & 93 Logan Road, Woolloongabba

Prepared By
PLANNING INITIATIVES
FOR
Broadway Projects QLD Pty Ltd

17 September 2025

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1.0 INTRODUCTION

1.1 Background

Planning Initiatives on behalf of Broadway Projects Qld Pty Ltd (CAN 652 220865 Trustee under instrument 721957921) have prepared an assessment of the proposed Mixed Use Development and restoration of the Broadway Hotel building on land at 44 Balaclava Street & 93 Logan Road, Woolloongabba described as Lot 76 on RP 11846 & Lot 50 on RP217072 located within the Woolloongabba PDA Development Scheme area.

The site is in a prominent corner position and is occupied by a highly significant State heritage listed building which is in an extremely derelict condition. The site was purchased by Broadway Projects Qld Pty Ltd in 2021 with the intention of restoring this building, extending the hotel activity supported by high order residential development of the land.

The Broadway Hotel is a well-recognised historic landmark building which has remained vacant and derelict since two major fires severely damaged the building in 2010 and 2018. The proposal provides an opportunity to achieve the restoration of a significant State heritage building to the benefit of the community.

This proposal recognises the unique features of the Broadway Hotel Site and its role within the Logan Road Precinct of the Woolloongabba PDA to contribute towards the successful achievement of the overall development intentions for the PDA.

1.2 The Project

Broadway Projects Qld Pty Ltd are proposing to re-establish, refurbish and extend the historic Broadway Hotel on the site and establish a Mixed Use Development comprising Multiple Dwellings (282 Units), Hotel, Bar, Function Facility and Food & Drink Outlet on the site of a Heritage Place. The approval being sought under the provisions of the Woolloongabba Priority Development Area Scheme is for:

- Development Permit for a Material Change of Use for a Mixed Use Development comprising: Multiple Dwelling (282 Units), Hotel, Bar, Function Facility and Food & Drink Outlet on the site of a Heritage Place; and
- Development Permit for Building Works on the site of a Heritage Place.

The proposal will restore an important historic building to its original use and will provide for the utilisation of the site to create a landmark project within the Woolloongabba PDA.

This report considers the proposal with respect to its suitability under the Woolloongabba Priority Development Area Development Scheme, with consideration where required of EDQ Development Guidelines, any relevant provisions of City Plan 2014, State Planning Codes as required under the Planning Act 2016 and/or Australian Standards.

2.0 THE SITE & APPLICATION

2.1 Site Details

The Broadway Hotel site details are included in the below table for the purposes of completeness noting that the Zone and Neighbourhood plan are overridden by the new PDA proposal but overlays remain relevant.

Address	44 Balaclava Street & 93 Logan Road, Woolloongabba QLD 4102
RPD	Lot 76 on RP 11846 & Lot 50 on RP217072
Site Area	304m^2 & 2204m^2 total of 2507m^2
Priority Development Area/Precinct	Woolloongabba Logan Road Precinct 2
Development Scheme:	The Woolloongabba Plan Development Scheme Woolloongabba Priority Development Area
Brisbane City Plan Zone	MU1 Mixed use (Inner city)
Neighbourhood Plan	Woolloongabba Centre neighbourhood plan / Woolloongabba Core Precinct NPP-001
Brisbane City Plan Overlays	Airport environs overlay • OLS - Horizontal limitation surface boundary • Procedures for air navigation surfaces (PANS) • BBS zone - Distance from airport 8-13km Bicycle network overlay Community purposes network overlay Critical infrastructure and movement network • Critical infrastructure and movement planning area sub-category Flood Overlay • Brisbane River flood planning area sub-category 5 • Creek/Waterway flood planning area sub-category 4 & 5 Heritage overlay • Local heritage place sub-category • State heritage place sub-category Potential and actual acid sulfate soils overlay • Potential and actual acid sulfate soils sub-category • Land above 5m AHD and below 20m AHD sub-category • Land at or below 5m AHD sub-category Road hierarchy overlay Streetscape Hierarchy Transport noise corridor • Noise corridor - Brisbane: Queensland Development Code MP4.4 Noise Category 1 sub-category • Noise corridor - Brisbane: Queensland Development Code MP4.4 Noise Category 2 sub-category
State Interest Matters	Schedule 10, Part 8- Heritage Place, Division 1 – Local Heritage Place & Division 2 - Queensland Heritage Place Schedule 10, Part 9 - State Infrastructure, Division 4 – State Infrastructure Generally

2.2 Application Details

Owner	Broadway Projects Qld Pty Ltd A.C.N. 652 220 865 Trustee Under Instrument 721957921
Type of Application	• PDA Development Permit for a Material Change of Use for a Mixed Use Development comprising: Multiple Dwelling (282 Units), Hotel, Bar, Function Facility and Food & Drink Outlet on the site of a Heritage Place; and • PDA Development Permit to carry out Building Work on the site of a Heritage Place.
Applicant	Broadway Projects Qld Pty Ltd A.C.N. 652 220 865 Trustee Under Instrument 721957921 C/- Planning Initiatives
Contact	Mark Tocchinni C/-Planning Initiatives PO Box 1774, New Farm QLD 4005 Email: Admin@Planning-Initiatives.com

2.3 Site History

The Broadway Hotel site contains the State Heritage listed Broadway Hotel. Historical assessment of the site finds that the hotel building was constructed in 1889-1890 and expressed the building boom of Queensland during the 1880's. Built in the "Queen Anne" architectural style and with a prominent three-storey octagonal tower, the building is a notable feature within the built environment of Woolloongabba.

During World War 2 an air raid shelter was constructed at the rear of the hotel building. Unfortunately, two major fires in 2010 and 2018 left the building severely damaged and the site has remained vacant and derelict since that time.

The building has suffered from severe neglect with vandalism and graffiti throughout the building. Lacking any roof structure since the fire damage, the building has been flooded, the timber floors, internal fittings including timber stairs, mouldings and joinery were destroyed in the fires as were the original external timber windows and doors. The building is generally in a very poor condition (Ivan McDonald Architects, 2022). The background and historical significance of the building has been assessed by Ivan McDonald Heritage Architects within the Conservation Management Plan and this has informed the ongoing management of the building as well as informing the overall design of the development proposed for the land.

Refer to **Attachment C1 and C2** for a copy of the Heritage Impact Assessment and the Conservation Management Plan for the site.

The very poor state of the heritage listed building on the site is shown below.

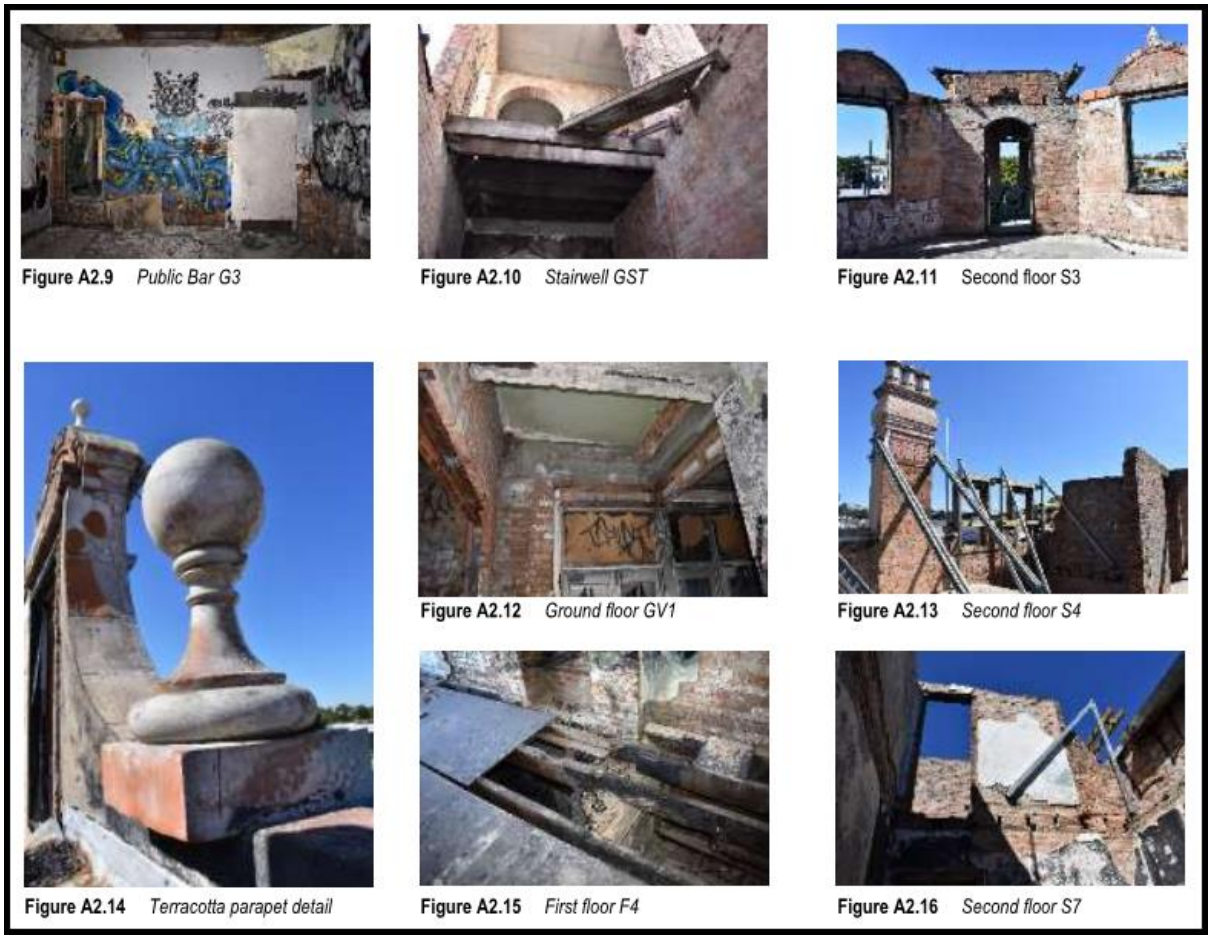


Figure A2.9 *Public Bar G3*

Figure A2.10 *Stairwell GST*

Figure A2.11 Second floor S3

Figure A2.12 *Ground floor GV1*

Figure A2.13 *Second floor S4*

Figure A2.14 *Terracotta parapet detail*

Figure A2.15 *First floor F4*

Figure A2.16 *Second floor S7*

Figure 2.3.1 The extent of damage/dilapidation of the Broadway Hotel (Source: Ivan McDonald Architects, 2021)

Figure 2.3.2 The State Heritage Listed Broadway Hotel (imagery date: 2021)

2.4 Surrounding Land Use & Site Context

The Broadway Hotel site is one of the oldest in Brisbane and is located at a key intersection point of two major roads and is located in proximity to public transport and several major infrastructure facilities. The locality is currently recognisable as an underutilised area given the current housing shortages and the opportunity this locality offers for residential accommodation.

The immediate locality is characterized by predominantly commercial and service industrial type of land uses which is generally underutilised and lacking in visual appeal or activity as indicated below.

Figure 2.4.1 The Broadway Hotel site and associated land uses (Source: Reddoor Architecture 2023))

While the site is also located within <300m of the Woolloongabba Cricket Ground, the future of this infrastructure is now under review pursuant to the Brisbane 2032 Olympic venue plan.

The locality generally benefits from proximity to range of major community services nearby including (but not limited to) the Mater Hospital (<1.2km), Princess Alexander Hospital (<1.4km), Boggo Road Precinct (<2km), Anglican Church Grammar School (<2km), St Laurence College (<1.6km) and Sommerville House (<1.7km).

The site is well located in terms of accessibility via a range of transport modes identified within the Woolloongabba PDA Development Scheme such as –

- Stanley Street busway Station (Southeast busway) (about 600metres)
- Buranda Train Station (Cleveland line) (<800metres)
- Proposed new Brisbane Metro Station (approx. 800 metres)

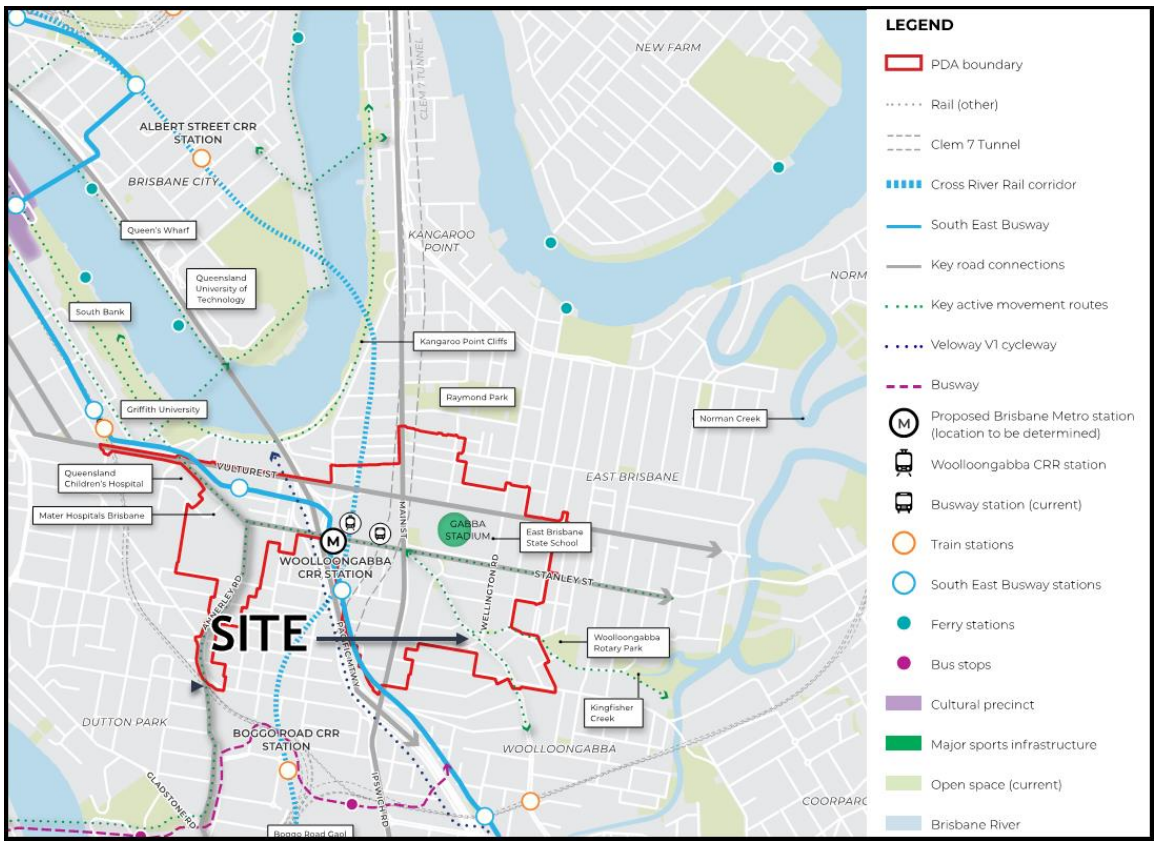


Figure 2.4.2 Extract of Map 2: Key Features – Woolloongabba and surrounds (Source: The Woolloongabba Plan)

The site is therefore at an important location within an area which is currently undergoing transition facilitated by the ongoing effects of new major public transport infrastructure and intended to be supported by the Woolloongabba PDA Development Scheme.

An aerial photograph of the locality is provided below.

Figure 2.4.3 The Broadway Hotel site and associated land uses (Source: Queensland Globe 2024)

2.5 Topography & Flooding

The Broadway Hotel site presents as gently sloping with site contours ranging from RL 4.0metres along Logan Road frontage to RL 6.5metres at the southern Balaclava Street frontage. However , the difference in level from Balaclava Street to Logan Road is 1.85m at RL6.25m – RL4.40m respectively.

The front half of the site to Logan Road is subject to Brisbane River flooding sub-category 5 and a very small portion to this frontage is subject to sub-category 4 and 5 Creek/waterway flooding.

A Site Based Stormwater Management Plan has been prepared to address this issue. Refer to **Attachment E2**.

2.6 Site Area, Frontages, Access & Servicing

The subject site is an irregular rectangular shape and is bounded on three sides by road frontages to Logan Road, Short Street and Balaclava Street. The proposal accommodates a possible future land dedication to widen the road reserve at this location which will ultimately reduce the area of the site available for development as shown below.

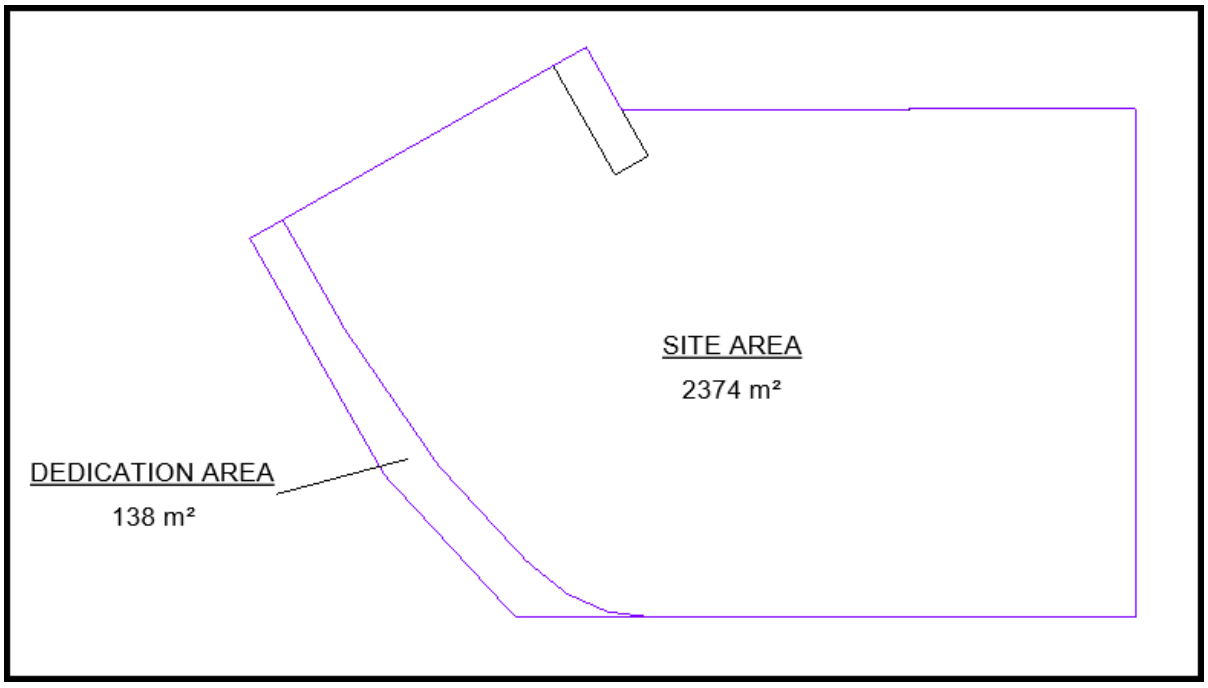


Figure 2.6.1 Extent of Road Dedication

In terms of road frontage and access:

- Lot 76 has frontage and access to Balaclava Road along the southern boundary of the subject site.
- Lot 50 has frontage to Balaclava Street, Short Street and Logan Road with access from all three frontages.

Logan Road is identified as a Neighbourhood Road in the Brisbane City Plan and Balaclava Street is identified as a Suburban Road.

The site is fully serviced with all urban services including reticulated water, sewage and stormwater drainage, telecommunications and electricity.

2.7 Pre-lodgement Discussions

The Applicant and Development team have participated in a number of pre-lodgement discussions with EDQ given that the lodgement of a development application with the Brisbane City Council was imminent at the time the PDA was declared in September 2023. Pre-lodgement meetings have been held on the following dates:

1. **17 October 2023**
   - Presentation of proposal to EDQ
   - General discussion about timeframes for the Woolloongabba Development Scheme in September 2024 – little advice could be provided until such time as a Draft document was available for public scrutiny
   - Discussed a possible programme of meetings to discuss key issues

2. **20 November 2023**
   - General Discussion of Key issues –public realm & streetscape, car parking and Active transport focus
   - Identification of Heritage as the next issue for discussion

3. **22 January 2024**
   - Presentation of proposal to DES Officers by Ivan McDonald Heritage Architect
   - It was agreed that there would be no requirement for Third Party Heritage Advice based upon information provided at the meeting and previous discussions with DES through SARA Pre-lodgement Advice Dated 21 December 2021 and 22 April 2023 (Refer to **Attachment B1 and B2**)
   -

4. **14 October 2024**
   - Broad based discussion to identify key issues of the proposal by the EDQ following the adoption of the PDA Development Scheme
   - Key Outputs by EDQ (refer to **Attachment B3**) –
     - Short Street / open space is important to the project and heritage context and considered suitable for alfresco dining
     - Access to Logan Road is not preferred
     - Parking provision exceeds the maximum allowable
     - Heritage requires further consideration of urban design response
     - Further Activation of Logan Road is considered to be required
     - Podium scale is considered excessive
     - Tower requires improvements I vertical mass effects
     - Communal Open Space requirements should be provided at multiple levels
     - Setbacks/building separation not adequate
     - Affordable Housing requirements
     - Urban Context Report required
     - Pre-application meetings recommended
     - Impacts on adjoining site development potential to be addressed
     - Next steps to be traffic

- Identification that traffic/access issues require resolution prior to further detailed design of the proposal

5. **11 December 2024**
   - Traffic Matters Discussed – TTM Colliers presented traffic analysis for access to the site from Logan Road for Service vehicles
   - EDQ acknowledged the significant analysis of traffic matters by the applicant
   - Outcomes sought to establish a programme of design meetings to progress the project beginning in January 2025.
   - Broadway project team to prepare a matrix of pros / cons / implications of taking servicing access from various locations, and outline in concise bullet points why the proposed option is preferred / needed.

6. **22 April 2025**
   - Meeting held to discuss project and seek a pathway towards resolution of design issues through a final single pre-lodgement meeting

7. **23 July 2025 (Attachment B4)**
   - Presentation and discussions of engineering matters
   - Presentation and discussion about Architectural design details
   - General discussion about amendment to PDA
   - Determination of information for lodgement

3.0 THE PROPOSED BROADWAY HOTEL DEVELOPMENT

3.1 Background

In 2022, the proposed development initially comprised two phases of development with the need for phase 1 anticipated to be linked to development of the Woolloongabba Stadium as the major Olympic venue of the 2032 Brisbane Games. Subsequent changes to planning for the Olympic venues and increasing costs associated with the reconstruction and conservation of the Broadway Hotel has led to the applicant proposing a single phase of development.

The more recent changes to the Olympic venues combined with the increasing housing demand post Covid-19 and the reported shortage of housing has brought forward the level of demand for apartment living at this location. The development will therefore involve the restoration of the Broadway Hotel in parallel with the development of the rear of the land for multi-storey high density residential use.

The proposal will revitalise a derelict site and give renewed use and meaning to an iconic and significant building and site in inner Brisbane.

3.2 The Proposal

There are three key elements to the development proposal, being:

1. Restoration and Re-establishment of the Broadway Hotel for its original use as a Hotel;
2. Expansion of the hotel and commercial uses adjacent to the hotel within the podium; and
3. Construction of a 34 Storey high-rise mixed use building incorporating 282 unit multiple dwelling within the tower and associated car parking plus basement car parking to the side and rear of the existing heritage hotel building.

The proposed apartment building is designed to be suitable for either a 'built-to-rent' (BTW) model of development or a standard development model. The site is considered to be in a highly desirable and accessible location in the Brisbane inner city area.

The approval being sought under the provisions of the Woolloongabba Priority Development Area Scheme is for:

- Development Permit for a Material Change of Use for a Mixed Use Development comprising: Multiple Dwelling (282 Units), Hotel, Bar, Function Facility and Food & Drink Outlet on the site of a Heritage Place; and
- Development Permit for Building Works (including partial Demolition) on the site of a Heritage Place.

The proposal upon completion will consist of a reinstated refurbished and restored Broadway Hotel with additional facilities and associated uses established within the podium and at ground level, with associated car parking, services at basement level and a proposed 34 storey high residential tower.

3.2.1 State Heritage Building Partial Demolition and Restoration Works

This element of the proposal involves restoration and re-establishment of the Old Broadway Hotel building. Works are commencing towards this project in accordance with a previously granted Demolition approval of 2020. These works are to be undertaken in accordance with a Conservation Management Plan prepared by Ivan McDonald Architects. A Heritage Impact Statement has also been prepared by Ivan McDonald Architects (June 2023) and supports the proposed development and restoration. Refer to **Attachments C1 and C2**.

The restoration includes reconstruction of elements in a manner that accords with the CMP and will include:

- original roof (including second floor mansard walls)
- original external windows and doors
- original open verandahs and main entrances
- original terracotta detailing
- original tuck-pointed face brickwork to the corner turret and open verandahs.

Translucent glass basement floor lights are also proposed to the Balaclava Street footpath to waterproof the basement also provided in conformance with the CMP.

The layout of the original 3-storey heritage hotel building is retained and is to be utilised in the original form with aspects of the main building are to be retrieved where lost. Such as the reinstatement of open verandahs to the frontages. The original front doors and public bar areas are to be restored to the original form and use to the extent possible.

The original hotel building once restored will have a total GFA of 607m2 over three levels plus original basement area. Figure 3.2.1 illustrates the extent and nature of changes to the ground floor of the existing hotel building and the associated expressions of the component of the building to be demolished. rear wings of the building which is provided in accordance with the CMP.

Significant works and cost are involved to restore this building due to its derelict state and to return its original hotel use.

To facilitate the development at the rear of the existing hotel building, demolition of some components of the heritage building is necessary and have been identified. These components of the building are either substantially altered (rear wings) or more recent additions (verandahs and awnings) to the original building.

The demolition components include:

- 1 and 2 storey rear wings of the hotel building;
- the verandah to Logan Road; and
- various wall openings internal to the building

The rear 1 & 2 storey wings will be demolished to make way for the residential tower and expansion of hotel facilities.

The extent of the proposed demolition at ground floor level is shown below.

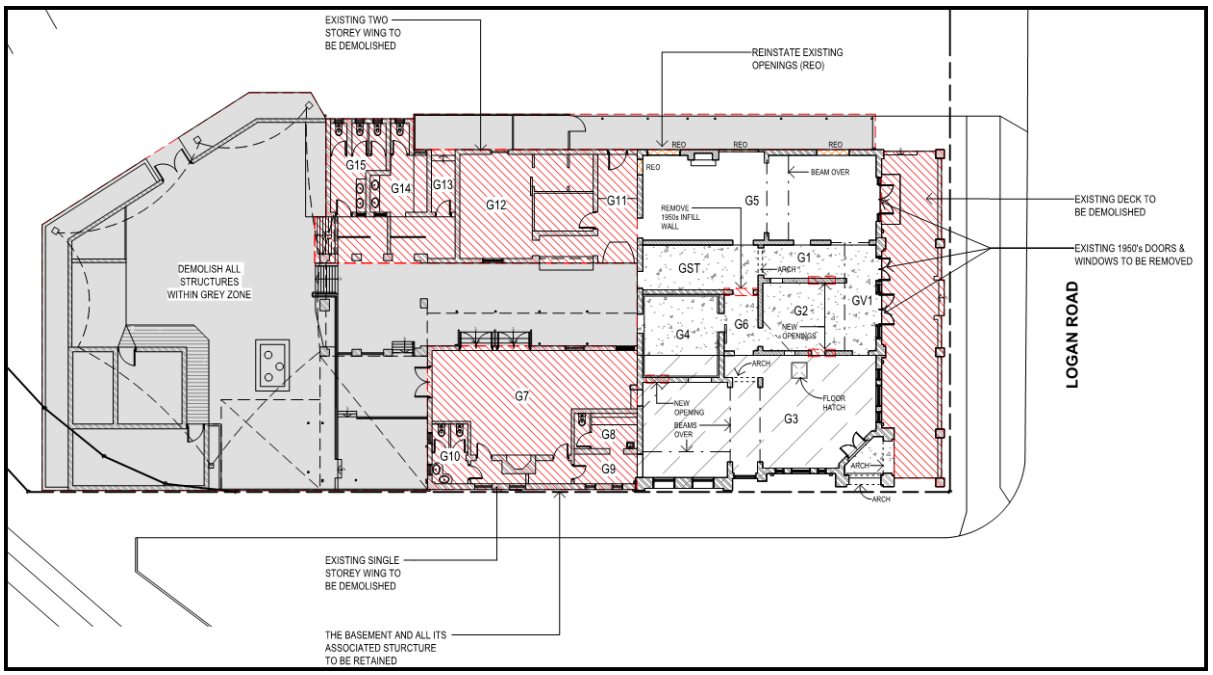


Figure 3.2.1 – Ground Floor Demolition Plan

These wings of the building have been identified as having been *"extensively, unsympathetically and irreversibly altered over time as well as being in poor physical condition due to the recent fires*.". These elements have been assessed have having little or no significance to the place. Demolition is supported where their existence is appropriately interpreted into the building. Refer to **Attachment C1** for a copy of the Heritage Impact Assessment. The proposal achieves this by:

- *expressing the original extent and form of the 1-storey rear wing as a 3-dimensionalskeletal outline*
- *expressing the pre-1958 footprint of the wings in rear paving using salvaged bricks from the rear wings*
- *expressing the extent of the original rear verandah in rear plaza paving.*

It is noted that the verandahs which were constructed in 1958 and in the 1980s and the removal of these elements is identified as facilitating the reconstruction of the original open verandahs, façade details and main entrances to the building to have a positive impact on heritage values. (p22 HIS, Ivan McDonald Architects, 2023 – **Attachment C1**)

The removal of the verandahs along with the removal of previous elements of prior unsympathetic alterations (ie. rendering, paint, various floor overlays and coverings, bottle shop roofs, modern building services, PVC downpipes etc) can be remediated as part of the restoration of the hotel building and can contribute positively to heritage values.

A number of alterations are also proposed to the heritage fabric of the building including additional wall openings to facilitate the access to the proposed extension to the rear. These alterations also involve re-instatement of two original doorways. All proposed new openings are noted as *"being of SOME significance which will have only a minor adverse heritage impact and which are reversible in the future."* (p23 HIS, Ivan McDonald Architects, 2023 – **Attachment C1**)

All demolition works are to be undertaken in accordance with a Conservation Management Plan prepared by Ivan McDonald Architects (**Attachment C2**). Extracts of the proposed restoration and interpretation is shown below.

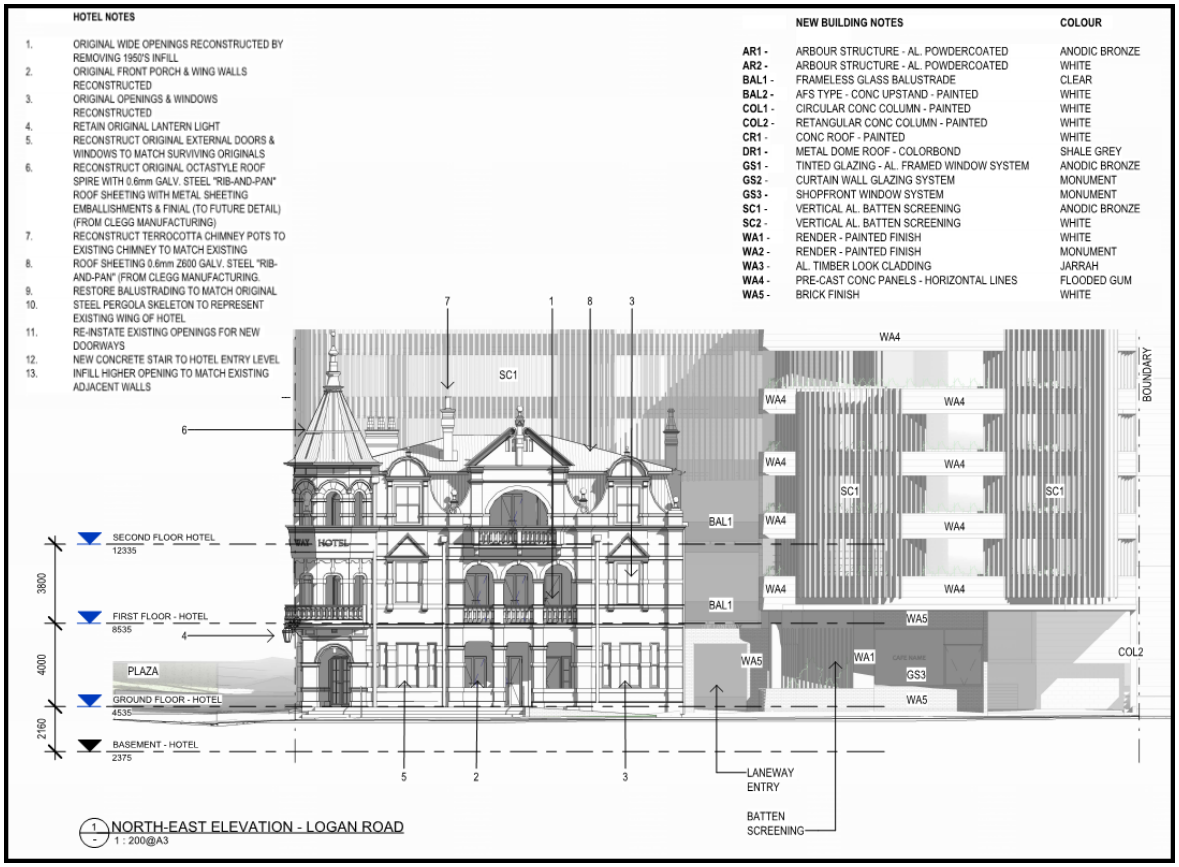


Figure 3.2.2: Extracts of Elevation restoration drawing and notes

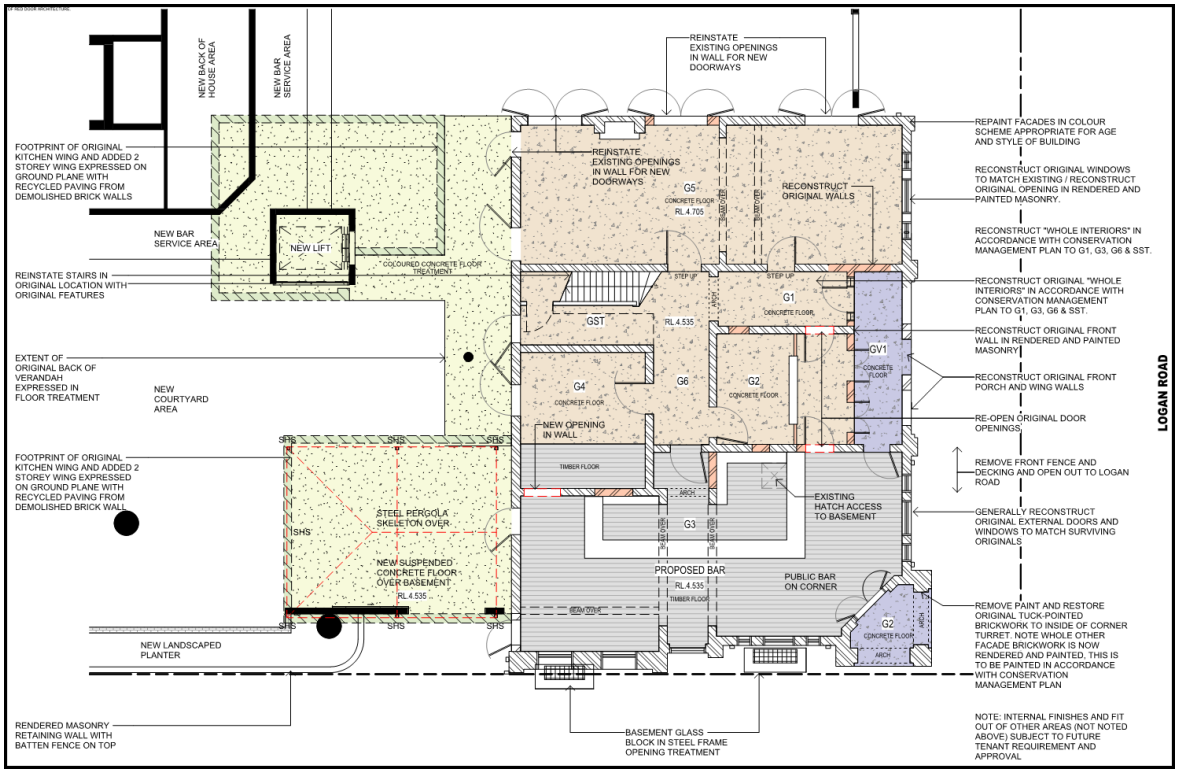


Figure 3.2.3:Ground Floor Detail plan of the Hotel restoration and rear heritage interpretation.

Ivan McDonald (Heritage Architect) has commented that the proposed restoration will return this building to a fit and usable state and have an overwhelmingly positive heritage Impact.

These works and other aspects of the proposal have been the subject of discussions at pre-lodgement meetings with SARA in 2021 and 2023 who have indicated 'broad acceptance' to the changes. (refer to **Attachment B1 and B2**).

3.2.2 Relationship to the Heritage Building

The second element of the proposal which involves expanding the commercial activity to meet current operational standards and statutory requirements for hotel development have been carefully conceived taking into consideration the potential for impacts upon the heritage building whilst also seeking to ensure amenity and privacy for future residents is protected.

The Conservation Management Plan and subsequent Heritage Impact Statement by Ivan McDonald Architects have provided the basis for the design outcomes. Refer to **Attachment C1 and C2**.

The proposed use as a hotel is considered to be the most appropriate use for the Heritage Building with uses that retain an association with hospitality, catering and/or accommodation and which retain a public bar are preferred. (Refer to Policy 7 -10 of the Conservation Management Plan at **Attachment C2**.).

The existing original 3-storey heritage hotel building is retained and restored in a form that is suitable for hotel and associated uses. The podium and pelmet design of the new building components at podium level is in a form which establishes a strong visual connection with the heritage building by continuing the horizontal planes of each level, tying together the new and old building forms.

The design concept by Reddoor deliberately includes a void between the hotel and tower forms to clearly distinguish the old and new forms of the buildings and allow for views of the building. The sketch below from the Heritage Impact Assessment illustrates the design intent.

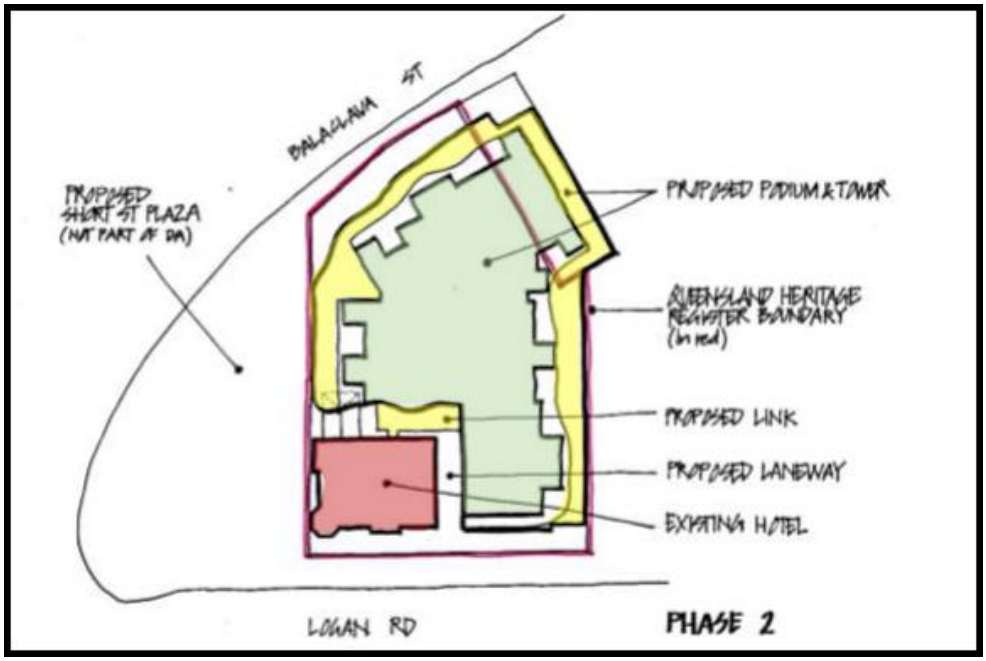


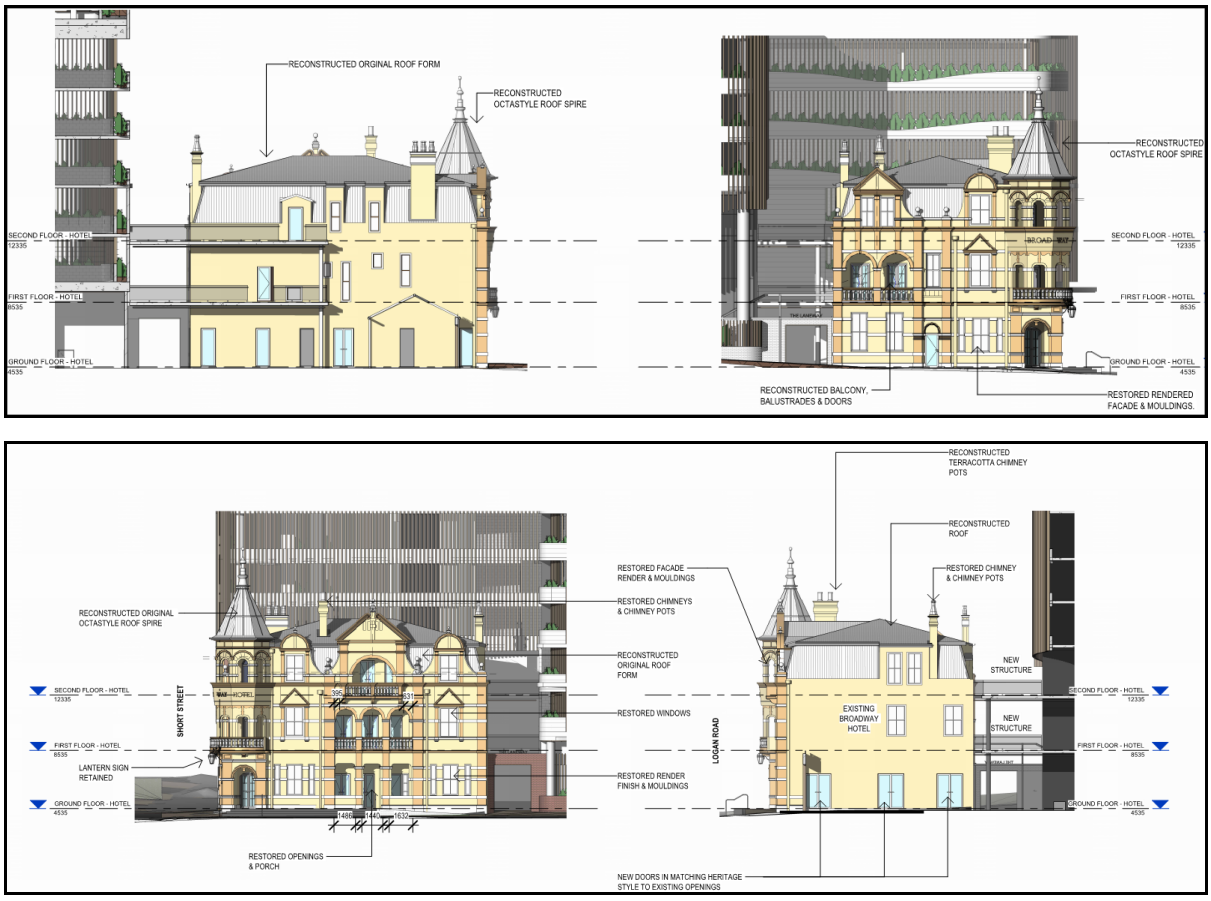
Figure 3.2.4:Diagram from Ivan McDonald Architects – Heritage Impact Assessment.

The scale of the heritage building is respected with the tower component showing a clear contemporary addition at the rear.

The proposed 6 level podium is intended to have a neutral façade and is well set back from the Heritage Hotel Building which is separated by a laneway at ground level to both street frontages as illustrated below. From street level the view of the podium is softened by the integration of landscape elements into the building façade.

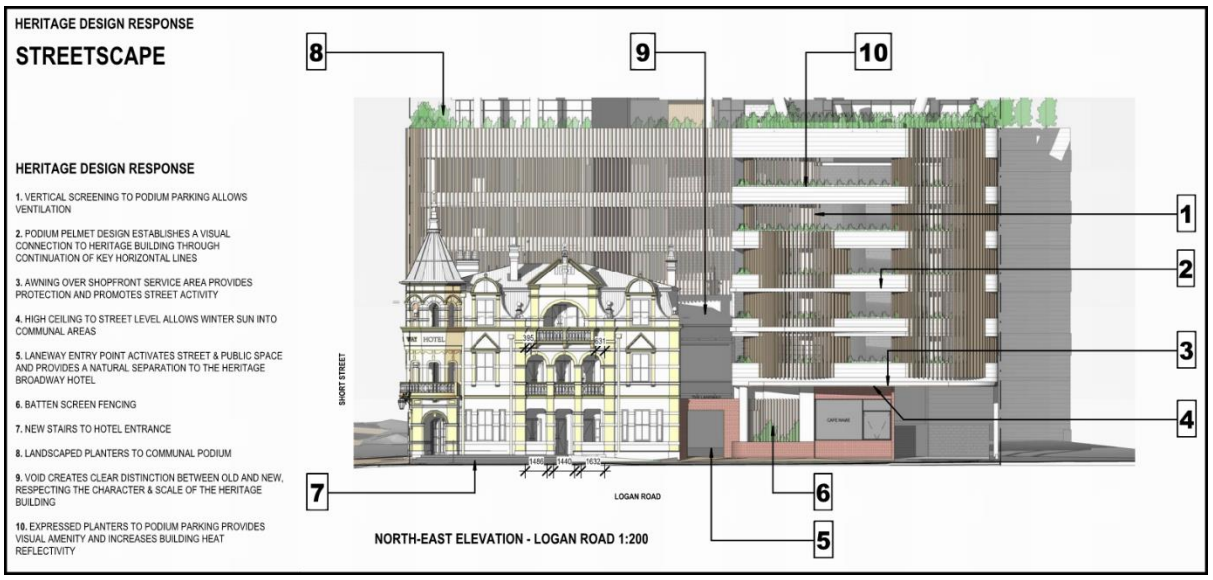
Patron areas and back of house facilities are located within the podium levels but discretely separate from the residential component.

Connections between the new built elements to the heritage building occur via a discrete link through existing doorways in the hotels rear wall at upper levels which. A lift provided within the podium provides for all person access to the upper levels of the heritage building whilst not disturbing the heritage fabric. These features of the design are illustrated below.



Figures 3.2.5 & 3.2.6 Restoration of Heritage building and separation to the new components at the rear.

The response in the design to the heritage features at the street level are indicated within the Urban Context Report and illustrated below.



Figures 3.2.7 Heritage Design Response to Logan Road Streetscape

Figures 3.2.8 Laneway separation at ground level to Short Street

3.2.3 Land Use & Built Form

The third element of the proposal involves the construction of a high-rise mixed use building comprising 282 residential units (multiple dwelling) with associated basement (4 levels) and podium car parking (6 levels), communal indoor and outdoor recreation spaces at the podium terrace level (level 7) and expansion of the Hotel, Bar, Function Facility and Food & Drink Outlet at basement 1/Ground level up to level 2 Podium.

The built form is of podium and tower construction with non-residential uses located entirely within the heritage building and at ground floor level 1 and level 2 of the podium.

The podium sits above three basement levels which will contain resident and visitor parking. Within the Hotel patron area a lift is proposed which gives all person access to the upper level patron areas and also to upper levels of the heritage hotel.

Basement 1 level of the podium (ground level to Logan Road) has service vehicle access from Logan Road and includes laneways, patron areas, bars, cafes and back of house and storage areas associated with the hotel along with service areas and visitor car parking. Vehicle access for residential use is provided to Balaclava Street at ground level which also includes various service/utility rooms as well as a secured bicycle parking area.

At level 1 (ground level to Balaclava Street) is the double height grand foyer entrance to the residential building emphasized by the circular façade treatment. The secure entrance to the residential use is also entirely separated from the hotel activities. The upper levels of the podium are occupied by car and bicycle parking areas and resident storage cages.

Figure 3.2.7 Entry to Residential Towers from Balaclava Street

The entire top level of the podium (level 7) contains the communal recreation areas comprised of outdoor and indoor recreation spaces including pool and spa deck area, yoga lawn, indoor gym, sauna and amenities as well as cinema, business centre, lounge/games room and private dining area and wine cellar.

The tower component of the building is well setback from the hotel building and contains exclusively residential dwelling units comprising 282 in total with a variety of design types incorporating 1, 2 & 3 bedroom configurations. Level 8 of the building within the tower has a reduced building floor plate to allow for additional sunlight and natural air flow to the communal spaces below.

The roof top level of the tower is comprised of a roof top garden providing further communal recreation area including various facilities including BBQs, garden seating, fire pit, deck areas, an arbour and turfed and landscaped areas

Whilst the tower and podium will contain a mix of uses, the residential and non-residential components remain discreet and secure. The tower will be exclusively occupied by residents and the podium is divided into the residential use (Multiple Dwellings) and commercial uses.

Development Parameters	
Site Cover	2186m2 (87%)
Building Height	34 storeys (RL107.1m)
Podium Height	7 levels (RL 25.6m)
Total Gross Floor Area	28,632m2
Hotel (Non-residential) GFA	1,159m2
Dwelling Unit Configuration	282 dwelling units 11 Dwelling design configurations 26 x 3 bedroom units 152 x 2 bedroom units 104 x 1 bedroom units
Total Car Spaces	275 including 4 small car spaces
Residents	241
Visitors	15
Commercial	19
Motorcycle	51
Service Vehicle Spaces	2 x VAN, 1x MRV 1x RCV (shared use)
Bicycle Spaces	394
Landscape Area	817m2
Total Communal Open Space	
Outdoor Communal Open Space	1646m2 (65.5%)
Indoor Communal Open Space	471m2 (18.07%)

The tower will contain a total of 282 units comprised of 26x 3 bedroom units, 152x 2 bedroom units and 104x 1 bedroom units. The proposal includes 4 separate floor plates throughout the building in the tower levels and comprises 11 different unit configurations.

The proposal includes a total of 275 car parking spaces shown on the proposal plans along with 385 bicycle spaces.

The total GFA of the buildings on the site is 28,708m2 and incorporates 817m2 of landscaped area which does not include deep planting. The proposal does seek to incorporate the adjacent public space in the form of an outdoor plaza area as a forecourt to the heritage building which will enhance the areas of landscaping, including deep planting in this location.

The amenity of residents is foremost in the design of the proposal and has resulted in an abundance of recreation uses and facilities for residents with well-conceived high quality private living spaces to support a large scale development at a highly convenient and accessible location in this inner urban area of Brisbane.

Figure 3.2.8 Proposed Ultimate Development – Restored Heritage Building and Landmark Residential Building

3.2.4 Access, Car parking and Servicing

Due to the difference of 1.85metres in level between Logan Road and Balaclava Street, access to the site will be provided from two separate frontages to accommodate the topography of the site and meet the functional requirements for the use. Vehicle access by residents and visitors will be from Balaclava Street with a second access for service vehicle use only being provided at Logan Road.

Access to Balaclava Street will be via a 6.5m Type B2 crossover providing for left-in left-out movement. Logan Road access for service vehicles only will also be configured as a 6.5m Type B2 crossover with left-in and left-out movements only allowed.

These access arrangements have been informed by a detailed functional traffic engineering analysis for the proposal and has been found to be suitable for the proposed use at this location. The layout is considered to provide the most efficient and safe access for the site which will be able to be accommodated within the existing road network and future road planning in the locality. Refer to Transport Engineering Assessment at **Attachment F.**

These access arrangement have been designed to ensure that the current functional road layout and the future intended road layout, accommodating active transport corridor at the frontage to Logan Road, will not be adversely impacted by the proposal and the proposed service vehicle access can safely be accommodated.

Refuse vehicles will access the site from Logan Road with waste collection areas located within the Basement1 level. Refuse storage rooms are provided for residential and commercial components separately which are connected to a refuse chute system for each. The size and arrangements for refuse management have been determined based upon traffic engineering advice and provided in an Operational Waste Management Plan included at **Attachment G**.

Service Vehicles access, loading bays, and manoeuvring is provided for regular access by a standard 10.24m rear lift Refuse collection vehicle (RCV), occasional access for an 8.8m Medium Rigid Vehicle (MRV) and access for vans.

Pedestrian accesses to the proposed development are accommodated from all road frontages, including Short Street and incorporate the original heritage hotel accesses. These accesses are clearly delineated and legible.

Parking for visitors and residents is provided within the Basement and podium levels of the building with residents parking securely separated from patrons and visitor use. The car parking rates provided are considered by the applicant to represent the current market demand/expectations for inner urban apartments in Brisbane at this time.

The proposal will be serviced by all urban utilities and with the proposed increase in population will encourage improved use of existing and proposed public and active transport infrastructure at this location.

The density of the proposal is considered to suitable for the context and is commensurate with the stated development intentions for the precinct within the Woolloongabba PDA.

All urban services will be provided to meet the demands of the proposed development and these have been assessed by Naxos Engineers. Refer to **Attachment E1** A Site Based Stormwater management Plan has also been prepared for the site by Naxos Engineers and is included at **Attachment E2**.

3.2.5 Streetscape and Urban Design

The site is located as a prominent corner site which has for many years presented as a derelict and neglected building. The heritage building is in an advanced state of disrepair which has adversely affected the quality of the streetscape for many years. The proposal will restore the late Victorian architecture of this heritage building and revitalise activity at this important location.

The relationship with the heritage building and the interaction with the public realm adjoining the site has been central to the development concept. The Urban Context report prepared by Reddoor Architect (provided at **Attachment A2**) identifies that:

> *"The design seeks to retain and celebrate the historic fabric of the Broadway Hotel while introducing additional density and modern amenities on the site.*

> *The laneway entry point activates both the street edge and public space, encouraging pedestrian movement and creating a lively interface between the heritage structure and the new development. A deliberately designed void between the hotel and tower creates a clear distinction between old and new, ensuring the scale and character of the heritage building are respected while allowing the residential tower to read as a contemporary addition. This approach balances preservation with urban growth, fostering a dynamic yet sensitive streetscape that celebrates the site's historical significance."*

The current derelict nature of the site means that the streetscape at this location is at best fragmented and does not offer any attractive features or activity for pedestrians. The proposed restoration of the hotel building and its use will invite significant levels of public activity to this location to re-vitalise this area and will significantly improve the streetscape.

At the ground level the proposal will encourage interactions with the public spaces and the street with a mix of active hospitality uses including cafes, bars and dining spaces. The laneway design is intended to blur the distinction between public and private space to encourage interaction and activity between these areas. This proposal will renew and enliven public activity in this location which has been neglected for a considerable period of time.

Reddoor Architects states:

> *Integrating a laneway is a key move to unlock the site's potential, enhancing public realm and connecting heritage with new development. The concept anticipates a lively pedestrian link, with a café anchoring the street edge to invite movement inward. At its heart, an outdoor bar and courtyard provide shaded, social spaces between old and new structures. This approach not only activates the ground plane but also reinforces a human-scaled, character-rich environment that celebrates the site's heritage while supporting contemporary urban life.*
>
> *The laneway design emphasises permeability, activation, and comfort, transforming a transitional space into a vibrant urban connector. Paving, lighting, and landscaping guide movement while creating moments for pause and interaction. Seating edges, greenery, and shade structures soften the hardscape, providing passive cooling and year-round usability.*
>
> *At key points, framed views highlight the heritage façade, reinforcing its prominence within the experience. Small-scale tenancies, such as a café and outdoor bar, spill into the laneway, creating a lively edge condition. The result is a pedestrian-focused spine that not only links old and new but also functions as a destination in itself.*

The southeastern elevation of the Broadway Hotel building faces Short Street which is a small cul-de-sac street beyond which is a small area of open space. Early in the design process it was identified that the area acts as a forecourt to the heritage building. Consequently, this area will provide a significant further opportunity to add public accessibility to the heritage building and to the quality of streetscape and activation at this location. The proposed development will support and enhance these outcomes. It is proposed that this area will be managed to contain outdoor dining activity and other events in association with the activities of the proposal hotel.

The Landscape Concept plans extract (**Attachment H**) below indicate the proposed treatments for this public area and along the streetscape to Balaclava Street and Logan Road. It is recognised that this will be a feature of the project and subject to further management by Brisbane City Council.

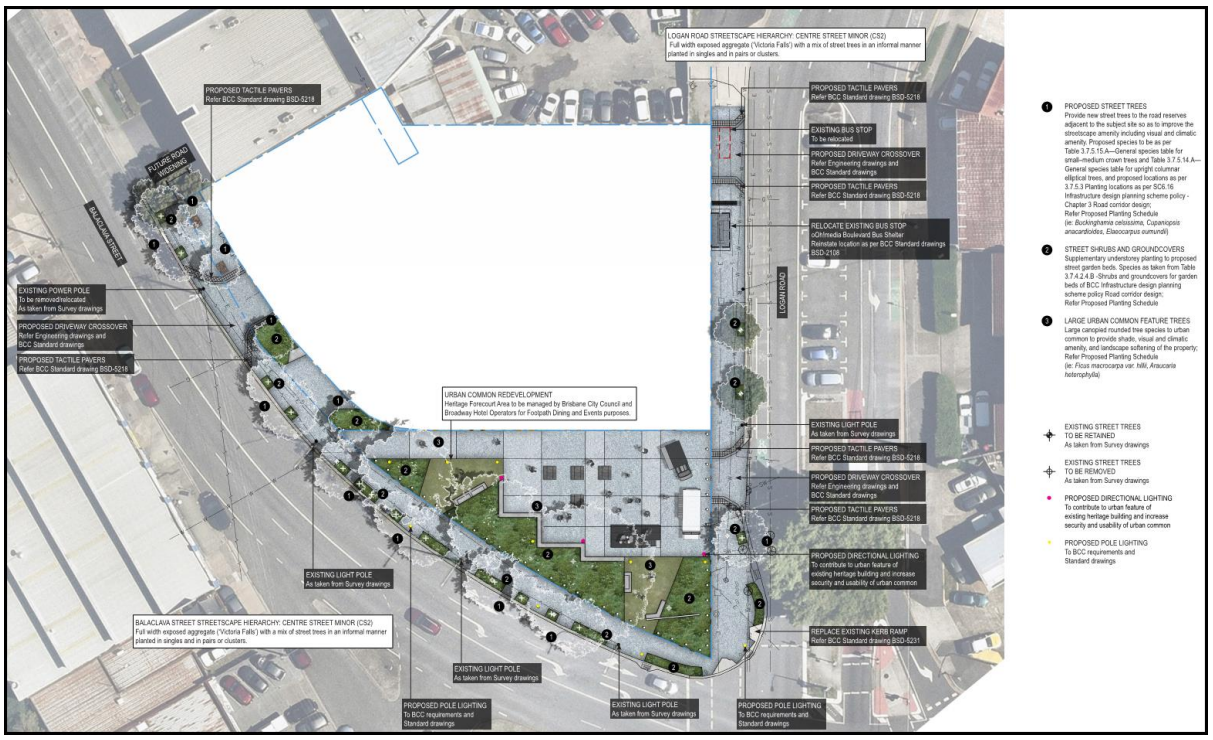


Figure 3.2.9 Adjacent Short Street and Open Space Upgrade Works

To support the improved streetscape quality, the building facades have been designed to be visually appealing with a high quality of design materials, textures and finishes. The tower building façade has a distinctive wavelike appearance which contrasts with the structured and ordered appearance of the Victorian era heritage building. At the podium the built form is integrated with landscape elements to further soften the appearance and create human scale to the street.

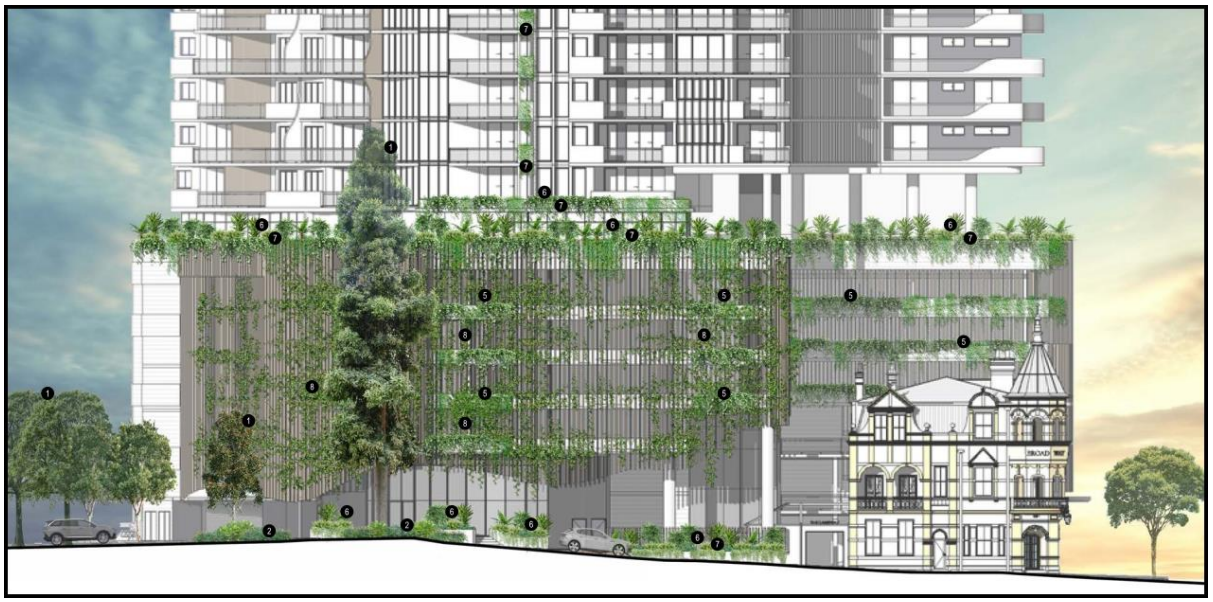


Figure 3.2.10 Podium Façade Treatments with Integrated Landscape Features

3.2.6 Key Development Opportunity and Constraint

The existence of a dilapidated State Heritage listed building on the site has acted as a severe constraint for development over an extended period of time. The Heritage listing and derelict condition of the building means that a significant capital investment is required to restore the building thus imposing a substantial additional cost burden upon development of the site. This additional cost must be capable of being absorbed within the total project cost so as to ensure its commercial viability.

The scale and nature of the associated development is therefore highly critical for this site and places this site in a somewhat unique scenario for its future development.

Whilst the cost of restoration is a major impost, the restoration of this building will also offer a unique opportunity to create a landmark development which will provide a catalyst for the development of the surrounding locality.

Its restoration to prevent further deterioration and enable the retention to preserve a significant heritage place. The reinstatement of the original hotel use will add social activity as well as to the quality of the appearance of the streetscape to this location.

The restoration of The Broadway Hotel is highly desirable as it will provide a significant community benefit at private cost for a building which is recognised as one of the most significant (unrestored) heritage buildings for the State of Queensland.

4.0 KEY MATTERS

4.1 Consistency with the PDA

The site is a key landmark site for the Woolloongabba area and the opportunity to maximise the potential of this site to contribute to the character and amenity of the PDA and the proposal provides the opportunity for significant public benefit. It is anticipated that the hotel re-development can be a catalyst for development in the precinct as well as providing a landmark destination to generate social and economic activity to support future growth of the PDA.

The proposal upon completion will consist of a reinstated refurbished and restored Broadway Hotel with additional facilities and associated uses established within the podium and at ground level with a proposed 34 storey high residential tower above podium at the rear of the hotel.

The apartment building is designed to be suitable for either a 'built-to-rent' (BTW) model of development or a standard development model. The site is considered to be in a highly desirable and accessible location in the Brisbane inner city area.

The uses proposed are ideally suited to the site and generally accords with the intent of the Precinct. The preferred uses for the site include a Food and Drink Outlet and Multiple dwelling but do not include a Hotel use and those associated uses such as a Bar or Function Facility and as such the preferred land uses does not specifically recognise the historical hotel use of the site. Based on the fact that the restoration of the original hotel use is desirable outcome on a heritage place, these uses are considered to be suitable and desirable notwithstanding that these are not listed as preferred.

The proposal allows for the return of an important heritage building to public use through the re-establishment of the hotel use whilst also removing a derelict building from the streetscape to improve the urban design character.

The restoration and revitalisation of the State listed heritage building is a critical component for the achievement of the overall outcomes for the precinct and requires a very high level of commitment of resources to the project. The extent of the cost imposts of such restoration and the substantial public benefits which ensue should be recognised in the requirements and nature of the adjoining multiple dwellings on the site.

Note that Section 3.2.4 PDA Development Scheme provides that:

> *PDA assessable development is consistent with the Land use plan if it is consistent with all outcomes sought by the relevant PDA development requirements.*
>
> ***However, development that is inconsistent with any of the outcomes sought by the relevant PDA development requirements may be consistent with the Land use plan where the development accords with the Vision (section 4.1) for the PDA*** *and:*
> *1. the development is an interim use14, or*
> *2. there are sufficient grounds to justify the approval of the development despite any inconsistency with any of the outcomes of the relevant PDA development requirements.*
>
> *In this section 'grounds' means matters of public interest, which include the matters specified as the main purposes of the ED Act, as well as:*

1. *superior design outcomes15, and*
2. *overwhelming community need.*

It is considered that the proposed development is broadly consistent with the outcomes sought by the Land use plan in the PDA and where there is any inconsistency with the requirements, there are sufficient grounds of public interest to support the development proposed. These matters are discussed throughout this report. In summary the major benefits of this project, which are consistent with the overall Vision of the PDA as the development will:

- Act as a Catalyst to revitalize the area and create an attractive destination to the locality;
- reconstruct and restore an important State Listed Heritage Building with a significant public benefit at no cost to the community;
- return a State Heritage building to public use with all persons access;
- restore social connection by returning the original hotel use and provide a clear interface with the public realm
- remove a derelict site from the streetscape which detracts from the precinct character and use
- Provide **activation to Logan Road and Short Street** with the hotel and cafe areas fronting the street/plaza areas
- Provide **connection to the public realm** between the hotel building heritage place through landscape and footpath dining licensing
- Provide **Residential Density** to support public and active transport networks

Further, any consideration of the suitability of the proposal needs to be taken in the context of the proposed Draft Amendment to the Woolloongabba PDA which removes a number of areas of potential inconsistency with the PDA Scheme requirements. Given that this has now been on public display some weight should be given to this amendment. A number of these matters have been addressed in this report where these are relevance to the proposed development.

4.2 Heritage

The proposed development of the site and the potential for impact on the Broadway Hotel building has been the subject of discussions at pre-lodgement meetings with SARA in 2021 and 2023 who have indicated 'broad acceptance' to the changes. (refer to **Attachment B1 and B2**).

The proposal has been designed to take into consideration the potential impact on the heritage significance of the site and found to be acceptable. Refer to Heritage Impact Assessment Report at **Attachment C1.**

Asa consequence of these pre-lodgement discussions a Conservation Management Plan has also been prepared to manage the restoration and the hotel building. Refer also to Conservation Management Plan (2022) by Ivan McDonald Architects at **Attachment C2**.

There are significant public benefits which occur as a consequence of the restoration of the building and return of the hotel use to the site which respects the heritage values of the place.

The proposal which also involves some demolition of components of the heritage building is supported by the heritage architect as is the design of the proposed podium and tower extension.

In summary, Ivan McDonald (Heritage Architect) has commented that the proposed restoration will return this building to a fit and usable state and have *an overwhelmingly positive heritage Impact*.

4.3 The Public Realm and Streetscape Character

The Broadway Hotel site is of major importance to the creation of a revitalized area to enhance the character and amenity of the PDA. The Broadway project will result in a substantially improved outcome for the site and public realm with significant benefit to the community.

The prominent corner site and important heritage building will add to the urban character, attractiveness, social activity and connectedness in this part of the PDA.

The site has remained derelict for an extended period detracting from the character of the locality. This project will restore the existing state heritage building to its original use which will add social interaction by restoring the hotel activity as well as improvements to the adjacent streetscape. The appearance to the adjacent streetscape is illustrated below.

Figure 4.3.1 Streetscape to Logan Road Frontage

Figure 4.3.2 Streetscape to Balaclava Street Frontage

With respect to the public realm, at ground level the proposal incorporates a laneway with an outdoor bar and courtyard which provides shaded, social spaces between old and new structures which enables the site and activity of the hotel to connect with the public realm. This space includes paving, lighting, and landscaping to guide movement, and seating edges, greenery, and shade structures soften the hardscape, providing passive cooling and year-round usability supporting social interaction.

Figure 4.3.3 Public Realm connections (Urban context report)

Specifically, the Urban Context Report (**Attachment A2**) states that:

> *Integrating a laneway is a key move to unlock the site's potential, enhancing public realm and connecting heritage with new development.*
>
> *---*
>
> *This approach not only activates the ground plane but also reinforces a human-scale, character-rich environment that celebrates the site's heritage while supporting contemporary urban life.*
>
> *---*
>
> *The laneway design emphasises permeability, activation, and comfort, transforming a transitional space into a vibrant urban connector.*

The Broadway Hotel site offers a further opportunity to create a strong connection and interface with the public realm where the forecourt to the heritage building (adjacent to Short Street) can be utilised for more active uses and consolidate community connection and social interaction at this location thus creating a much improved setting for the place.

It is noted that the PDA provides for the closure of Short Street and indicates an area of new open space adjacent to the site. As part of this development proposal the applicant will be seeking to upgrade the forecourt area in conjunction with the hotel use on the site. It is also proposed to undertake additional streetscape and public realm landscape upgrade works within this area to facilitate its use and closure of the road reserve to general traffic. Refer to Landscape Concept Plan at **Attachment H.**

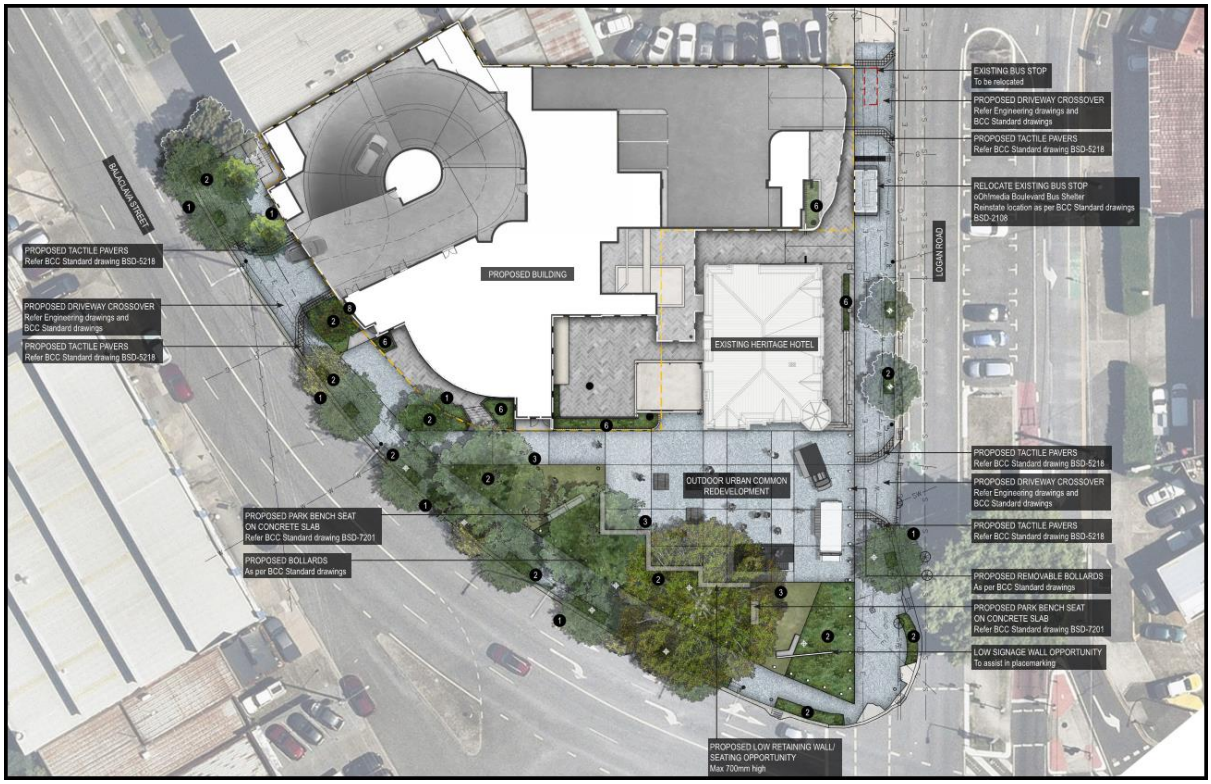


Figure 4.3.4 Upgrade Works to Streetscape and Forecourt space (Landscape Concept Attach H)

It is envisaged that this area could contain a licensing arrangement over the adjoining footpath and road reserve for footpath dining and also for other events activities. The extent of this area will be a

matter for the final licensee arrangements at the time of re-establishment of the hotel liquor license and will be subject to further discussions with the Brisbane City Council.

[Note that whilst the closure of Short Street to general traffic is welcomed and will support the improved use and appreciation of the heritage building, the land tenure should be retained as road to more easily facilitate interaction and uses such as outdoor dining and for other licensing purposes which is made more problematic with an open space designation.]

4.3.1 PDA Amendment 1- Proposed Changes to Public Realm

The current PDA Scheme provides for linear open space adjoining the Frontage to Logan Road.

Public Realm guidelines Table 3: Precinct 2 Logan Road public realm catalogue provides for Open Space (No.07) that the key specifications for this area as currently provided will:

- *Create a new park by removing car parking and reclaiming the road reserve for park purposes*
- *Integrate open space with existing zoned open space parcels (1RP149357)*
- *Ensure park design provides a 'gateway' into key urban space, and is designed to support key views/vistas of the former Broadway Hotel*
- *Ensure planting supports biodiversity and reduction in urban heat island effects*
- *Review opportunities for public art, building on First Nations and post-settlement historical themes*
- *Open space area: 740 m2*

Note that the area of linear open space adjoining the Frontage to Logan Road and reference to the Public Realm guidelines have been removed under the proposed Draft Woolloongabba PDA Amendment 1 indicating that such requirements are no longer applicable for the development of the site.

The proposed development will facilitate the achievement of such objectives through the provision of landscape to the forecourt area.

4.3.2 Architectural Statement – Urban Context

In accordance with Schedule 7 of the PDA a Development application must submit an Urban context report, if the proposed development comprises a total GFA of 1000m2 or greater and where involving building work.

Notwithstanding that this requirement is no longer provided within the PDA Amendment 1, an Urban Context Report has been provided by RedDoor Architects and is included at **Attachment A2.**

The Urban Context Report describes the overall design response is to create a design which revitalizes the street whilst respecting the heritage importance of the site. The tower and podium is designed to visually contrast with the heritage characteristics of the Broadway hotel building.

More specifically:

> *The proposed development will respectfully sit juxtaposed against the heritage hotel is a contemporary three-wing residential tower offering high-end apartments with expansive city views, generous outdoor recreation spaces, and premium shared amenities. These include a gym, games room, private dining areas, a business centre, cinema, sauna, and a rooftop terrace.*

The tower features a continuous, wave-like façade that delivers a dynamic and visually engaging presence for passersby. A carefully curated palette of neutral materials and abundant greenery throughout the building fosters a thoughtful dialogue between the historic and the new, enhancing the sense of cohesion across the site.

At ground level, an internal laneway will connect the restored hotel to the residential tower, lined with a bar, café, and casual dining options. This activated laneway precinct will energise the ground plane, foster community engagement, and further reinvigorate the Broadway Hotel.

It is also proposed to undertake additional streetscape and public realm landscape upgrade works within this area to facilitate use and closure of the road reserve to general traffic. Refer to Landscape Concept Plan at **Attachment H.**

Note that whilst the closure of Short Street to general traffic is welcomed and will support the improved use and appreciation of the heritage building, the land tenure should be retained as road to more easily facilitate interaction and uses such as outdoor dining and for other licensing purposes which is made more problematic with an open space designation.

Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details.

4.4 Built Form and Design

The built form of the proposal has been informed by the most critical element of the site which is the retention and restoration of the heritage building. The built form has also been informed by the desire to respond to the local sub-tropical climate and improve urban amenity.

The design has been formulated with input from the relevant specialist consultants in heritage, traffic, stormwater and landscaping.

An assessment of the proposal against Table 2 Acceptable Outcomes of the *Draft Woolloongabba PDA Amendment 1* is provided at **Appendix 1**. These provisions have been selected as a basis for assessment as these are largely in line with the existing provisions of the PDA, have been public notified and therefore should be given significant weight in the assessment.

Refer also to the Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details.

4.4.1 Building Better Cities – Subtropical Design

The proposal adopt passive design strategies to reduce the reliance upon mechanical heating and cooling, ensures access to natural light and breezes whilst protecting privacy, including generous private outdoor and communal outdoor spaces to respond to the Brisbane lifestyle.

More specifically, the proposal has been designed to accommodate the sub-tropical climate of Brisbane by including such features as:

- Generous balconies at upper levels

- Openings to east, south and north facades to allow access to sunlight as well as to cooling breezes
- Sun shading devices to screen the western façade from sunlight
- Use of fixed and operable glazing to allow natural ventilation
- Walkways/laneways at ground level between components of the building for light and breezes to flow through the site;
- Double height above the podium level to allow greater access to sunlight and breezes for outdoor recreation spaces
- Large area of communal recreation space (817m2 or 32.5% of site area) at the podium level and roof top levels combining both passive and active recreational components
- landscaping which has been integrated into the built form to add to the features of the building – refer to Landscape Concept at **Attachment H**.

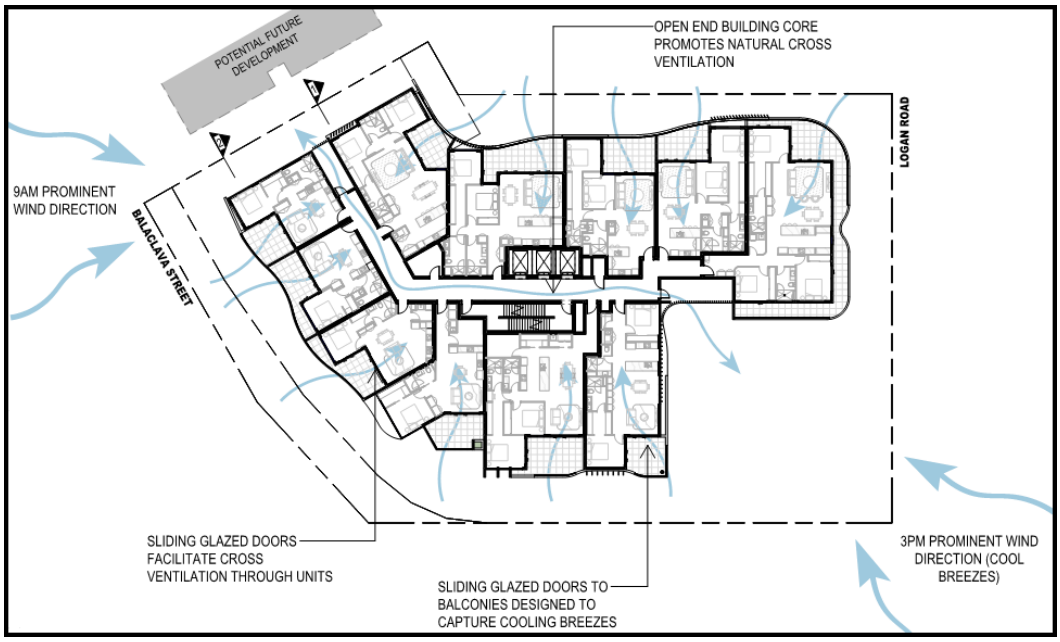


Figure 4.4.1 Access to natural light drawing extract (Attachment A3)

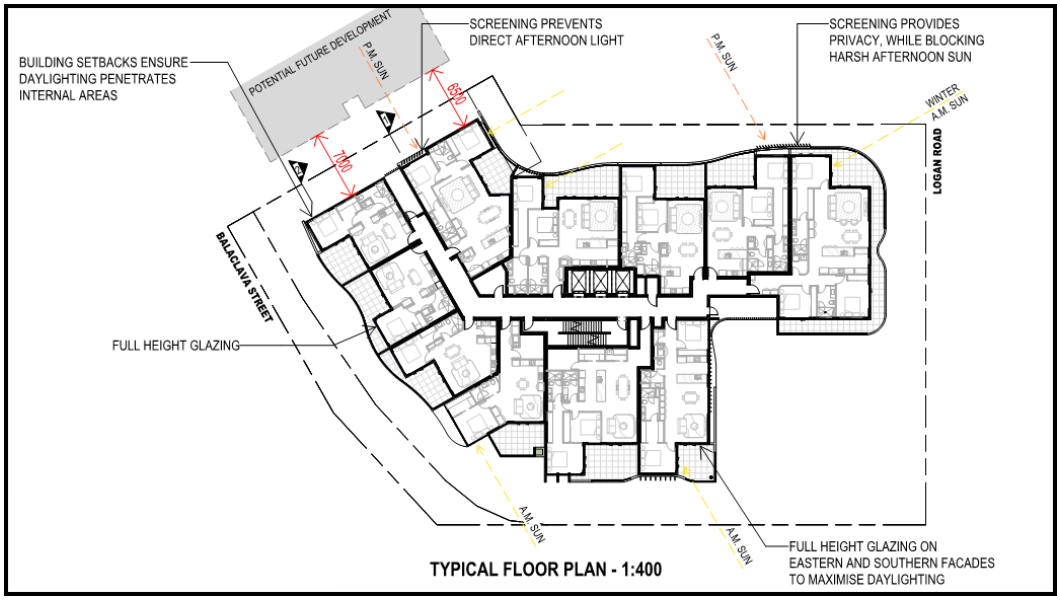
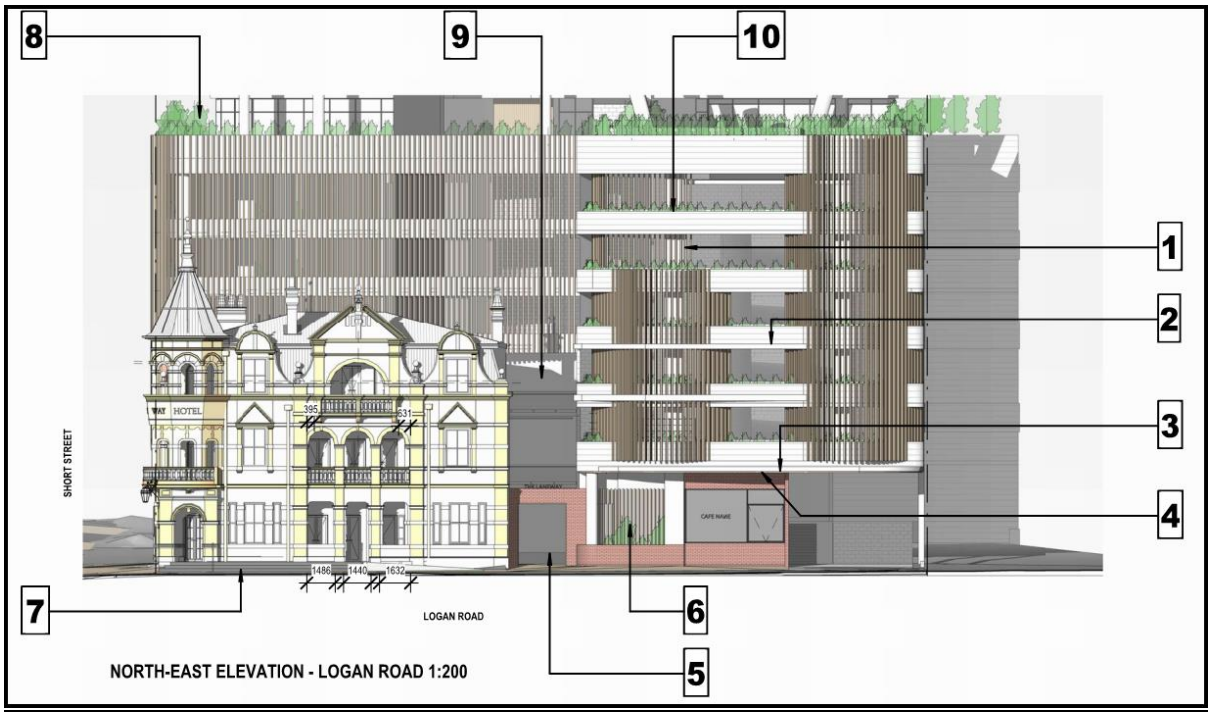


Figure 4.4.2 Access to Breezes drawing extract (Attachment A3)

4.4.2 Building Height

The height of the building and podium responds to both the existing heritage building and to the overall intentions for height in the precinct. The overall building height is 34 storeys which is in accordance with the intended height for the precinct.

Whilst the height of the podium exceed the accepted outcomes in Table 2 , the design concept is a result of both the heritage building response and the need for servicing and car parking requirements for the development. The design response to heritage at the podium level is illustrated below.



HERITAGE DESIGN RESPONSE

1. VERTICAL SCREENING TO PODIUM PARKING ALLOWS VENTILATION
2. PODIUM PELMET DESIGN ESTABLISHES A VISUAL CONNECTION TO HERITAGE BUILDING THROUGH CONTINUATION OF KEY HORIZONTAL LINES
3. AWNING OVER SHOPFRONT SERVICE AREA PROVIDES PROTECTION AND PROMOTES STREET ACTIVITY
4. HIGH CEILING TO STREET LEVEL ALLOWS WINTER SUN INTO COMMUNAL AREAS
5. LANEWAY ENTRY POINT ACTIVATES STREET & PUBLIC SPACE AND PROVIDES A NATURAL SEPARATION TO THE HERITAGE BROADWAY HOTEL
6. BATTEN SCREEN FENCING
7. NEW STAIRS TO HOTEL ENTRANCE
8. LANDSCAPED PLANTERS TO COMMUNAL PODIUM
9. VOID CREATES CLEAR DISTINCTION BETWEEN OLD AND NEW, RESPECTING THE CHARACTER & SCALE OF THE HERITAGE BUILDING
10. EXPRESSED PLANTERS TO PODIUM PARKING PROVIDES VISUAL AMENITY AND INCREASES BUILDING HEAT REFLECTIVITY

Figure 4.4.3 Heritage Design Response to Podium Height

The basement area of the car parking is limited by the heritage building on the site such that, in order to avoid any potential for impacts from basement works on the heritage building, a full basement and podium across the site cannot be provided.

The inefficiency in the design results in more levels being required above ground to meet car parking and servicing requirements.

The development constraints posed by the heritage building should be given consideration. Note that the height of the podium is not considered to adversely impact upon the heritage values. Refer to Heritage Impact Assessment (**Attachment C1**).

The response of the building podium to the heritage building is appropriate in the context of the total development requirements for the stie.

4.4.3 Building Bulk & Articulation

As discussed above, the proposal responds first and foremost to the heritage building on the site. The heritage building retains its prominent location on the corner with all new building elements located to the rear and side of the building.

The design has been formulated to be respectful of the heritage values of the place and is recognised as making a significant contribution in providing for the restoration of this derelict important State listed heritage building. The building acts as a constraint to the extent that the building footprint is more limited on the site.

The building design incorporates measures to mitigate any impacts from the building mass by ensuring that the proposal achieves a human scale at the lower levels and the facades of the building include design details and features which minimise blank walls or large vertical or horizontal planes. Specifically, the built form provides:

- Variation in the colour and texture of material finishes
- Use of aluminum batten screens to car park levels and for privacy screening,
- Wavelike form to the building façade
- Use of glass and concrete balconies for mix of heavy and light with material
- Contrasting colours in a neutral palette
- Hanging planters at odium and tower levels
- Setback of the tower above podium
- Break floor level pattern to podium
- Full Double height aluminum framed glazed curtain wall to laneways, lobby and podium,
- Timber batten ceiling to laneway
- Salvaged brick from previous structure

The treatment of the facades to the side boundaries also include variation in the use of materials including a mix of glass and masonry balconies as well as stepped arrangement and deep terraces to maximise access to views, sunlight, natural ventilation, and privacy.

Sketches from the Urban Context Report showing the design form and articulation of the building is shown in the drawing extract below. Refer to **Attachment A and A2.**

Figure 4.4.4 Building form and Articulation 9Attachment A & A2)

4.4.4 Building Setbacks and Privacy

Setbacks to the three site frontages respond to the site context and meet the requirements set out in the PDA in Schedule 4: Setbacks Plan which is to maintain the existing built form setback which is to the site boundary.

With respect to the side and rear setbacks Table 3: Design parameter guidelines for built form and landscaping of the current PDA sets out the following setbacks to side and rear boundaries.

First 4 storeys:
- *0m where built to boundary*
- *6m to habitable rooms, or*
- *3m to non-habitable rooms*

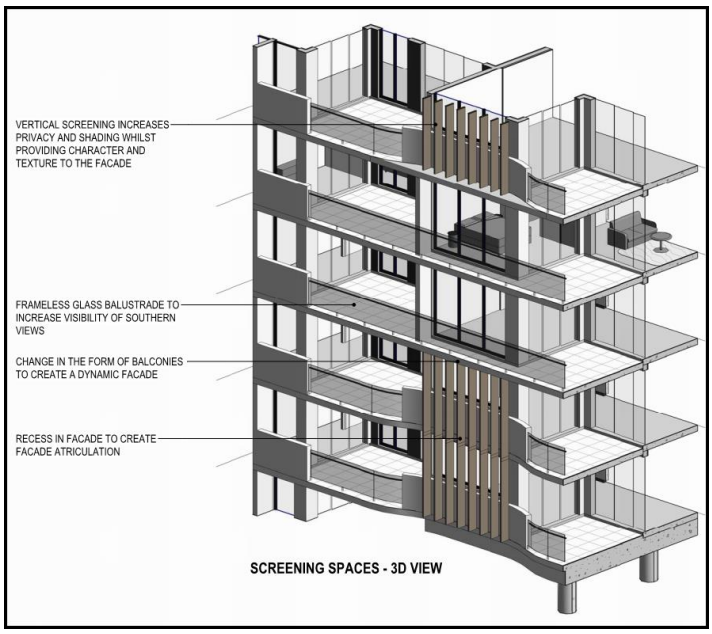
Towers:
- *6m, or*
- *9m if the windows of habitable rooms are located along that boundary.*

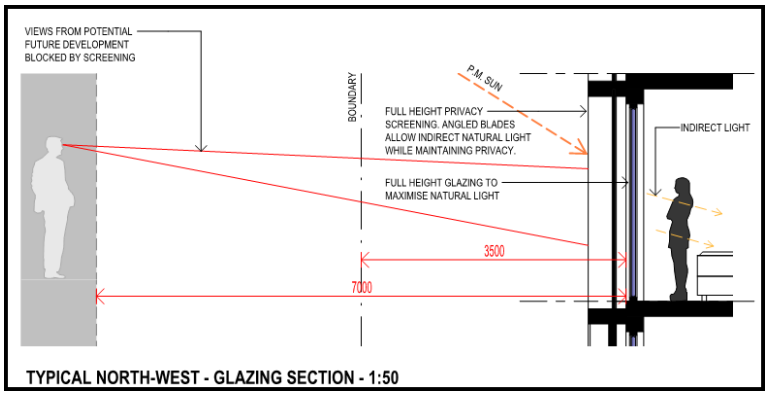
[Note that these provisions are in line with the Woolloongabba PDA Amendment 1 at Table 2 Acceptable Outcomes.]

It is noted that the required setbacks are met by the proposed development at the podium levels due to the lack of any habitable spaces on the external components of the building adjoining the northwestern boundary. Nevertheless, the podium facades include integrated design and landscape features which combine to soften the facades whilst creating a suitable backdrop for the heritage building.

The wavelike form of the tower provides for variation in building setbacks to the side boundaries. Setbacks range from 2.275m to 4m to balconies and 3.095m to 7.385m to walls on the northern boundary and 3-3.5m on the southwestern boundary. An alternative solution is outlined in the design which allows for access to sunlight and breezes whilst also maintaining privacy for residents and adjoining future residents.

Where habitable rooms have openings which face these side boundaries, all have privacy/shade devices with angled vertical screening to limit views whilst allows light and breezes into the internal spaces. The proposal provides appropriate design response to ensure privacy of occupants and future neighbors can be protected. Some of these measures are illustrated below.





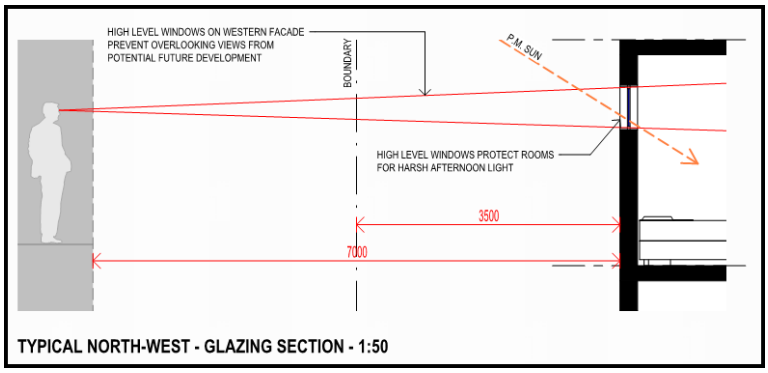


Figure 4.4.5, 4.4.6 & 4.4.7 Typical design features to ensure privacy

4.5 Landscape and Communal Open Space

4.5.1 Landscape Concept

The proposal seeks to integrate landscaping in to the built from through the generous communal open space area and by providing for the upgrade works to the adjacent forecourt area of the building to enhance the setting of the heritage place.

4.5.2 Communal and Private Open Space (S4.3.2/9)

The proposed development provides generous private open space for residential uses.

PDA-wide criteria sets out that the following open space is provided:

- *9m2 for a one-bedroom dwelling, or*
- *12m2 for a two or more bedroom dwelling, and*
- *a minimum dimension of 3m.*

The proposal provides that each residential unit is provided with a private open space area adjoining the living spaces of each dwelling. Balcony areas range from 14m2 to 57m2 (average 19m2) in area with minimum dimensions of 3.6m.

The amount of communal open space required for the site is 80% of the site area or 15% of GFA where for residential development. Note that this has been altered by the Woolloongabba PDA Amendment 1 to be the lesser of these two values (not the highest).

The site has an area of 2,511m2 and is therefore required to have 2,008m2 of communal space.

The proposal includes 1,646m2 (65.5%) of outdoor communal space and 471m2 (18.7%) of indoor communal open space which meets this requirement.

The communal open space areas have been designed and landscaped to provide year round comfort to users with provision of both active and passive spaces and a range of facilities to meet the varying needs of residents.

On the podium level communal outdoor areas is focused upon providing active spaces for relaxation and exercise and includes a large pool with spa, pool deck area and yoga lawn open to the sky with orientated to the north and double height space above for access to sunlight . These facilities are supported by extensive indoor facilities including a gym, sauna, small cinema room, business centre, lounge/games room, private dining area/ with wine cellar as well as amenities.

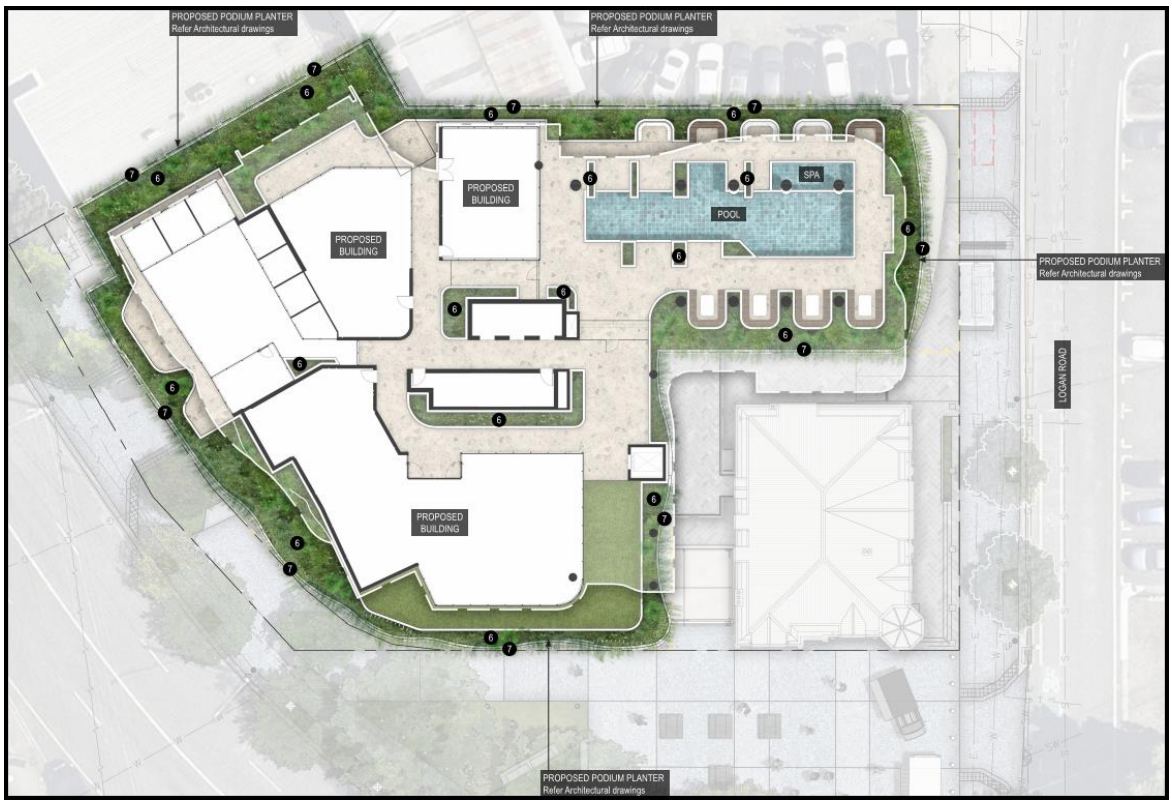


Figure 4.5.1 Rooftop Communal Open Space Area

The roof top level is designed for more quiet and relaxed passive outdoor space and includes shaded and protected areas in a variety of separate spaces for use by multiple groups/individuals. The facilities include a centrally located BBQ area with amenities, turfed areas, decked areas with seating, an arbour and sheltered spaces with seating with these areas open to the sky. A sketch showing the proposed landscaping to the roof top is provided below.

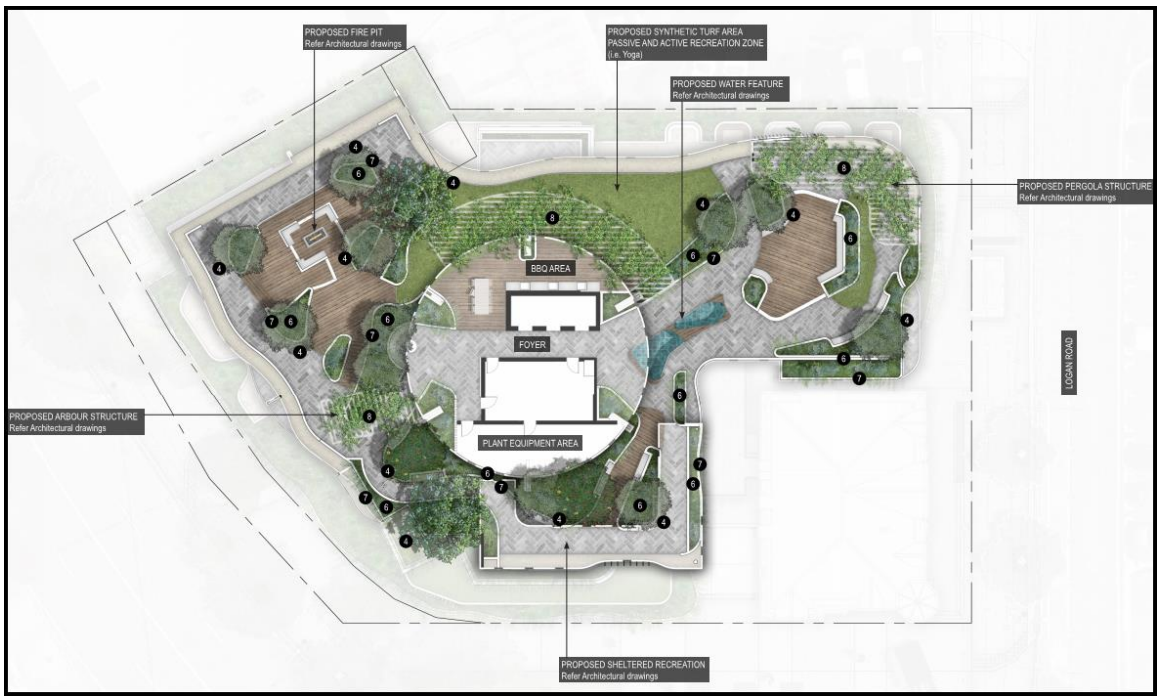


Figure 4.5.2 Rooftop Communal Open Space Area

Given the constraint placed upon basement location due to the heritage building, there is no provision for deep planting on the site. This is consistent with the site as it reflects the nature of the built form and highly urbanised setting of the heritage building.

Further and as previously discussed, the proposal intends to include streetscape and landscape upgrade works to the frontages of the site and also to create a forecourt area on Short Street which will contribute towards deep planting areas on land adjacent to the site which is proposed to accommodate over 200m2 of deep planting area.. Refer to the Landscape Concept Plan at **Attachment H**.

4.6 Housing Affordability & Dwelling Mix

Note that the Draft Woolloongabba PDA Amendment 1 proposes to remove these requirements from the PDA Scheme.

4.6.1 Housing Affordability (S4.3.10/1)

The current development Scheme requires the provision of affordable and social housing comprising a minimum of 20% total residential GFA as high-quality social or affordable housing on-site.

The proposed development has Total 27,473m2 m2 residential GFA which would require approximately 5,510m2 of affordable housing, which is equivalent to 56 units comprising 5x3broom, 30x2 bedroom and 21x 1 bedroom at the current proposed ratio.

This represents a substantial portion of the development. However, it is noted that the applicant seeks an alternative solution based on the fact of the considerable cost and subsequent significant public benefits derived from the restoration and re-vitalisation of the heritage listed Broadway Hotel.

This project will provide significant public benefits by :

1. restoring a cultural heritage place at no cost to the public;
2. removing a derelict building from the streetscape to significantly improving the visual attractiveness and urban design character of the streetscape and locality
3. activating the streetscape and creating opportunity for social interaction by reinstating the historic hotel use.

The Broadway Hotel has sat idle and derelict for almost two decades and will continue to be a visual blight on the urban landscape and risk the future of a significant heritage structure to Queensland without the commitment to undertake restoration works supported by the development of the land.

4.6.2 Dwelling Mix (S4.3.10/2)

The current development Scheme requires the provision of a minimum of:

i. 20% of total residential GFA as dwellings with 3 or more bedrooms,
ii. 20% of total residential GFA as dwellings with 1 bedroom, and

iii. 20% of all dwellings as accessible that offer universal design.

The proposal provides for a dwelling mix of 1 bedroom (27%), 2 bedroom (54%) and 3 bedroom (9%). Whilst the proposal does not satisfy these ratios, the proposal is considered to be generally consistent as a mix of 1, 2 & 3 bedroom apartments are proposed.

Ultimately the demand in the market will determine the dwelling mix and will enable the propose to meet the current demands for housing.

4.7 Traffic, Access, Parking, Servicing and Manoeuvring

Colliers Consulting Traffic Engineers have conducted an assessment of the proposal to determine the suitability of the proposed access, parking, servicing and manoeuvring arrangements. The Transport Engineering Assessment at **Attachment F** generally concludes that:

> *Based on the assessment contained within this report, provided the recommendations contained with this report are adopted, Colliers see no transport engineering reason to preclude development approval being granted for the proposed development. (p.42)*

4.7.1 Road Network

Colliers have noted that all road in the vicinity of the site are the responsibility of BCC with Logan Road a Neighbourhood Road adjacent to the site and Balaclava Street an Subvurban Road. It is also noted that Logan Road becomes an arterial Road South of Balaclava Street. There are no further upgrades planned road upgrades under the BCC LGIP in the vicinity of the subject site.

Colliers have noted the PDA Public Realm Guidelines set out specific streetscape typologies for Logan Road and Balaclava Street which proposes a reconfiguration of the existing Logan Road Carriageway. This reconfiguration was predicated upon changes as a consequence of the proposed relocation of the Woolloongabba Busway station and subsequent need for rerouting bus services. Since the release of the Woolloongabba PDA Scheme in 2024 it is understood that relocation of the busway station and new bus depot has been shelved indefinitely.

Further, Colliers have been advised by EDQ that:

> *the median and current proposed reconfiguration of Logan Road will remain unchanged until the draft amendments are formalised. Therefore, the Public Realm typology indicated in the images below will potentially be altered by the proposed amendment as any potential redesign of the street has not been formalized.*
>
> *Accordingly, an assessment of access to the development servicing area (undertaken by Colliers) has considered both the existing and the potential future configuration of Logan Road north of Balaclava Street based on the current 'Woolloongabba Plan', which may be amended.*

Figure 4.7.1 Logan Road Configuration - Public Realm Guidelines from Colliers Report

Existing pedestrian footpaths of varying width (1.0m to 4.0m) are provided on Balaclava Street and Logan Road fronting the development. Formal pedestrian crossing facilities are provided at nearby connecting traffic signal-controlled intersections. Whilst the PDA Guidelines identify desired outcomes

for both road frontages to the site this is subject to change as indicated with the Woolloongabba PDA Amendment No.1 and Woolloongabba PDA Development Charges and Offset Plan.

With respect to cyclists , there are line-marked on-street cycle lanes are currently provided along both sides Logan Road north of Balaclava Street, which is identified as a 'Primary Cycle Route' under BCC's Bicycle Network Overlay. Line-marked Road shoulders are partially provided on Logan Road south of Balaclava Street for shared cyclist use and conditional on-street parking. No on-street cyclist infrastructure is provided on Balaclava Street.

Short Street has been identified by Colliers as not having a road classification by BCC and is comprised of a sealed, dead-end street of less than 50m length which is currently line marked with 10 angled on-street restricted parking spaces on the southern side and regulatory yellow-line marking (i.e. No standing) along the northern side kerb however, people are still parking along the northern side of the street. Colliers notes this street is largely redundant from a transport engineering perspective.

Transport Demands

Colliers have assessed the traffic demands generated by the use to overall "*have a negligible adverse impact on the surrounding road network and does not anticipate that there will be any significant deterioration of intersection performance in the vicinity of the subject site." (p39).*

Colliers have advised that using the Transport for NSW Guide to Transport Impact Assessment (2024), as per DTMR's Guide to Traffic Impact Assessment (GTIA), it is estimated that:

> *The two-way traffic generation on Balaclava Street is projected to be up to 59vph in the weekday PM peak, or 47vph in the eastbound inflow direction. Balaclava Street is classed as a Suburban Road in the BCC City Plan, which has an attributed traffic volume capacity of between 15,000vpd and 30,000vpd as noted in Table 2.2.4 of the Infrastructure Design Planning Scheme Policy. Assuming that peak hour trips generally generate approximately 10% of daily traffic, this equates to an hourly bi-directional capacity of around 1,500vph to 3,000vph, or 750vph to 1,500vph in the eastbound direction if a 50% directional split is applied.*
>
> *The forecast PM peak hour traffic generation into the development (47vph) would be therefore equivalent to somewhere in the order of 3% to 6% of the eastbound hourly capacity on Balaclava Street.*

4.7.2 Vehicle Access

All access arrangements have been determined following an extensive functional layout and analysis of the site and the proposed development by Colliers Consulting Traffic Engineers and has been designed to minimises adverse amenity and public realm activation impacts.

The proposal provides for two access points to the site. Vehicle access by residents and visitors will be from Balaclava Street with a second access for service vehicle use only being provided at Logan Road.

Colliers notes that this 'dual access arrangement' is as a consequence of the heritage building on the site and the site attributes and states:

- *The heritage listed hotel, (which is to be restored from its current unusable state) and the requirement to preserve its immediate environment has, understandably, had a major influence on the design, particularly the level of the service vehicle area.*
- *The site depth between Balaclava Street and Logan Road access locations is only approximately 56m.*

- *The 1.85m height difference between the access off Balaclava Street and the access off the lower Logan Road.*

Access to Balaclava Street will be via a 6.5m Type B2 crossover providing for left-in left-out movement. Logan Road access for service vehicles only will also be configured as a 6.5m Type B2 crossover with left-in and left-out movements only allowed.

These access arrangement have been designed to ensure that the current functional road layout and the possible future intended road layout can be accommodated. Further the design dimensions are generally compliant with the relevant standards (ie the BCC TAPS PSP). Colliers considers that the proposed driveway access and queueing arrangements are suitable for the proposed development. Refer to Transport Engineering Assessment at **Attachment F.**

More specifically Colliers Note that with respect to the crossover design to Logan Road that the TAPS PSP requires up to a 7.0m Type B2 driveway crossover configuration: and notes that

> *Whilst this arrangement differs from the TAPS PSP requirements, Colliers considers the proposed width to be adequate due to low turnover of service vehicles expected to access the site servicing area that is entirely separate to the residential and Hotel car parking levels.*
>
> *Furthermore, the access will operate as a LILO crossover, with no conflicting vehicle movements entering/exiting the site, reducing the need to separate the entry/exit movements at the access to limit vehicle conflicts that could impact on the passing traffic.*
>
> *This, and given the traffic generation via this access will be limited to service vehicles only, Colliers consider the proposed access driveway width to be sufficient to accommodate the largest design service vehicle. (p27)*

With respect to the crossover design to Balaclava Street, Colliers similarly notes that the TAPS PSP requires up to a 12.0m Type C2 driveway crossover configuration for the proposal and notes that:

> *Whilst this arrangement differs from the TAPS PSP requirements, Colliers considers the proposed width to be adequate due to low turnover/tidal nature of the site, being a residential development in a high-density area with multiple active/public transport opportunities.*
>
> *Furthermore, the access will operate as a LILO crossover, with no conflicting vehicle movements entering/exiting the site, reducing the need to separate the entry/exit movements at the access to limit vehicle conflicts that could impact on the passing traffic. (p25)*

The intention being that the site nominates the minimum driveway width which can safely and practically be provided so as to minimise disruption to pedestrian movement.

With respect to queuing arrangements to Balaclava, the proposal provides for entry queueing of 24m (i.e. 4 vehicles) and exit queueing capacity of 28m (i.e. 4.6 vehicles) on the upper ramps between the property boundary and roller door access. Colliers notes that this is technically 2 car lengths short of the TAPS PSP requirement, however, is considered to be suitable for the proposed use.

"….based on expected traffic generation rates, the likelihood that more 2 vehicles are queued at the security roller door before the Podium ramps when entering the development is considered low given the estimated traffic generation of the proposed residential development is 43vph OUT in the AM peak and 34vph IN during the PM peak (see Section 8 for details)."

4.7.3 Pedestrian/Cyclist Safety/Active Transport

Pedestrian accesses to the proposed development are accommodated from all road frontages, including Short Street and incorporate the original heritage hotel accesses. These accesses are clearly delineated and legible.

Access to resident bike spaces is provided directly from Balaclava Street via the main pedestrian entrance on the Ground floor away from the vehicle driveway. The main pedestrian entrance leads though the grand foyer to the main bike storage room and lift access. An internal lift within the Ground floor residential bike storage room links to all other Basement and Podium resident bike storage rooms, minimising bicycle manoeuvres on the circulation ramp.

In addition it is noted that there are Two (2) access doors provided from the Ground level bicycle store room to the internal vehicle circulation ramp with one behind the security line and one in front of the roller door. Colliers note these accesses are provisioned as emergency access only and not intended for general use.

The access arrangements on the site have prioritised pedestrian movements wherever practical by:

- Limiting access to Logan Road to service vehicle movements only and placing the majority of vehicle traffic away from the most pedestrianized areas which are along Logan Road and adjacent to Short Street plaza area.
- All service vehicle movements will be required to enter and exit the site in forward gear to Logan Road.
- All servicing and other vehicle maneuvering areas are designed to be located to the rear of the site and away from the main pedestrian access areas.
- Pedestrian and vehicle movement is designed to avoid conflict and ensure efficient and safe movement of both vehicles, pedestrians and cyclists.

<u>Active Transport</u>

Colliers have advised that the site has access to a number of key public transport network in the locality which is currently connected via pedestrian pathways predominantly along the roadside with access to Woolloongabba SE Busway exchange (550m) and Bus stop (10a Logan Road) at the frontage with high frequency routes. This bus stop will be re-located 30m south to accommodate the proposed crossover.

The closest train station to the site, Buranda Station, is approximately 1.0km south of the development area. This station services the Cleveland, Shorncliffe and Doomben lines. Bus Routes servicing Logan Road include Bus line 61, 125, 175, 185, 198, 204, 210, 212, 214, 215, 220, 230, 235, N100, N184, N200, N226.

4.7.4 Car and Bicycle Parking

Car Parking

Parking for visitors and residents is provided within the Basement and podium levels of the building with residents parking securely separated from patrons and visitor use. The PDA sets out car parking rates in *Schedule 3* for a maximum provision as follows:

1. Non-Residential uses 1/300m2
2. Multiple Dwelling:
   - Maximum 0.5 space per 1 bedroom dwelling
   - Maximum 1 space per 2 bedroom dwelling
   - Maximum 1.5 spaces per 3 bedroom dwelling
   - Maximum 2 spaces per 4 and above bedroom dwelling
   - Maximum 1 visitor space for every 20 dwelling units (current PDA provision) **or**
   - Maximum .15 visitor space per dwelling (Draft PDA provision)

The assessment of car parking provision as set out in the Transport Engineering Assessment is provided below and includes a comparative analysis of the requirements under the current PDA and the Draft PDA Amendment.

Table 4-1: Parking Supply Requirement & Proposed Parking Provisions

Land-Use	Woolloongabba PDA Requirement	Extent	Parking Supply Requirement	Parking Provision
Multiple Dwelling: • 1-bedroom • 2-bedroom • 3-bedroom **Total**	 0.5 space per unit (max.) 1 space per unit (max.) 1.5 spaces per unit (max.)	 104 units 152 units 26 units **282 units**	 52 spaces (max.) 152 spaces (max.) 39 spaces (max.) **243 (max.)**	241 spaces
• Visitor (Proposed Woolloongabba PDA Development Scheme Amendment, 2025)	0.15 spaces per dwelling (min.)	282 units	43* spaces (min.)	15 spaces
• Visitor (Woolloongabba Plan, 2024)	0.05 spaces per dwelling (max.)	282 units	15* spaces (max.)	
Broadway Hotel: • Uses other than: dwelling house, hospital, major sport, recreation and entertainment facility, multiple dwelling, rooming accommodation or short-term accommodation	1 space per 300m^2 GFA (max.)	1,159 m^2 GFA	4* spaces (max.)	19 commercial standard car spaces
Total			**290 spaces** ***(Amended PDA 2025)*** **262 spaces (max.)** ***(PDA 2024)***	**275 spaces**

*Decimal calculations rounded up to nearest whole number as per BCC TAPS PSP requirement

Figure 4.7.2 Car parking assessment

Based upon the above maximum allowances, the proposal can have a total of **262** spaces comprised of 243 Residential spaces, 15 visitor spaces for apartments and 4 spaces for the non-residential uses on the site under the current Draft Amendment provisions

The proposal provides a total of 275 spaces comprised of 241 residential spaces, 15 visitor spaces and 19 non-residential spaces.

The provision of an additional 13 car spaces, mostly for visitor and commercial use, is considered to be a suitable number of spaces to meet the proposed use and is significantly less than would be provided for other similar development under Brisbane City Plan requirements which specifies 1space/100m2 of commercial floor space.

Further, Colliers notes that based upon the assessment against the current PDA requirements:

- *the provisioned car parking supply for both residents and for the Broadway Hotel exceeds the maximum rate specified by the Woolloongabba PDA Development Scheme by a combined total of 32 total parking spaces.*
- *The excess residential and commercial parking supply is only expected to generate an additional 3vph in the AM peak and 12vph in the PM peak from the development, which has been assessed to be negligible given the overall peak hour trips generated by the development is small relative to the network (see Section 8 for details).*
- *While provision of 15 spaces visitor parking for the residential units supply is short of meeting the minimum requirement set out by the draft Woolloongabba Plan Amendment 01 (August 2025), the visitor parking supply meets the maximum visitor parking requirement of 1 space per 0.05 dwellings (i.e. 5%) set out by the 2024 version of the Woolloongabba Plan, which is still in effect. (p 19-20)*

Other issues to consider as grounds for accepting this slightly higher car parking provision are that:

- Shift workers who do not travel during standard business hours (nurses, security guards, logistics and manufacturing workers, etc) cannot or prefer not to for security reasons rely upon public transport; and
- Building tradespeople have work vehicles are potentially excluded from living in these buildings where car parking is a 'premium' component of the development. Affordability of the housing is reduced for this cohort of workers.

Colliers also notes that the proposal includes a suitable number of spaces for motorcycles for both the residential and commercial components. The proposal also includes small car parking which complies with the BCC TAPS requirements.

Note that any connections for E Charging facilities can be included at the detailed design stage and can be provided and included by residents at a later time as required.

The car parking spaces have been assessed by Colliers to ensure the design, layout and dimensions are compliant with all the relevant standards. It is noted that the layout meets all such requirements with the exception that a single PWD space is required. This can be notated on the plans to ensure compliance. (p21)

With respect to the parking layout there are small areas of non-compliance with respect to blind aisle treatments and the gradients of the curved ramps between levels. Both these issues have been

considered and found by Colliers to be acceptable performance solutions for the proposal. Refer to p22 of the report at **Attachment F**.

The proposal is considered to be supportive of active transport in City Frame areas. This is a reasonable rate of car parking provision in the context of the site which is located no closer than

- 600metres to the Stanley Street busway Station (Southeast busway)
- 800metres to the Buranda Train Station (Cleveland line)
- 800 metres to the new Brisbane Metro Station

Bicycle Parking

In terms of bicycle spaces and end of trip facilities, the proposal provides suitable spaces and facilities for residents and visitors with:

- 349 bicycle spaces available to residents (with security); and
- 70 spaces provided for visitors and freely accessible.

Colliers note in respect of bicycle parking:

> *Nine (9) visitor and commercial bike parking spaces are provided on freely accessible bike racks located on along the Balaclava Street Frontage at the main pedestrian entrance and at the western property boundary, while a further 24 visitor bike spaces are provided in a bike storage area on Basement Level 01 accessed via the lift from the main foyer. Colliers recommends installation of signage indicating direction to lift-accessible visitor parking visible from the main pedestrian entrance at Balaclava Street.*

Colliers has advised that all bicycle access and manoeuvring areas meet the required standards subject to the slight reduction in the access doorway widths of the bicycle store rooms (0.9m) and elevator doorway width (1.1m) which does not meet the 1.5m width standard for which a performance solution is suitable on the basis of Figure 2.1 of AS2890.3 and Figure 3.1 of Austroads Guide to Road Design Part 6A – Paths for Walking and Cycling) where a width of 0.823m is required. (p34).

4.7.5 Servicing and Waste Management

Service Vehicle Movement

Colliers notes that there are no specific requirements as to servicing set out in the Woolloongabba PDA and as such reference is made to BCC City Plan TAPS PSP.

It is noted that multiple types of vehicles will be required to access the site for various residential purposes as well as commercial uses. Colliers have determined that access for a MRV design vehicle for delivery of furniture is likely to be maximum vehicle required to access the side for residential use.

Provision for servicing on the site is therefore made for an 8.8m MRV and a shared use 10.235m RCV with swept path assessment demonstrating ability to turn within the site to enter and exit in a forward gear. Provision is also made on the site for servicing by an SRV for small van deliveries to the commercial components and also for residents utilising smaller delivery services.

In additional vehicle manoeuvring is provided for an Australian standard B99 design vehicle to enter and exist the site the car parking area and circulate throughout the basement and podium levels concurrently with a B85 design vehicle. Refer to **Attachment F** for swept paths and manoeuvring diagrams which demonstrate compliance.

Waste Management

An Operational Waste Management Plan has been prepared for the site by Colliers Consultants Traffic engineers. A copy of this report is included at **Attachment G.**

Refuse will be collected by rear loading RCV vehicle which will access the site from Logan Road with waste collection areas located within the Basement1 level including a dedicated loading area (4.66m x 12.0m) suitable for accommodating an RCV.. Colliers have advised the RCV and bin servicing arrangements will involve the following.

Council's appointed collecting contractor will be responsible for the collection of all residential refuse. All non-residential refuse will be collected by private contractor however; the development operators may elect to use engage Council's appointed collecting contractor under commercial contract arrangement and align service days during residential servicing to reduce overall site vehicle movements.

All RCV's enter site via the driveway crossover on Logan Road in a forward gear. Residential collections may be performed with the RCV standing next to the residential bin room. Alternatively, the RCV may perform collections in the same position as the non-residential refuse collections area. Dependent on RCV servicing location, a single reverse manoeuvre will be performed either prior to or once the collections service is complete, then will exit site onto Logan Road in a forward gear.

Building management will be responsible for ensuring the van bay in front of the second roller shutter for the residential bin room is vacant prior to and during service. The second roller shutter is provided for the improved circulation of bins for collections.

Refuse storage rooms are provided for residential and commercial components separately which are connected to a refuse chute system for each. The size and arrangements for refuse management have been determined based upon traffic engineering advice and provided in an Operational Waste Management Plan included at **Attachment G**. A general summary of this advice is provided below.

Residential Waste Management

With respect to Residential waste, the amount of refuse storage has been calculated that based upon a collection frequency of 3 times per week for general waste and co-mingled recycling. On these basis the proposal will require 7 x 1100L bins for general waste and 21x1100L bins for recycling waste. A total of 7 bins plus 1 bin under the chute and 21 bins plus 1 bin under the chute is to be provided in a refuse storage room at Basement 1 level situated adjacent to the RCV standing area.

As part of the residential waste management system the proposal will include a dual refuse chute system with co-located refuse chutes (600mm diameter) for general waste and recycled waste on each habitable level of the building with an integrated chute discharge compactor (3:1 compaction ratio) for use with general waste only.

In terms of the management of waste, each apartment will have sufficient storage for a single days waste which is emptied to the refuse respective chutes on each habitable level. The refuse chute will discharge directly into the bulk bins stored in the chute discharge room. The chute hopper doors will

be colour-coded for easy identification and to support the separation of refuse streams. Other waste such as green waste, hazardous chemical waste and batteries etc will be subject to specific waste management such as communal locations for disposal of specific items.

The chute discharge area is designed to house the chute discharge equipment including bin rotation and compaction equipment specified in Table 2.6. Access to the chute discharge area will be restricted to building management or approved personnel only via the restricted distribution of keys / fobs and signage. Building management will be responsible for the exchange of bins beneath the chutes on bin rotation equipment as well as the presentation of bins requiring collection to the bin storage room prior to each scheduled collection.

Residents will liaise with building management to access the bin storage room for the disposal of all refuse materials not suitable for chute disposal.

Non-residential Waste Management

With respect to non-residential waste, the amount of refuse storage has been calculated upon 7 day trading with a collection frequency of 3 times per week based upon the calculations of activity areas for each of the uses being Food and Drink outlet and Bar/club/hotel use and office for admin purposes. On these basis the proposal will require 5 x 1100L bins for general waste and 2x1100L bins for recycling waste Provision is made within a wholly separate refuse storage area of sufficient size to accommodate these non-residential waste bins at Basement 1 level situated adjacent to the RCV standing area.

As part of the non-residential waste management, the proposal will also include individual receptables for various waste streams (including cooking oil waste storage) typically located in the back of house area of the hotel/commercial activity areas.

The functional design of waste management within the non-residential component will be a matter requiring refinement during the operational phase of the proposal in order to minimise odours, deter vermin, protect surrounding areas, and make it a user-friendly and safe area.

Tenancy staff will be responsible for the transfer of all refuse from within the tenancy to the refuse room between peak service periods as required. The service stairs or lift will be used for the vertical transfer of refuse.

4.8 Stormwater Management & Infrastructure Services Provision

The proposed development will provide a suitable quantity of water, wastewater and other services and/or utilities to the development site in a timely manner. Refer to the Civil Engineering Assessment of the proposal which is provided at **Attachment E1**.

All services provision will be undertaken in accordance with the relevant standards as provided for with the Brisbane City Council City Plan development codes and Australian standards.

4.8.1 Services Infrastructure

Reticulated Water

Naxos have advised the following with respect to Reticulated Water to the site:

For Lot 76 on RP11846, there is an existing Ø150mm Water Main (RS208105) exists along Balaclava Street. There is an existing 20mm Water Service (WS255164) currently servicing this lot. This water service is currently connected to the above mentioned main.

It is proposed that the Water meter be returned to Urban Utilities and the service to be capped and abandoned at the main.

For Lot 50 on RP217072 there is an existing Ø225 Water Main (RS208102) exists along Logan Road. There is an existing 40mm Water Service (WS255192) currently servicing the development site. This water service is currently connected to the above mentioned main. It is proposed that the water meter be returned to Urban Utilities and the service will be capped and abandoned at the main.

It is envisaged that a new suitability sized water service and meter will be installed and connected to the above mentioned main. The size and location will be determined by the hydraulic consultant during the Operational Works phase of this development.

Reticulated Sewer

Naxos have advised the following with respect to Reticulated Sewer to the site:

There is an existing Ø150 Sewer Main Traversing the North-Western Corner of Lot 76 on RP11846 currently servicing this lot. Connected to the above mentioned main is an Existing Type G900 Sewer Manhole (MH164074) and two (2) Ø100mm Property Connections (PC301333 and PC301334).

It is proposed that the above mentioned manhole and property connections will be capped, abandoned and removed and that the above mentioned main will be capped and abandoned at the North-Western Boundary of the development site.

An exiting Ø450mm Sewer Main (LS165968) exists along Logan Road servicing Lot 50 on RP217072. There is an existing Ø100mm Sewer Property Connection (PC303649) and an existing Ø150mm Sewer Property Connection (PC303647) currently servicing this lot. It is proposed that the existing property connections will be capped and abandoned at the main.

It is envisaged that a new suitably sized property connection will be installed and connected to the above mentioned main. The size and location will be determined by the hydraulic consultant during the Operational Works phase of this development.

A submission to Urban Utilities will be made at the appropriate time.

4.8.2 Flooding & Stormwater Management

The site is identified in Brisbane City Council Overlay Mapping as being partially subject to Brisbane River Flooding Flood planning area 5 and Creek/Waterway Flood Planning area 4 & 5 as indicated on the mapping extracts below.

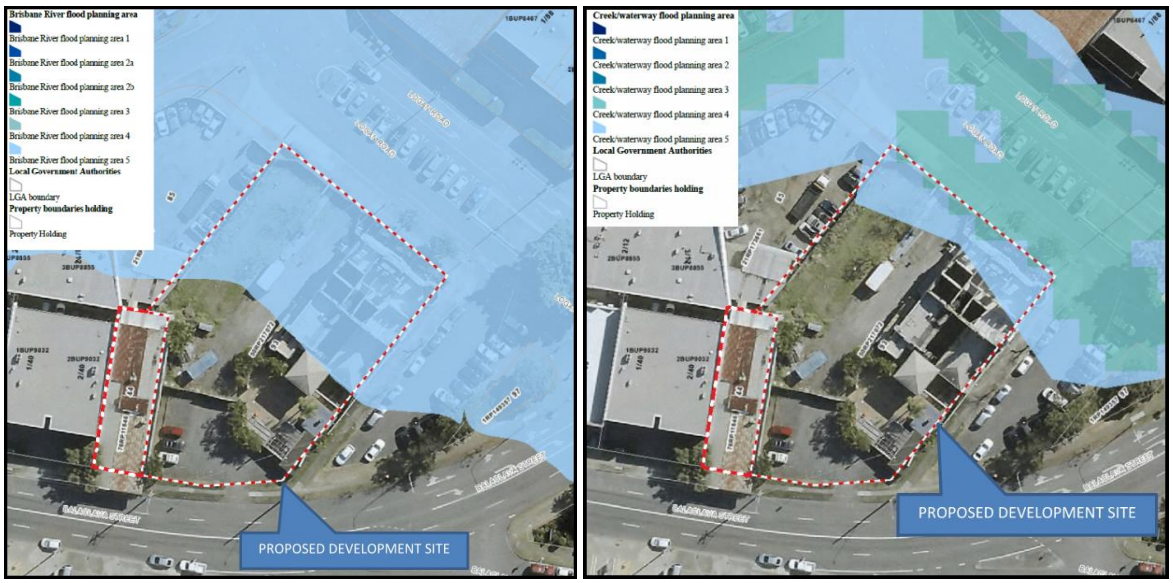


Figure 4.8.1 & 4.8.2 Brisbane City Plan Flood Overlay Mapping extracts (Naxos Engineers)

The site is also identified has having an overland flow running along the frontage to Logan Road as shown below.

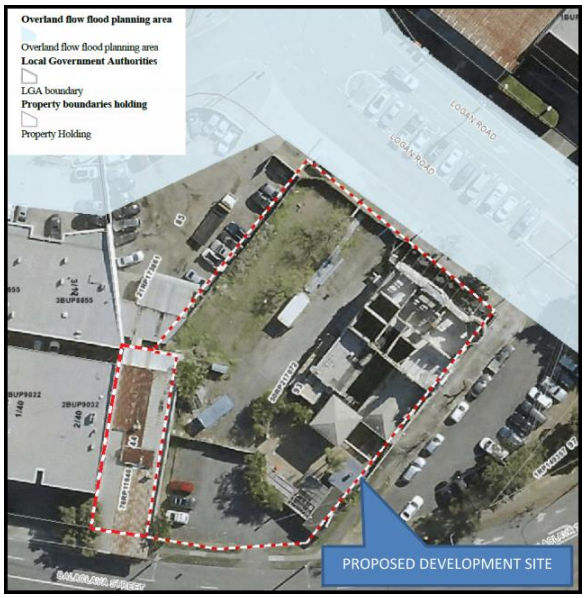


Figure 4.8.3 Brisbane City Plan Flood Overlay Mapping extracts (Naxos Engineers)

Lawful point of Discharge

Naxos have prepared a Site Based Stormwater Management Plan which is at **Attachment E2**. A lawful point of discharge has been identified at Logan Road Frontage of the site.

Stormwater Quantity

Naxos have advised with respect to stormwater quantity that

The proposed development has an impervious area of approximately 99.6% of the site and comprises roof and hardstand areas and makes up the entirety of the development site.

The roof area is to be collected by a series of gutters and down pipes that will ultimately be directed to the sites nominated lawful point of discharge being the existing Gully Pit (N16036012) located along the Logan Road frontage.

The un-roofed driveway/ground areas are to be captured by a series of Field Inlets fitted with SPEL StormSack (or approved equivalent) prior to discharging to the above mentioned lawful point of discharge.

All captured internal drainage is to be designed by the Hydraulic Consultant during the detailed design phase of the project.

To promote sustainability, it is recommended that rainwater re-use tanks be utilised to harvest collected water from the roof areas for re-use in landscaping however it shall be noted Brisbane City Council do not consider/approve the use of harvest tanks (rainwater tanks) for the use of on-site detention storage to manage and mitigate peak stormwater discharge from site as a result of development.

Further, Naxos has noted that no on-site detention is proposed for the development as the site falls under item 3e of Brisbane City Council City Plan 2014, SC6.16 Infrastructure Design Planning Scheme Policy / Chapter 7 Stormwater which provides advice on when to provide and waive the requirements for stormwater detention . In this instance stormwater detention requirements can be waived where, the pre-development fraction impervious exceeds 60% of the site area.

Stormwater Quality

Naxos have advised with respect to stormwater quality that

Based on the (DERM) State Planning Policy 4/10 Healthy Waters State Planning Policies Checklist, the proposal does not trigger any of the matters and is therefore *deemed a 'Low risk' and will adopt a stormwater quality best practice approach as per Brisbane City Councils City Plan 2014.*

For the Construction Phase of the project, an Erosion a Sediment Control Plan will be prepared for the site to at the detailed design stage to manage runoff from the site and will be submitted at operational works stage. Details of these measures are included at **Attachment E2**.

During the operation of the phase of the project *all inlet pits placed in hardstand and/or driveway areas are to be installed with Council-approved Filter Baskets to prevent debris and fine sediment entering the stormwater system.*

A monitoring and maintenance programme with record keeping will be undertaken to ensure water quality devices are maintained.

5.0 WOOLLOONGABBA PDA ASSESSMENT

5.1 Woolloongabba PDA Development Scheme

5.1.1 Background

The Woolloongabba Priority Development Area was declared by the Minister on 22 September 2023 pursuant to the Economic Development Act 2012 and comprises an area of 106 hectares encompassing a large part of Woolloongabba and part of East Brisbane. The Economic Development Act 2012 provides that when a PDA is declared then new planning instruments apply to that land. The Development Scheme therefore overrides the provisions of the Brisbane City Plan 2014 with respect to land use and adopts an alternative process for assessing and deciding development applications.

This area was declared in response to current and proposed major public investment in transport infrastructure including the Cross River Rail project and the Brisbane Metro. This PDA designation also seeks to give impetus to urban renewal in proximity to major public health, education, cultural and sports facilities with a correspondingly high level of accessibility throughout the City.

The PDA has subsequently been subject to proposed Draft Woolloongabba PDA Amendment 1 which completed Public Notice on 29 August 2025 and have resulted in some substantial amendments. A discussion of the provisions of this amendment are included in this response as relevant.

The site is within Precinct 2: Logan Road and is subject to the Woolloongabba Priority Development Area Development Scheme ('the Development Scheme'). The Woolloongabba PDA comprises:

- Development Assessment Procedures
- Land Use Plan
- Infrastructure Plan
- Implementation Strategy
- Schedules
- Guidance material

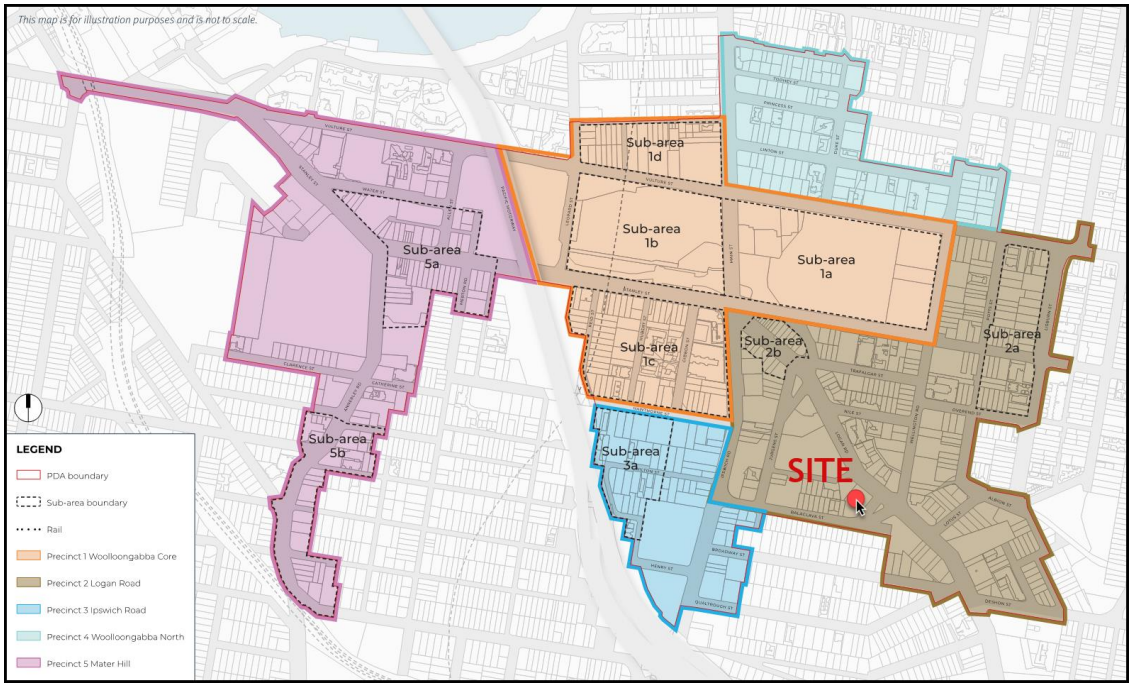


Figure 5.1.1 Map 4: Woolloongabba PDA Precinct Plan

5.1.2 Development Assessment

Section 33(2) of the ED Act defines development as any of the following:

> *(a) carrying out building work;*
> *(b) carrying out plumbing work or drainage work;*
> *(c) carrying out operational work;*
> *(d) reconfiguring a lot;*
> *(e) making a material change of use of premises.*

Section 33(3) and (4) of the ED Act, in part, defines PDA Assessable Development and PDA Accepted Development as:

> *(b) development that a relevant development instrument for a priority development area provides is PDA assessable development, including PDA-associated development identified in the instrument; or*

As the Woolloongabba PDA Development Scheme (PDA) came into effect on 20 September 2024 it is a *relevant development instrument for a priority development area.*

Section 3.2.2, Table 1 of the PDA specifies development that is either 'Accepted' or 'Assessable' development. Where development that is listed in Schedule 1 is 'Accepted Development'.

The proposed development is not listed in Schedule 1 and is therefore PDA Assessable Development.

5.2 Woolloongabba PDA Land Use Plan

The land use plan comprises;

- the Vision
- Structural Elements
- PDA Development Requirements
- Schedules and Guidelines.

5.2.1 The Vision (S4.1)

The procedural matters of the "Proposed Development Scheme" establish that the Vision provides the overall outcomes for the PDA and forms the basis for PDA requirements. An assessment of the vision statement is included below.

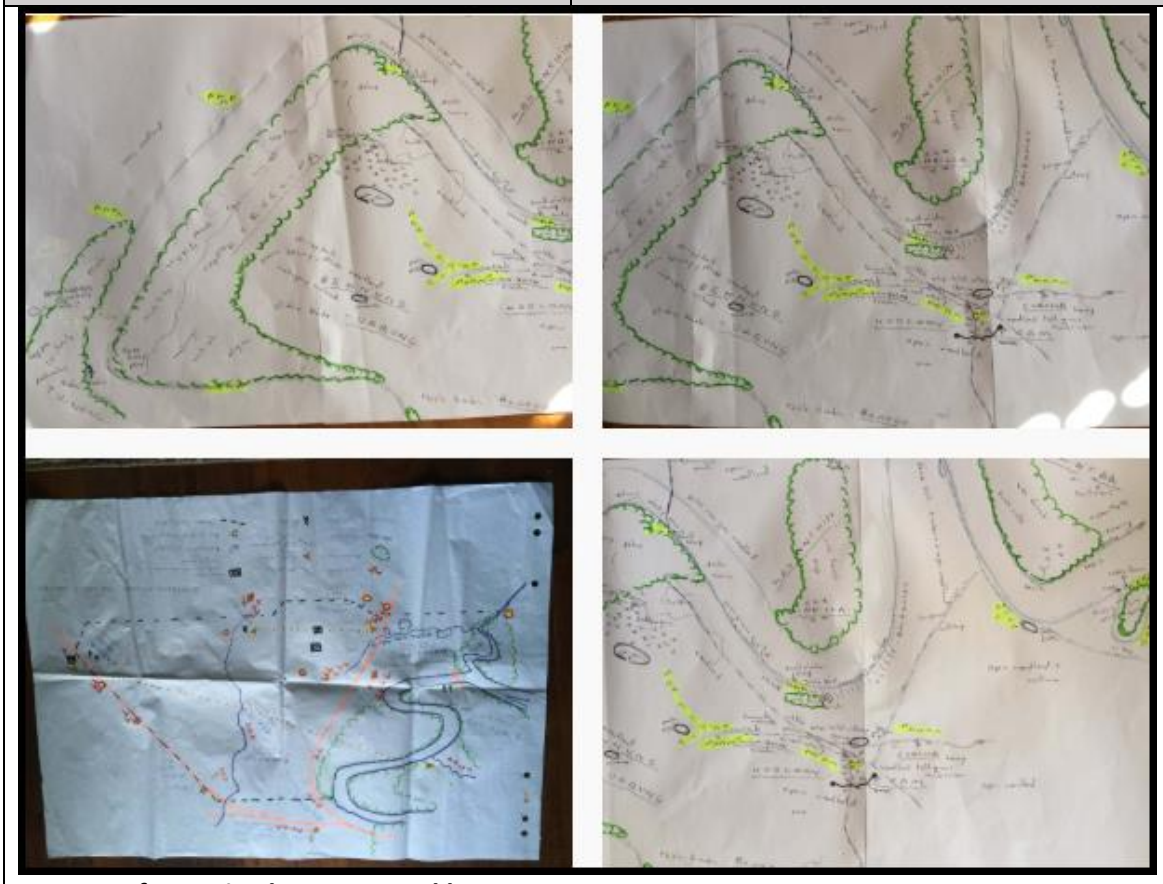
Outcomes	**Consistency**
Development in the Woolloongabba PDA:	
1. is transit oriented and well-integrated with existing and future public transport infrastructure, including infrastructure associated with CRR, the proposed Brisbane Metro and the bus network	The proposal provides the opportunity for increased use/support of public transport through the introduction of high density residential living. The restoration and re-enlivenment of the Broadway Hotel heritage building along with the re-use of the building and associated development for a Hotel, Bar, Function Facility and Food & Drink Outlet will generate

Outcomes	Consistency
	needed activity in this precinct to attract customers and patrons to the locality to further enhance the use of public transport services in the PDA area.
2. delivers a vibrant mix of uses, supporting: a. a range of housing, providing affordability and choice through diversity in typology, size, configuration and tenure, to meet the needs of a diverse population and their life-cycle needs b. employment and entertainment activities, including health, innovation and entertainment uses which support established key destinations within the PDA c. non-residential uses which contribute to the vibrancy of key corridors and public realm areas, and d. social infrastructure, including community and educational facilities which meet community need	The proposal will be a major catalyst for the creation of a vibrant and active corridor along Logan Road at an important corner location to support the intended function of Logan Road and the adjoining land as part of a 'Green corridor'. The proposal provides for the re-establishment of a historic use and restoration of a derelict state listed heritage building. The renewal of the hotel use will add a major source of community activity and social interaction to help create a vibrant public realm in association with the 'green corridor' along Logan Road. The restoration of the Broadway Hotel is of key importance to the urban renewal of this location without which development can be hampered by the poor quality of streetscape created by the current derelict nature/appearance of the site.
3. enhances and protects the efficient operation, function and expansion of health and knowledge uses at Mater Hill, and nearby health and education facilities, including the Queensland Children's Hospital	The proposal will provide needed residential accommodation to support employees which will enhance the efficient operation, function and expansion of health and knowledge uses at Mater Hill, and nearby health and education facilities, including the Queensland Children's Hospital.
4. supports the Gabba Stadium and its operational requirements, whilst also meeting the needs of the wider precinct	As discussed above, the proposal will provide a major catalyst for the creation of a vibrant and active corridor along Logan Road at an important corner location in proximity to the Gabba stadium and will also support the wider function of the precinct.
5. ensures appropriate transition is provided between areas of differing intended scale and form within and surrounding the PDA	The site is located in a precinct which provides for development of high density residential multiple dwellings and other development of up to 35storeys on the site and adjoining land. Transitional requirements do not apply.
6. provides a public realm network: a. that draws community together and functions as an interconnected series of high-amenity, inclusive places, including delivery of a Central Park and the Creek to Cliffs Green Corridor and Duke Street subtropical spine, creating a focus for community activity and providing both active and passive functions, and	The proposal will support the public realm through the restoration and re-enlivenment of a derelict site which is a current eyesore and stifles development and use of the locality. The renewal of the hotel use will add a major source of community activity and social interaction along the Creek to Cliffs green corridor to the benefit of the

Outcomes	Consistency
b. incorporating high-quality landscape treatments and embellishments that contribute to urban cooling	community and will make a significant contribution to the achievement of this corridor objectives. The adjacent plaza will also be provided with a source of community activation to enhance the use of this open space area.
7. enables a permeable, connected and safe movement network within the PDA and to surrounding areas, integrating intuitive wayfinding, prioritising active transport and access to public transport infrastructure	The proposal includes permeability by providing a laneway between the hotel and the new hotel building to link Logan Road with Short Street and the open space plaza. The proposal has been designed to accommodate the intended function of Logan Road as a potential future active transport corridor which provides suitable access arrangements and traffic management to ensure safety as well as efficient movement for service vehicles. In this respect, despite the significant constraints of the site, the proposal can achieve the functional objectives for the Hotel and associated uses as well as the outcomes for Logan Road as an active transport corridor.
8. provides equitable, safe, legible and convenient active transport connections between existing and future public transport infrastructure, including infrastructure associated with CRR, the proposed Brisbane Metro and the bus network, and key destinations within and surrounding the PDA including the Gabba Stadium, Mater Private Hospital Brisbane and Queensland Children's Hospital	As discussed above, the development of the Broadway Hotel is designed in response to site constraints which therefore proposes an access for service vehicles only from/to Logan Road. This is a necessary feature of the redevelopment of the site which retains and restores a significant heritage building and also provides for the re-establishment of the original hotel use within the heritage building. Manoeuvring within the site is severely constrained by the existing heritage building and is impacted by the ground level differences between Logan Road and Balaclava Street. Traffic Engineering advice has provided extensive advice informing the functional layout of the proposal to ensure that access and manouevring is safe, efficient and meets all necessary traffic engineering standards. Refer to the Transport Engineering Assessment at **Attachment F**.

Outcomes	Consistency
	On the basis of the above, the proposal will support the intended outcome for future active transport corridor along Logan Road.
9. supports and protect the functional requirements of major transport stations and corridors, including State and local government controlled roads and tunnels to ensure the operational efficiency, integrity and safety of the transport network	**Refer to the above comments.** The proposed development supports and protects the functional requirements of major transport infrastructure and their operational capacity within the Woolloongabba PDA.
10. is designed to respond to Brisbane's climate and identity through sustainability measures and design, subtropical architecture and landscaping that integrates water sensitive urban design and contributes to mitigating urban heat	The proposal has been designed to accommodate the sub-tropical climate of Brisbane as described in the Architectural Assessment at **Attachment A3** by including such features as: • Generous balconies at upper levels • Openings to east, south and north facades to allow access to sunlight as well as to cooling breezes • Sun shading devices to screen the western façade from sunlight • Use of fixed and operable glazing to allow natural ventilation • Walkways/laneways at ground level between components of the building for light and breezes to flow through the site; • Double height above the podium level to allow greater access to sunlight and breezes for outdoor recreation spaces • Large area of communal recreation space (817m2 or 32.5% of site area) at the podium level and roof top levels combining both passive and active recreational components • landscaping which has been integrated into the built form to add to the features of the building – refer to Landscape Concept at **Attachment H**.
11. is responsive and resilient to physical constraints, including flooding, storm tide inundation, soil contamination and acid sulfate soils, ensuring hazards are identified, mitigated and managed	The proposal has been designed to accommodate the identified physical constraints of the site which include: 1. <u>Airport environs overlay</u> • OLS - Horizontal limitation surface boundary (178.3m) • Procedures for air navigation surfaces (PANS) • BBS zone - Distance from airport 8-13km 2. <u>Flood Overlay</u> • Brisbane River flood planning area sub-category 5 • Creek/Waterway flood planning area sub-category 4 & 5 3. <u>Heritage overlay</u> • Local heritage place sub-category

Outcomes	Consistency
	• State heritage place sub-category 4. <u>Potential and actual acid sulfate soils overlay</u> • Potential and actual acid sulfate soils sub-category • Land above 5m AHD and below 20m AHD sub-category • Land at or below 5m AHD sub-category It is understood that the airport environs can be accommodated through design measures. The building does not penetrate the OLS levels. The site has been designed to accommodate any potential flooding hazard (which is minimal) and includes a Site based stormwater management plan prepared by Naxos Engineers . (refer to **Attachment E2**.) The proposal has been designed to respond to the heritage building on the site. Refer to **Attachment C1 and C2** for the Heritage Assessment and Conservation Management reports. Potential and Actual Acid sulfate soils will be managed during the construction phase of the development as necessary and details will be provided at a later stage of the development.
12. celebrates and recognizes First Nations heritage and culture	The mapping below from the PDA represents an interpolation of multiple mapping works by Dr Ray Kerkhove. This indicates Camping Grounds at the location of the site. Given that the identification of these sites are very general and broadly interpreted any recognition can be included in detailed requirements at a later stage of the proposal. Note also that these features have been removed from the Draft Woolloongabba PDA Amendment.

Outcomes	Consistency
 **Extracts of Mapping by Dr Ray Kerkhove** https://mappingbrisbanehistory.com.au/brisbane-history-essays/brisbane-southside-history/first-australians-and-original-landscape/indigenous-sites/	
13. provides for the conservation and successful integration of heritage places, including through adaptive re-use and heritage sensitive design responses to buildings within and adjoining the PDA, and	The Broadway Hotel project has the potential to restore a significant major state listed heritage building. There is an overwhelming community benefit in this building being restored and re-established as its original hotel use. As previously outlined, the Broadway Hotel project is supported by and has been informed by a heritage architect to ensure that the proposed development and use of the site successfully and sensitively integrates with the restored heritage building. A copy of the Heritage Impact Assessment and the Associated Conservation Management Plan (2022) by Ivan McDonald Architects for the Building is included at **Attachments C1 and C2** respectively. The site is a key landmark site for the Woolloongabba area and the opportunity to maximise the potential of

Outcomes	Consistency
	this site to contribute to the character and amenity of the precinct is of significant public benefit. The restoration and revitalisation of the State listed heritage building is a critical component for the achievement of the overall outcomes for the precinct requiring a very high level commitment of resources to the project which has been recognised in the proposed development of the site. The proposal allows for the return of this building to public use through the re-establishment of the hotel use to reintroduce social interaction and removes a derelict building from the streetscape to improve the urban design character. These are significant public benefits which occur as a consequence of the restoration of the building and return of the hotel use which also restore and enhance the heritage values of the place. The proposal will add significantly to the site and the precinct through this restoration and re-activation of the heritage Hotel.
14. respects and enhances character within the PDA, including along Logan Road and Stanley Street.	The proposal will restore a significant major state listed heritage site. This will reinvigorate the streetscape of Logan Road and Balaclava Street. The Broadway Hotel site is of major importance to the creation of a revitalized area to enhance the character and amenity of the PDA. The prominent corner site and important heritage building will add to the urban character, attractiveness, social activity and connectedness in this part of the PDA. The site has remained derelict for an extended period detracting from the character of the locality. This project will restore the existing state heritage building to its original use which will add social interaction by restoring the hotel activity as well as improvements to the adjacent streetscape. The restoration of the building will remove a significant eyesore from the streetscape which has the potential to hamper the achievement of the overall intentions for development at this location should development prove to be uneconomical.

5.2.2 Structural Elements (S4.2)

The Structural elements visually describe the key components of the plan as described in the Vision and these elements are supported by PDA requirements. The site is located along the Creek to Cliffs Green Corridor (Logan Road) and sits adjacent to an area of New Open space. Logan Road and Balaclava Street are identified as a Subtropical Boulevards with Logan Road frontage part of the "Creek to Cliffs Green Corridor". Refer to the Structural Elements Plan and Public Realm Guidelines extract below.

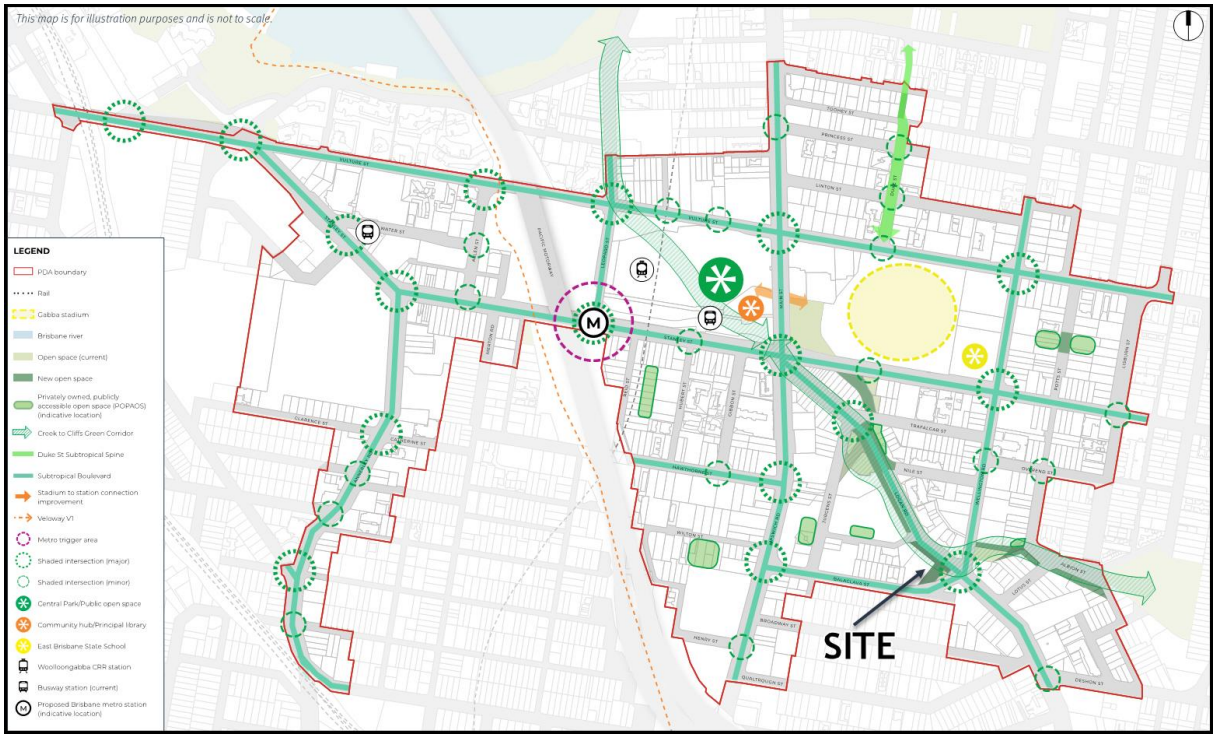


Figure 5.2.2 Map 3 Woolloongabba PDA Structural Elements Plan 2023

Note that the Structural Elements plan has been altered in the Woolloongabba PDA Amendment 1. Whilst the Creek to cliffs corridor and Open space adjoining the site to Short Street is retained, the linear area of 'New Open Space' to Logan Road frontage is removed. Note also that the Public Realm Guidelines are no longer referenced in the Draft document.

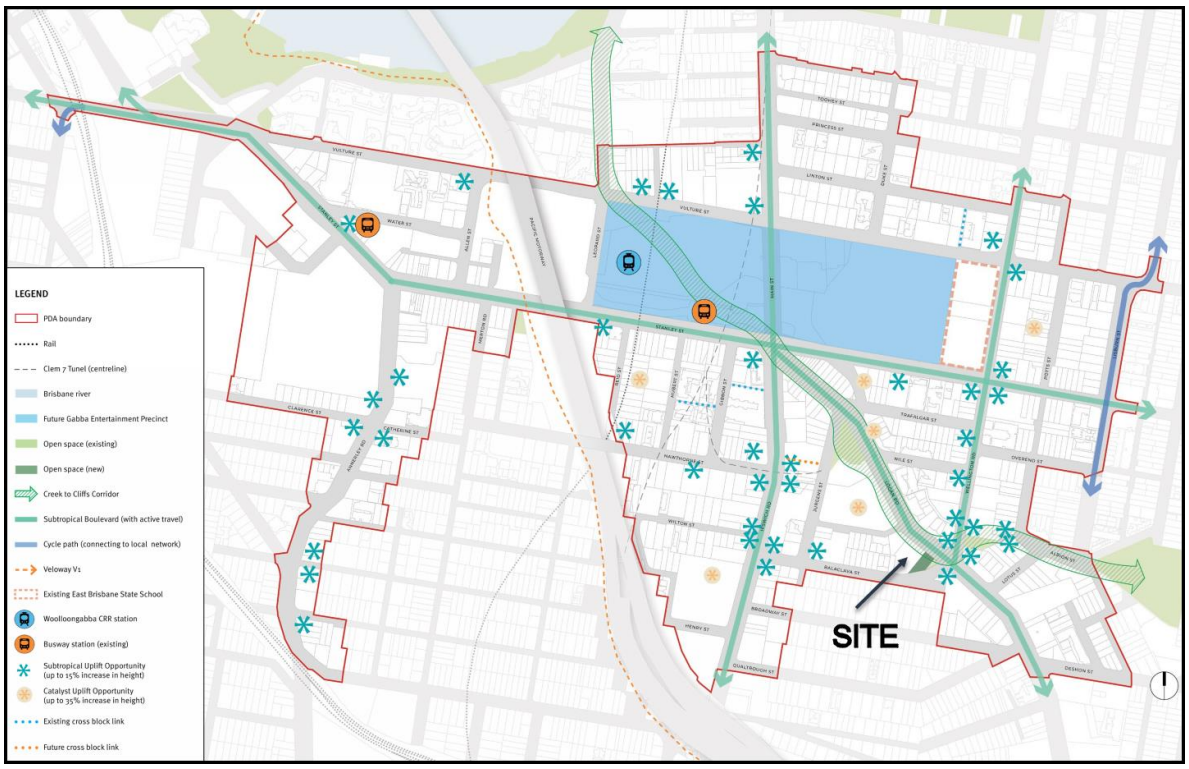


Figure 5.2.3 Draft Map 3 Woolloongabba PDA Structural Elements Plan Amendment 1 2025

The effects of these structural elements for the design and layout of the site have been considered in the design development particularly with respect to the access arrangements and landscaping elements of the proposal. Noting however, that the proposed Amendment 1 removes the provision of open space to the frontage of Logan Road.

The proposal has been designed to ensure that the layout does not prejudice the eventual achievement of these elements into the precinct. Specifically, the proposal effectively supports these outcomes and will assist in providing a vibrant and active precinct and streetscape to Logan Road. It is considered that the proposal achieves this by:

- Removing a derelict site which detracts from the precinct and restoring a heritage building to add to the quality of the streetscape
- Providing active uses at street level to Logan Road and Short Street with the hotel and cafe areas fronting the street/plaza areas
- Providing a 'landmark destination' at a key point along the Creek to Cliffs Green corridor and adjacent to the proposed open space which provides for social interaction thereby enhancing activity levels
- Opportunity for landscape treatments to enhance the connection between the proposed hotel building heritage place with the public realm
- Limiting access to service vehicle only onto Logan Road
- Increasing population density to support active and public transport modes
- Cultural heritage recognition through landscape and installations

The Broadway Hotel project site can bring benefits this proposed new Open Space area by allowing for activation of the space and improvements in public accessibility and safety via passive surveillance.

The vehicular restriction to Short Street will allow for the Broadway Hotel Project to integrate with the adjoining public realm to add significantly to the levels of activation in this area and further enhance the heritage features of the site. Footpath dining local laws allow for adjoining uses to take advantage of such spaces to add to the quality of activation within the streetscape in urban areas.

5.3 PDA Wide Criteria

The Economic Development Act 2012 provides that when a PDA is declared then new planning instruments apply to that land. The Development Scheme therefore overrides the provisions of the Brisbane City Plan 2014 with respect to land use and adopts an alternative process for assessing and deciding development applications.

The plan includes requirements for:

- Connectivity and Movement
- Built Form and Landscaping
- Public Realm
- Sustainability
- Heritage and Character
- Neighbourhood and commercial character
- Impacts and Amenity
- Flooding and climate Risk
- Service Infrastructure
- State and major transport corridors, future transport corridors and infrastructure
- Housing affordability and diversity

Note that the recently publicly notified Woolloongabba PDA Amendment 1 made significant changes to these provision which are not reflected in the following tables of assessment. However, some notable changes are referenced in the responses where this is relevant to the proposal.

Significantly for the site and the proposal, reference to the Woolloongabba PDA Public Realm Guideline and linear open space along Logan Road Frontage has been removed from the Draft Woolloongabba PDA Amendment 1..

5.3.1 Connectivity and Movement (S4.3.1)

An assessment against the Connectivity and Movement outcomes are set out below.

Outcome	Response
Development:	
1. protects, enhances and does not compromise the ability to improve active transport and amenity along subtropical boulevards, including Stanley Street	The proposal includes access for service vehicles only onto Logan Road which results in a driveway across the proposed 'active pathway' along the frontage to Logan Road noting that the Draft Woolloongabba PDA Amendment 1 removes the requirement for open space along this frontage and substantially altered the intentions for this corridor. The Draft changes to the PDA Scheme mean that the current restrictions to access on Logan Road will no longer apply.

Outcome	Response
	Regardless, the provision of two access points with sperate access for service vehicles and residential use is the most functional option for the development of the site. A Transport Engineering Assessment has been provided and informs the proposed layout of the development. A copy of this report is included at **Attachment F**. Note that access and manoeuvring within the site is constrained by the existing heritage building as well as the ground level differences between Logan Road and Balaclava Street. This assessment originally found that it is not physically possible to provide service vehicle access from Balaclava Street due to the location of the heritage building on the site and the level difference from the building at ground level to Balaclava Street. Service vehicle access has been determined to be the most functional access and has been demonstrated to be safe for pedestrian and cyclist movements. Specifically: The layout provides for all service vehicles to turn within the site so as to enter and exit in a forward direction. Service vehicles are propped within the site to wait to exit. Suitable sightlines to pedestrians and cyclists are provided on Logan Road. The project will not compromise the ability to improve active transport on Logan Road and will add to the amenity of the location with streetscape improvements. Note that the future form of these roads are uncertain given the proposed changes to the PDA development Scheme.
2. prioritises access and movement by active and public transport over private vehicles	**Refer to comments above.**
3. facilitates a highly permeable movement network and improves connectivity:	**Refer to comments above.**

Outcome	**Response**
a. to key destinations within the PDA and the surrounding area b. between existing and future public transport infrastructure, including CRR, the proposed Brisbane Metro and the bus network, and c. provides for cross-block linkages as indicated in the relevant Precinct maps (section 4.4)	The proposal will increase access to a site which is currently derelict and a visual eyesore. The proposal includes a walkway through the site between Logan Road and Short Street for patrons. There are separate lifts to access the residential and commercial components of the development with linkages provided to allow all persons access to the heritage building at all levels. Further permeability is created within the building with the hotel facilities having direct access to the communal recreation level to enable private access to catering facilities at the hotel for residents. The relationship and interaction with the public realm has been central to the development concept. The Urban Context report prepared by Reddoor Architect (provided at **Attachment A2**) identifies that: "*The laneway entry point activates both the street edge and public space, encouraging pedestrian movement and creating a lively interface between the heritage structure and the new development.*" *"The laneway design emphasises permeability, activation, and comfort, transforming a transitional space into a vibrant urban connector."*
4. provides for streetscapes and minimum verge widths that support major urban greening	**Refer to comments to 1 above.** As previously discussed, the proposal will support improvements in activity and streetscape quality along the frontages of Logan Road, Balaclava Street and Short Street. All verge widths can be provided as required. The proposal allows for a road dedication along Balaclava Street. Further, it is proposed to undertake landscape upgrade works to the streetscape to enhance the appearance of the Logan Road. Refer to the Landscape Concept Plan at **Attachment H**.

Outcome	Response
5. ensures shaded intersections are designed to facilitate safe multi-modal movement	The proposal will provide for activation adjacent to a designated open space area to enhance pedestrian and cyclist movements at this location through landscape treatments to road frontages and open space/plaza forecourt areas.
6. provides streetscape and public realm treatments to provide weather protection to pedestrian and cyclists pathways	The position of the existing heritage building on the site limits the ability for the proposal to provide awnings at these locations. The proposal will otherwise contribute to the streetscape.
7. is universally designed	This is provided within the proposal which will also facilitate improved access by all persons to a heritage building which would otherwise be wheelchair inaccessible.
8. is designed to activate and integrate existing and future public transport stops, corridors and active transport routes, and	**Refer to comments to 1 above.** The proposal will assist the activation of the corridor by adding socially interactive use adjacent to the road and public areas.
9. provides for the safe and efficient operation of public transport services including bus access, capacity and egress to on-road bus stops, and passenger waiting environments.	The proposal will assist the efficient use of public transport networks by adding population to this location. The proposal is designed to be accommodated with in both the existing and proposed future road networks. An existing bus stop and shelter will be relocated to the frontage of Logan Road to make way for the proposed service vehicle access. Refer to the Transport Engineering Assessment at **Attachment F** and Landscape Concept Plans at **Attachment G.**

5.3.2 Built Form and Landscaping (S4.3.2)

An assessment against the Built Form and Landscaping outcomes are set out below:

Outcome	Consistency
Development:	
1. reflects a design-led process which is site and context specific	In accordance with Schedule 7 of the PDA a Development application must submit an Urban context report, if the proposed development comprises a total GFA of 1000m2 or greater and where involving building work.

Outcome	Consistency
	An Urban Context Report has been provided by RedDoor Architects and is included at **Attachment A2.** In addition, an analysis of the proposal with respect to subtropical design matters is provided by RedDoor within the Buildings That Breathe Assessment at **Attachment A3**. The proposal has been informed by the most critical element being the retention and restoration of the heritage building on the site. The design has been formulated with input from the relevant specialist consultants in heritage, traffic, stormwater and Landscaping. The Urban Context Report describes the overall design response is to create a design which revitalizes the street whilst respecting the heritage importance of the site. The tower and podium is designed to visually contrast with the heritage characteristics of the Broadway hotel building. More specifically: *The proposed development will respectfully sit juxtaposed against the heritage hotel is a contemporary three-wing residential tower offering high-end apartments with expansive city views, generous outdoor recreation spaces, and premium shared amenities. These include a gym, games room, private dining areas, a business centre, cinema, sauna, and a rooftop terrace.* *The tower features a continuous, wave-like façade that delivers a dynamic and visually engaging presence for passersby. A carefully curated palette of neutral materials and abundant greenery throughout the building fosters a thoughtful dialogue between the historic and the new, enhancing the sense of cohesion across the site.* *At ground level, an internal laneway will connect the restored hotel to the residential tower, lined with a bar, café, and casual dining options. This activated laneway precinct will energise the ground plane, foster community engagement, and further reinvigorate the Broadway Hotel.*

Outcome	Consistency
	The height of the building and podium responds to both the existing heritage building and top the overall intentions for height in the precinct. The overall building height is 34 storeys which is in accordance with the intended height for the precinct. The height of the podium has responded to both the heritage building and the need for servicing and car parking for the development. The basement area of the car parking is limited by the potential for impact of basement works on the heritage building which prevent a full basement and podium level across the site. The inefficiency in the design results in more levels being required above ground to meet car parking and servicing requirements . The development constraints posed by the heritage building which limits the extent of any basement/podium level should be given consideration. Note that the height of the podium is not considered to adversely impact upon the heritage values. Setbacks to the three site frontages respond to the site context and meet the requirements set out in the PDA in Schedule 4: Setbacks Plan which is to maintain the existing built form setback which is to the site boundary. With respect to the side and rear setbacks *Table 3: Design parameter guidelines for built form and landscaping*. Sets out the following setbacks to side and rear boundaries. *First 4 storeys:* *• 0m where built to boundary* *• 6m to habitable rooms, or* *• 3m to non-habitable rooms* *Towers:* *• 6m, or* *• 9m if the windows of habitable rooms are located along that boundary.*

Outcome	Consistency
	These provisions are in line with the Woolloongabba PDA Amendment 1 at Table 2 Acceptable Outcomes. An assessment against these standards are provided at **Appendix 1.** It is noted that the required setbacks are met by the proposed development at the podium levels due to the lack of any habitable spaces on the external components of the building adjoining the northwestern boundary. Nevertheless, the podium facades include integrated design and landscape features which combine to soften the facades whilst creating a suitable backdrop for the heritage building. The wavelike form of the tower provides for variation in building setbacks to the side boundaries. Setbacks range from 2.275m to 4m to balconies and 3.095m to 7.385m to walls on the northern boundary and 3-3.5m on the southwestern boundary. Where habitable rooms have openings which face these side boundaries, all have privacy/shade devices with angled vertical screening to limit views whilst allows light and breezes into the internal spaces. The treatment of the facades to the side boundaries also include variation in the use of materials including a mix of glass and masonry balconies as well as stepped arrangement and deep terraces to maximise access to views, sunlight, natural ventilation, and privacy. Refer also to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for more details.

Outcome	Consistency
 **Southeast Elevation Short Street/Balaclava**  **Northeast elevation – Logan Road** The additional podium height does not impact upon the heritage values where a neutral back drop is provided so as not to distract from the quality of the heritage building.	
2. is designed to enhance the character and amenity of the PDA by creating well-connected, functional and attractive interfaces between development, heritage, streetscapes and the public realm	The Broadway Hotel site is of major importance to the creation of a revitalized area to enhance the character and amenity of the PDA. The prominent corner site and important heritage building will add to the urban character, attractiveness, social activity and connectedness in this part of the PDA with significant benefit to the community. The site has remained derelict for an extended period detracting from the character of the locality. This project will restore the existing state heritage building to its original use which will add:

Outcome	Consistency
	1. A significant community benefit in terms of restoring a cultural heritage place; 2. significantly to social interaction by restoring the historic hotel use; 3. improvements to the urban design character of the area as a consequence of the building restoration and associated proposed improvements to the adjacent streetscape. In particular, the proposal includes landscape treatments of Short Street to create a forecourt to the building to create a connection and interface with the public realm where it is anticipated that this space can be utilized for outdoor dining and other events associated with the hotel use to consolidate community connection and social interaction. At ground level the proposal also incorporates a laneway which enables the site and activity of the hotel to connect with the public realm. Specifically, the Urban Context report states that: *Integrating a laneway is a key move to unlock the site's potential, enhancing public realm and connecting heritage with new development. The concept anticipates a lively pedestrian link, with a café anchoring the street edge to invite movement inward. At its heart, an outdoor bar and courtyard provide shaded, social spaces between old and new structures. This approach not only activates the ground plane but also reinforces a human-scaled, character-rich environment that celebrates the site's heritage while supporting contemporary urban life.* *The laneway design emphasises permeability, activation, and comfort, transforming a transitional space into a vibrant urban connector. Paving, lighting, and landscaping guide movement while creating moments for pause and interaction. Seating edges, greenery, and shade structures soften the hardscape, providing passive cooling and year-round usability.*

Outcome	**Consistency**
 Plaza forecourt area to enhance heritage building and opportunity for activation through foot path dining areas associated with the hotel use.	
3. ensures front, rear and side elevations display a high level of articulation, materials and finishes	Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively. A variety of materials & finishes are to be utilised including timber, glass, formed concrete in variety of colours and textures, aluminum vertical shade blades, frameless balustrades, rendered block walls.
4. mitigates the visual bulk and scale of buildings and maintains the openness of vistas to heritage elements, major destinations, and elements that contribute to place identity	As discussed above, the proposal responds first and foremost to the heritage building on the site. The heritage building retains its prominent location on the corner with all new building elements located to the rear and side of the building. The design has been formulated to be respectful of the heritage values of the place and is recognised as making a significant contribution in providing for the restoration of this derelict important State listed heritage building. Refer to the Heritage Impact Assessment in **Attachment C1** and as described in Section 3.2 and 5.2 of this report. PDA-wide preferred dimensions for the site include: • Maximum Horizontal Dimension – 50m

Outcome	Consistency
	• Maximum Wall length between articulation elements - 10m An assessment of the proposal against Table 2 Acceptable Outcomes of the Draft Woolloongabba PDA Amendment 1 is provided at **Appendix 1**. The proposal generally achieves these requirements.
5. minimises overlooking of private spaces and provides visual privacy for both occupants and neighbours	The proposal will incorporate various design features and or screening to ensure that privacy of residents on the site and adjoining is protected. Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively. These reports clearly demonstrate the manner by which the proposal can achieve these outcomes.
6. integrates building services (including air conditioning, lift wells, fire and electricity components) into the building design, ensuring these features do not visually detract from the building or its use.	The roof top of the building integrates these services as needed.
7. minimises access points for vehicles (private and servicing) and ensures these are designed to protect the amenity of the street and the integrity and quality of the building elevation	Refer to comments at Item 1 Connectivity and Movement. The proposal is designed to provide the optimal outcome for this location to support pedestrian connectivity whilst providing for function vehicle access to the site.
8. incorporates measures to mitigate the impact of building mass, using: a. design measures within the lower levels of buildings to create human scale proportions b. design measures such as building recesses, protrusions, fenestration and articulation elements to minimise blank walls and large vertical and horizontal planes, and c. fine-grained design and architectural detailing at lower levels to positively contribute to the character of the streetscape	The Broadway Hotel project utilizes the following design features and materials to mitigate the building mass and provide a human scale at ground level • Variation in the colour and texture of material finishes • Use of aluminum batten screens to car park levels and for privacy screening, • Wavelike form to the building façade • Use of glass and concrete balconies for mix of heavy and light with material • Contrasting colours in a neutral palette • Hanging planters at odium and tower levels • Setback of the tower above podium • Break floor level pattern to podium

Outcome	Consistency
	• Full Double height aluminum framed glazed curtain wall to laneways, lobby and podium, • Timber batten ceiling to laneway • Salvaged brick from previous structure Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details.
9. responds to the local subtropical climate and improves urban amenity by: a. adopting passive design strategies to mitigate climatic impacts and reduce the need for mechanical heating, cooling and lighting b. maximising natural light and air flow c. ensuring streets, public realm and open space have access to natural light, cooling breezes, and shading to reduce direct solar heating d. incorporating generous, outdoor spaces and landscaping, on ground levels, roofs, balconies, terraces, and/or edges of buildings, responding to Brisbane's unique subtropical climate, and e. using high-quality landscaping, vegetation and large shade trees, eaves and structures to provide shade and shelter for active travel, particularly along subtropical boulevards and at shaded intersections	Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details. In general, the proposal has been designed to accommodate the sub-tropical climate of Brisbane by including such features as: • Generous balconies at upper levels • Openings to the east and north wherever possible • Sun shading devices to screen the western façade from sunlight • Walkways/laneways at ground level between components of the building for light and breezes to flow through the site; • Double height above the podium level to allow greater access to sunlight and breezes for outdoor recreation spaces • Large area of communal recreation space (817m2 or 32.5% of site area) at the podium level and roof top levels combining both passive and active recreational components • landscaping which has been integrated into the built form to add to the features of the building – refer to Landscape Concept at **Attachment H**. An assessment of the proposal against Table 2 Acceptable Outcomes of the Draft Woolloongabba PDA Amendment 1 is provided at **Appendix 1**.
10. incorporates design treatments to mitigate potential adverse amenity impacts of development between areas of differing scale and form, such as building separation, orientation, stepping of built-form, appropriate podium scale, façade and boundary treatments, recesses, articulation, and landscaping (on the ground, built form and/or above podiums)	The site is not identified as an interface area on Section 4.4 of the PDA. The proposal does however, provide the necessary separation between the heritage building and podium elements of the development so as to preserve and respect the

Outcome	Consistency
	heritage values of the site as discussed in Section 5.2 and 3.2 of this report. Refer also to the Heritage Impact Assessment report at **Attachment C.**
10. ensures the lower levels of a building, including the ground level, are designed to: a. define and address the street and public realm, creating active frontages that create a visual connection between public and private spaces b. establish a high level of landscaping, shade and shelter along these edges c. provide awnings along all key streetscapes d. avoid large, uniform areas of blank walls and cosmetic wall treatments e. ensure car parking is not visible from the street and mitigate any impacts of vehicles on adjacent properties including light, noise and pollutants f. minimise the adverse impact of driveways, servicing areas and associated elements, through reflecting crime prevention through environmental design (CPTED), activation, and streetscape amenity g. where abutting an existing built to boundary wall, avoid blank walls being visible or exposed h. where development includes non-residential uses, provide tenancies and/ or pedestrian entrances at intervals and width, that create active, fine-grain frontages to the public realm i. where development includes residential uses in lower building levels, provide fine-grained frontages overlooking streetscapes and public realm interfaces, and j. feature or facilitate water sensitive urban design (WSUD) in accordance with locations where overland flow naturally occurs	Refer to previous discussion above. Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details. The Broadway Hotel project will significantly improve activity to the frontages of Logan Road, Balaclava Street and Short Street. As previously discussed, the proposal includes active hotel uses at ground levels and parts of the podium for hotel and related uses which are open to the public with extended hours of operation. The activity is supported by the design which includes a permeable laneway to actively encourage connections into the site and with the heritage building. All car parking is to be located within the podium and behind the heritage building and active uses on the site. Similarly, all service areas have been included within the basement level of the building away from public spaces and designed to avoid unsafe pedestrian vehicle conflict. (Refer to Transport Engineering Assessment at **Attachment F**) As discussed, a dual access system has been designed which accommodates service vehicles only on Logan Road and all other residential and visitor traffic on Balaclava Street. Multiple pedestrian entrances are provided via several access points to each component of the use with entrances via the existing heritage hotel to Logan Road and Short Street, via the laneways on either side of the heritage building to Logan Road and Short Street and also via a major highly legible entrance lobby to the residential building at Balaclava Street.

Outcome	Consistency
	All walls to the podium car parking levels facing the street are treated with landscape elements and design features to soften the façade and avoid blank walls. All civil infrastructure services, including stormwater will be provided to the required standards for the proposed use. An assessment of the relevant Brisbane City Plan Codes has been provided by Naxos Engineers with respect to the Infrastructure Design Code, Filling & Excavation Code and Stormwater Code. This assessment is provided at **Attachment E1**. A Site Based Stormwater Management Plan has been prepared for the site by Naxos Engineers and is included at **Attachment E2.**
12. provides generous private open space for residential uses that: a. is directly accessible from primary living areas; b. contains sufficient area and dimensions to accommodate furniture and encourage use of outdoor spaces, and c. includes screening or other design measures, where required for privacy	PDA-wide criteria provides that the following provide open space is provided: • *9m2 for a one-bedroom dwelling, or* • *12m2 for a two or more bedroom dwelling, and* • *a minimum dimension of 3m.* The proposal provides that each residential unit is provided with a private open space area adjoining the living spaces of each dwelling. Balcony areas range from 14m2 to 57m2 (average 19m2) in area with minimum dimensions of 3.6m.
13. provides universally accessible communal open space which: a. is provided through a combination of ground level, vertically distributed and/or roof top settings b. includes generous landscaping, including tree planting in appropriate locations, and c. is positioned for good solar orientation, and access to natural air to support landscaping growth and longevity, and to create comfortable spaces	The amount of communal open space required in *Table 2: Design parameter guidelines for built form and landscaping* for the site is 80% of the site area or 15% of GFA where for residential development. This has been altered by the Woolloongabba PDA Amendment 1 to be the *lesser of these* values. The site has ana rea of 2,511m2 and is therefore required to have 2,008m2 for communal space. The proposal include 1,646 (65.5%) of outdoor communal space and 471m2 (18.7%) indoor communal open space which meets this requirement. An assessment of the proposal against Table 2 Acceptable Outcomes of the Draft Woolloongabba PDA Amendment 1 is provided at **Appendix 1**.

Outcome	Consistency
	The communal open space areas have been designed and landscaped to provide year round comfort to users with provision of both active and passive spaces and a range of facilities to meet the varying needs of residents. The roof top level is designed for more quiet and relaxed passive outdoor space and includes shaded and protected areas in a variety of separate spaces for use by multiple groups/individuals. The facilities include a centrally located BBQ area with amenities, turfed areas, decked areas with seating, an arbor and sheltered spaces with seating with these areas open to the sky. On the podium level communal outdoor areas is focused upon providing active spaces for relaxation and exercise and includes a large pool with spa, pool deck area and yoga lawn open to the sky with orientated to the north and double height space above for access to sunlight . These facilities are supported by extensive indoor facilities including a gym, sauna, small cinema room, business centre, lounge/games room, private dining area/ with wine cellar as well as amenities. Given the constraint placed upon basement location due to the heritage building, there is no provision for deep planting on the site. This is consistent with the site as it reflects the nature of the built form and highly urbanised setting of the heritage building. Further, the proposal intends to undertake streetscape and landscape upgrade works to the frontages of the site and also to create a forecourt area on Short Street which will contribute towards deep planting areas on land adjacent to the site which is proposed to accommodate over 200m2 of deep panting area. Refer to the Landscape Concept Plan at **Attachment H**.
14. incorporates CPTED principles into the design of buildings, including passive surveillance of streets and publicly accessible spaces.	The Broadway project will substantially improve the poor CPTED qualities of the locality which currently experiences regular graffiti episodes on the site.

Outcome	Consistency
	The introduction of the Hotel and associated activities will increase activity in the locality and substantially improve opportunities for casual surveillance both day and night. This will especially be the case where outdoor/footpath/plaza dining are also provided. Any outdoor dining areas are to be supported by landscaping which avoids areas of concealment, includes lighting and provides for passive surveillance by the adjoining land uses.
15. ensures towers are designed to: a. feature distinctive architectural form that contributes to the visual identity of the PDA b. feature vertical and horizontal breaks to mitigate visual bulk, and c. manage their horizontal footprint to: i. provide light penetration into buildings ii. provide access to natural ventilation for dwelling units iii. enable light penetration to the public realm iv. maintain access to breezes downwind of buildings, and v. contribute to the creation of a subtropical urban identity	The project has been designed to incorporate a distinctive architectural design which will add to the quality of the development in the locality. Refer to previous discussion above. Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details.
16. is consistent with Table 2: Maximum building heights – PDA-wide, and	The maximum building height for the site is specified in maximum building height maps of relevant Precinct provisions (refer to section 4.4) and provides for a maximum height of 35 storeys. The proposed building is 34 storeys in height.
17. where involving lot reconfguration: a. ensures site dimensions and areas of all lots are suitable for future development in accordance with PDA development requirements, or b. is limited to boundary re-alignment that does not create any adverse impacts.	Not applicable

5.3.3 Public Realm (4.3.3)

An assessment against the Public Realm outcomes are set out below:

Outcome	**Consistency**
Development:	
1. delivers privately owned, publicly accessible open space on the ground plane as indicatively located in Map 3: Structural Elements Plan	The site has an area of new open space adjoining at Short Street which is proposed to be closed to traffic. Public Realm guidelines Table 3: Precinct 2 Logan Road public realm catalogue provides for Open Space (No.07) that the key specifications for this area will be: • *Create a new park by removing car parking and reclaiming the road reserve for park purposes* • *Integrate open space with existing zoned open space parcels (1RP149357)* • *Ensure park design provides a 'gateway' into key urban space, and is designed to support key views/vistas of the former Broadway Hotel* • *Ensure planting supports biodiversity and reduction in urban heat island effects* • *Review opportunities for public art, building on First Nations and post-settlement historical themes* • *Open space area: 740 m2* Note that the area of linear open space adjoining the Frontage to Logan Road and reference to the Public Realm guidelines have been removed under the proposed Draft Woolloongabba PDA Amendment 1 indicating that such requirements are no longer applicable for the development of the site. Note however that the closure of traffic to Short Street and the use of the adjoining land as open space is retained by the Draft Amendment. The proposed development will facilitate the achievement of these objectives through the provision of landscape to the forecourt area. The space has been designed to facilitate outdoor dining and use for special events associated with the Hotel activity on the site. Refer to the Landscape Concept Design (**Attachment H**) for details of the proposed treatments.
2. incorporates CPTED principles into the design	**Refer to comments in 14 above.**
3. creates a public realm that:	Refer to previous discussion above.

Outcome	Consistency
a. is connected, legible, permeable, comfortable and safe b. allows for universal access for all members of the community and their mobility needs c. creates a highly landscaped, attractive subtropical environment d. retains existing shade trees along road frontages as far as practicable e. ensures any trees removed during development are replaced with advanced stock of suitable tree species f. supports a wide range of passive and active recreational and community activity g. includes public art as an integral part of the landscape design h. promotes opportunities for public art that respond to Traditional Owners of country, land and waters i. ensures servicing elements are located and designed to avoid or minimise visual, acoustic, air, heat and other emissions impacts on the public realm j. provides generous setbacks to support tree growth for shade, comfort and biodiversity, and k. includes generous planting, including deep planting and street tree planting along subtropical boulevards and shaded intersections shown in Map 3: Structural elements plan.	Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details. The Broadway Hotel Project site is of major importance to the creation of a vibrant public realm in this location. The Broadway Hotel project will support the public realm through the restoration and re-enlivenment of a derelict site which is a current eyesore and stifles development and use of the locality. The renewal of the hotel use will add a major source of community activity and social interaction along the Creek to Cliffs green corridor to the benefit of the community and will make a significant contribution to the achievement of this corridor objectives. The proposed restoration and renewal of the heritage hotel building will significantly add to the urban character, attractiveness, social activity and interface with the public realm. At ground level the proposal also incorporates a laneway with an outdoor bar and courtyard which provides shaded, social spaces between old and new structures which enables the site and activity of the hotel to connect with the public realm. This space includes paving, lighting, and landscaping to guide movement, and seating edges, greenery, and shade structures soften the hardscape, providing passive cooling and year-round usability supporting social interaction. Specifically, the *Urban Context Report* states that: *Integrating a laneway is a key move to unlock the site's potential, enhancing public realm and connecting heritage with new development.* --- *This approach not only activates the ground plane but also reinforces a human-scaled, character-rich environment that celebrates the site's heritage while supporting contemporary urban life.* ---

Outcome	Consistency
	The laneway design emphasises permeability, activation, and comfort, transforming a transitional space into a vibrant urban connector. Further, the site offers a unique opportunity to create a strong connection and interface with the public realm where the forecourt to the building (adjacent to Short Street) can be utilized for more active uses and consolidate community connection and further social interaction. Landscaping for the site will include frontage and street tree planting as well as upgrading of the forecourt plaza area to the heritage building. However, given the site constraints posed by the heritage building there is limited ability to retain areas on site for deep planting Overall, the landscaping proposed will create an attractive environment through the use of subtropical plantings within planters and communal open space areas as well as around the boundary of the site; *Note: landscape treatment surface and incorporation of lighting can also be included at a later date to respond to traditional owners where appropriate.* Street trees will be retained wherever practical and supplemented by additional shade tree planting to the streetscape. Refer to Landscape Concept Plan at Attachment H. The proposal will make a significant contribution to the public realm.

5.3.4 Sustainability (S4.3.4)

An assessment against the Sustainability outcomes are set out below: Note that his section of the PDA has been removed from the document in the Draft Woolloongabba PDA Amendment 1.

Outcome	Consistency
Development:	
1. demonstrates best practice sustainable building design outcomes	The Broadway Hotel Project can demonstrate the following best practice sustainable building design outcomes as detailed in the Brisbane City Council's New World City Design Guide: Buildings that Breathe:

Outcome	Consistency
	• Massing and Internal Layout; • Street Activation; • Light Wells and Skylights; • Layered Facades; • Elevated planters to balconies and in communal outdoor areas; and • Support Active Transport.
2. embodies low carbon, climate responsive and sustainable design principles	The proposal will embody low carbon, climate responsive and sustainable design principles, where appropriate.
3. that is affected by flooding, sustainability accreditation is to respond to flood and climate risk by addressing: a. Credit 16 Climate Change Resilience, or b. Green Star Communities Credit 4 Adaptation and Resilience, or c. an alternative standard agreed by the MEDQ	Refer to Stormwater Management Plan included at **Attachment E2.** In the context of a heritage building on a heritage place these requirements cannot practically be met and should not be a requirement. The requirements are suitably met through the Engineering analysis and SBSWMP. No further requirements for certification is necessary.
4. comprises buildings and outdoor spaces which minimise solar heat gain effects and maximise all-year round comfort	The proposed development has been designed to minimise the solar heat gain effects through use of shade features to balconies and windows, minimizing openings to the western facades as far as practical, providing laneways which act as breezeways between the building components , thus maximising comfort all year round. Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details.
5. ensures that quality communal and private open spaces are provided to support a subtropical lifestyle	The proposal includes high quality private and communal indoor and outdoor spaces. Refer to previous comments in Section 5.2.2 of this report.
6. encourages biodiversity within the urban environment, providing a variety of shade trees and landscaping	The proposed landscape concept will include suitable species which can support biodiversity to the extent practical on the site. Refer to the Landscape Concept Plan at **Attachment H.**
7. promotes the use of active and public transport over private vehicles, commensurate with the distance from the public transport facilities	The proposed development promotes the use of active and public transport through the increased activation of the site and increased residential

Outcome	Consistency
	density which will increase overall demand for such facilities in the locality.
8. provides for the safe and efficient operation of car share, shared e-mobility services and other contemporary transport services that complement public transport services, and	The proposal includes suitable vehicle access and car parking arrangements on the site. Refer to the Transport Engineering Assessment at **Attachment F**.
10. implements water sensitive urban design through stormwater and drainage systems, including the following measures: a. maximising infiltration and opportunities for capture and reuse to minimise roof b. water and general stormwater run-off and peak flows c. using natural drainage paths and integrate with landscaping wherever possible d. ensuring sufficient capacity to safely convey runoff e. maintaining or improving water quality leaving the development site f. accounting for downstream network capacities and not worsening drainage conditions outside the development site g. minimising whole of life-cycle costs of infrastructure and provide for safe and efficient maintenance, and h. greening measures that work in conjunction with landscape and urban design measures to enhance the amenity and environmental value of development. Note: For guidance, refer to the requirements set out in Brisbane City Plan 2014 Stormwater code	The proposed development will implement water sensitive urban design principles where applicable throughout the development. Refer to the Site Based Stormwater Management Plan included at **Attachment E2.**

5.3.5 Heritage and Character (4.3.5)

An assessment against the Heritage and Character outcomes are set out below:

Assessment against the neighbourhood and Commercial Character provisions are not required in this instance as the site is not identified as pre-1911 building or Commercial Character building by the Brisbane City Plan.

Outcome	Consistency
Development on or adjoining a heritage place:	
1. within or adjoining the PDA including along Stanley Street, Logan Road and Annerley Road, maintains views to the heritage place and its setting, as key landmarks of the PDA	**Refer to comments below.**

Outcome	Consistency
2. provides for the conservation and adaptive re-use of heritage places within the PDA in a way which: a. is compatible with their cultural heritage significance and does not detract from their interpretation and appreciation, while allowing for the functional requirements of new uses b. preserves or enhances the historic built form, character and setting within the heritage place c. does not compromise the building fabric or structural integrity, including protecting building fabric during construction d. minimises adverse impacts on cultural heritage significance, by providing building setbacks, bulk, massing and forms that are complementary to the architectural character of the heritage place and respect the landscape and setting of the place, and	As previously discussed, the site contains the local and state heritage listed Broadway Hotel. The proposal has been designed to take into consideration the potential impact on the heritage significance of the site and found to be acceptable. Refer to Heritage Impact Assessment Report at **Attachment C1.** A Conservation Management Plan has also been prepared to manage the restoration and the hotel building. Refer also to Conservation Management Plan (2022) by Ivan McDonald Architects at **Attachment C2**. A major component of this project is the restoration of this heritage building from its current derelict condition into a usable condition and, to the extent possible, including the restoration of components of the building to its original form. This places a major impost upon the project in terms of costs over and above that of other heritage sites due to the extent of damage to the building and cost of restoring the building to a minimum habitable standard (aside from the heritage matters). It is considered that the restoration of the Broadway Hotel is of major importance to the creation of a revitalized area. The proposal allows for the return of this building to public use through the re-establishment of the hotel use to reintroduce social interaction and removes a derelict building from the streetscape to improve the urban design character. This is especially significant, due to the location of the site along the Creek to Cliffs green corridor and the proximity to new public space. The proposal to restore this building provides significant public benefit to the community on a whole of the state basis as well as providing the catalyst for the revitalisation of this locality to support the intentions of the PDA. The proposal which also involves some demolition of components of the heritage building is

Outcome	Consistency
	supported by heritage architect as is the design of the proposed podium and tower extension. Details of these changes are provided at Section 3.2 of this report. In summary, Ivan McDonald (Heritage Architect) has commented that the proposed restoration will return this building to a fit and usable state and have an overwhelmingly positive heritage Impact. The proposed works and other aspects of the proposal have been the subject of discussions at pre-lodgement meetings with SARA in 2021 and 2023 who have indicated 'broad acceptance' to the changes. (refer to **Attachment B1 and B2**).
3. successfully integrates new and existing built form through context and site specific: a. architectural and landscaping treatments which enhance elements of cultural significance, and b. measures that maintain significant attributes of the setting including urban form, setbacks, active frontages and streetscape elements.	**Refer to comments above.** The Broadway Hotel site and adjoining land offers a unique opportunity to create a strong connection and interface with the public realm where the forecourt to the heritage building (adjacent to Short Street) can be utilised for more active uses and consolidate community connection and social interaction at this location thus creating a much improved setting for the place. It is noted that the PDA provides for the closure of Short Street and indicates an area of new open space adjacent to the site. As part of this development proposal the applicant will be seeking to utilise the forecourt area in conjunction with the hotel use on the site. It is envisaged that this will involve a licensing arrangement over the adjoining footpath and road reserve for footpath dining and also for other events activities. The extent of this area will be a matter for the final licensee arrangements at the time of re-establishment of the hotel liquor license and will be subject to further discussions with the Brisbane City Council. It is also proposed to undertake additional streetscape and public realm landscape upgrade works within this area to facilitate use and closure of the road reserve to general traffic. Refer to Landscape Concept Plan at **Attachment H.**

Outcome	Consistency
	Note that whilst the closure of Short Street to general traffic is welcomed and will support the improved use and appreciate of the heritage building, the land tenure should be retained as road to more easily facilitate interaction and uses such as outdoor dining and for other licensing purposes which is made more problematic with an open space designation. Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details.

5.3.6 Impacts and Amenity (4.3.6)

An assessment against the Impacts and Amenity outcomes are set out below:

Outcome	Consistency
Development:	
1. is designed to minimise adverse lighting, noise, odour and air-quality impacts on surrounding sites and public realm	The proposal to re-establish the original hotel use and associated uses is considered to be appropriate in the context of this site. Amenity impacts from the re-establishment of the hotel use on the side can reasonably be expected and as such the extent of any impacts should take into account the historic use of the land. Therefore, some higher levels of noise should be reasonably expected. This activity will support re-vitalisation of the precinct and the re-enlivened heritage hotel use on the site and its role in contributing to social interaction with commensurate impact on noise, lighting and privacy. A noise assessment is therefore not considered to be required within this context and can be undertaken in conjunction with licensing arrangements for the hotel.
2. ensures design mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants	The proposal will be designed to avoid wind tunnelling effects as necessary.
4. ensures the continued successful operation of the Gabba Stadium, having regard to: a. access, movement of capacity crowds, servicing and parking, and public transport arrangements, and	The proposed development will have minimal operational effect on the Gabba Stadium in regard to access, movement, servicing and parking.

Outcome	**Consistency**
b. the operation and efficiency of event management, administration, maintenance and other support facilities	
5. is designed to manage and minimise adverse lighting, noise, odour and air-quality impacts from nearby transport corridors, helicopters associated with the hospitals, the Gabba Stadium, or other existing or approved development within or near to the PDA	The Broadway Hotel project is not expected to experience any adverse effects from the Gabba Stadium, or any surrounding state / local public transport infrastructure. The proposed re-establishment of the hotel use on the site will provide complementary uses to support the Gabba Stadium or any future entertainment precinct envisaged.
6. ensures building services (including air conditioning, lift wells, fire and electricity components) do not result in adverse visual, acoustic or air quality impacts to users of the building and surrounding developments and public realm	As discussed above, any amenity impacts form the re-establishment of the hotel use can reasonably be expected to occur on this site given the heritage designation of the hotel building. Th potential for any impacts should not detract from the ability of the hotel use to be re-established on the site as it is a reinstatement of the historical use. Noise and lighting impacts will be managed to meet the required guidelines and this can be managed through the licensing process.
7. 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) for the Brisbane Airport	As discussed above, the proposed building will not intrude into the obstacle limitation surface area for the airport at this location. The need for lighting as warning to aircraft can be conditioned as part of any development approval.
8. is managed to avoid environmental harm from disturbance of acid sulfate soils or contaminated land, and potential for erosion and sedimentation	The disturbance of acid sulfate soils on the site during the development construction phase will be managed in accordance with a construction management plan for the site and can be conditioned as part of any development approval.
9. has regard for the archaeological potential of the site	Any archaeological discoveries made on the site during the development process will be reported in accordance with the Queensland Heritage Act. Furthermore, given the owner of the development site is the same landowner of the adjoining Heritage Place, artifacts will be extracted appropriately.
10. ensures landscape works are undertaken to an appropriate standard to ensure sustainable, functional, attractive, safe and well-integrated landscape design	Refer to Landscape Concept Plan at **Attachment H**. All works will meet the relevant standards as generally set out in the Landscape Works Codes of the Brisbane City Plan.
11. does not prejudice the development potential of adjoining or proximate sites	The proposal will not prejudice the development potential of adjoining or proximate site as it

Outcome	Consistency
	involves development of a type, form and scale generally intended for the site.
12. ensures sensitive uses within 100m of the Clem 7 southern ventilation outlet (SVO) are designed and constructed in accordance with relevant air quality (planning) criteria, and	**Not Applicable**
13. within the Industrial amenity investigation area achieves the noise (planning) and air quality (planning) criteria.	**Not Applicable**

5.3.7 Flooding and climate Risk (4.3.7)

An assessment against the Flooding and climate risk outcomes are set out below:

Outcome	Consistency
Development:	
1. is designed to address natural hazards and climate resilience	Refer to the Site Based Stormwater Management Assessment included at **Attachment E2.** Based on this advice , the proposed development is compliant with the relevant requirements. Note that this aspect of the proposal has been substantially altered by the Draft Woolloongabba PDA Amenemnt1.
2. addresses the Flood Overlay Code and Flood Planning Scheme Policy of the Brisbane City Plan 2014, subject to the parameters varied by Table 3 below.	Refer to the Assessment of Engineering Codes at **Attachment E1.**

Table 4: Variations to the Brisbane City Plan 2014 flood overlay code

Brisbane City Plan Provision	Varied parameters
Table 8.2.11.3.C – overland flow column	• replace the 'C' notation in all rows within the column entitled 'Overland flood planning area sub-category' with the '#' notation
Table 8.2.11.3. J – creek/waterway, overland flow rows	• apply 1% AEP • freeboard allowance unchanged
Table 8.2.11.3.L – creek/waterway, overland flow rows	• apply 1% AEP and 500mm freeboard for Category A and B Flood Planning Levels

5.3.8 Service Infrastructure (S4.3.8)

An assessment against the Service Infrastructure outcomes are set out below:

Outcome	Consistency
Development	

Outcome	Consistency
1. ensures the design of vehicular access, on-site servicing and parking prioritises pedestrian movements and minimises adverse amenity and public realm activation impacts.	The Broadway Hotel project proposal has been designed to minimises adverse amenity and public realm activation impacts. This has been achieved by: Limiting access to Logan Road to service vehicle movements only and placing the majority of vehicle traffic away from the most pedestrianized areas which are along Logan Road and adjacent to Short Street plaza area. All service vehicle movements will be required to enter and exit the site in forward gear to Logan Road. All servicing and other vehicle maneuvering areas are designed to be located to the rear of the site and away from the main pedestrian access areas. Pedestrian and vehicle movement is designed to avoid conflict and ensure efficient and safe movement of both vehicles, pedestrians and cyclists. These measures will ensure that pedestrian areas are disrupted to the minimum extent necessary given the site constraints and proposed uses. Refer to the Transport Engineering Assessment at **Attachment F.**
2. maximises opportunities for co-location of servicing and parking openings within single buildings or with adjoining developments	Given the nature of the proposed use for hotel and associated uses it would be impractical to attempt to integrate this use with the adjoining site at this time.
3. does not adversely impact on the efficiency or safety of surrounding transport networks and existing major electricity and telecommunications infrastructure	A Transport Engineering Assessment has been prepared for the site and the proposal has been designed in consultation with advice from traffic engineers to ensure the layout is suitable for the site and the proposed development and will therefore not adversely impact upon the efficiency or safety of surrounding transport networks. Refer to the Transport Engineering Assessment report at **Attachment F.** A Civil Engineering Assessment of the proposal has also been provided and is included at **Attachment E1.** The site has access to all necessary urban

Outcome	Consistency
	services and can be undertaken without adverse impacts on any existing services infrastructure.
4. minimises car parking, especially where in proximity to active and public transport (refer to Schedule 3: Car and bicycle parking rates)	The PDA sets out car parking rates in *Schedule 3* for a <u>maximum provision as follows:</u> Non-Residential uses 1/300m2 = 4spaces Multiple Dwelling: • Maximum 0.5 space per 1 bedroom dwelling • Maximum 1 space per 2 bedroom dwelling • Maximum 1.5 spaces per 3 bedroom dwelling • Maximum 2 spaces per 4 and above bedroom dwelling • Maximum 1 visitor space for every 20 dwelling units The proposal requires: Multiple Dwellings: 26 x 3broom = 39 152 x 2broom = 152 104 x 1broom = 52 Visitor spaces = 14.1 Non-Residential uses: 1,159m2/300m2 = 4 spaces **Total of 262 spaces** The proposal provides the following car parking spaces: Residential spaces = 241 spaces Visitor = 15 spaces Hotel (non-residential) = 19 spaces **Total = 275 spaces** Note for comparison under Brisbane City Plan, where the site is in the City Frame area, the following car parking rates as a minimum A Multiple Dwelling • Minimum 0.9 spaces per 1 bedroom dwelling • Minimum 1.1 spaces per 2 bedroom dwelling • Minimum 1.3 spaces per 3 or above bedroom dwelling • Minimum 0.15 spaces per dwelling for visitor parking • Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling. The proposal requires:

Outcome	Consistency
	26 x 3broom = 33.8 152 x 2broom = 167.2 104 x 1broom = 93.6 Visitor spaces = 42.3 Requires 295 resident spaces and 43 visitor spaces. **Total minimum 338 spaces** For commercial use maximum of 1space per 100m2 gross floor area is allowed allowing 11 spaces. In total under City Plan **349 spaces** could be provided. The site proposes an additional 13 car spaces. This is considered to be a suitable number of spaces to meet the proposed use and is significantly less than would be provided for other similar development under Brisbane City Plan requirements. The proposal is in this respect considered to be supportive of active transport than currently occurs in City Frame areas. This is considered to be a reasonable rate of car parking provision in the context of the site which is located no closer than • 600metres to the Stanley Street busway Station (Southeast busway) • 800metres to the Buranda Train Station (Cleveland line) • 800 metres to the new Brisbane Metro Station Other issues to consider as grounds for accepting this slightly higher car parking provision are that: • Shift workers who do not travel during standard business hours (nurses, security guards, logistics and manufacturing workers, etc) cannot or prefer not to for security reasons rely upon public transport; and • Building tradespeople have work vehicles are potentially excluded from living in these buildings where car parking is a 'premium' component of the development. Affordability of the housing is reduced for this cohort of workers.

Outcome	**Consistency**
5. provides end-of-trip facilities (including bicycle parking) for cyclists and pedestrians, designed, and located to promote active travel	The proposal provides suitable spaces and facilities for residents and visitors with: • 349 bicycle spaces available to residents (with security); and • 70 spaces provided for visitors and freely accessible.
6. for new buildings, provides facilities that enable the storage and charging of e-mobility devices, including e-bikes and e-scooters within end-of-trip facilities	Connections for E Charging facilities can be provided and included by residents at a later time as required.
7. provides water, wastewater and other services and utilities to meet the needs of the development in a timely, orderly and integrated manner	The proposed development will provide a suitable quantity of water, wastewater and other services and/or utilities to the development site in a timely manner. Refer to the Civil Engineering Assessment of the proposal which is provided at **Attachment E1.** <u>*Reticulated Water*</u> *Naxos have advised the following with respect to Reticulated Water to the site:* *For Lot 76 on RP11846, there is an existing Ø150mm Water Main (RS208105) exists along Balaclava Street. There is an existing 20mm Water Service (WS255164) currently servicing this lot. This water service is currently connected to the above mentioned main.* *It is proposed that the Water meter be returned to Urban Utilities and the service to be capped and abandoned at the main.* *For Lot 50 on RP217072 there is an existing Ø225 Water Main (RS208102) exists along Logan Road. There is an existing 40mm Water Service (WS255192) currently servicing the development site. This water service is currently connected to the above mentioned main. It is proposed that the water meter be returned to Urban Utilities and the service will be capped and abandoned at the main. It is envisaged that a new suitability sized water service and meter will be installed and connected to the above mentioned main. The size and location will be determined by the hydraulic consultant during the Operational Works phase of this development.* Reticulated Sewer *Naxos have advised the following with respect to Reticulated Sewer to the site:* *There is an existing Ø150 Sewer Main Traversing the North-Western Corner of Lot 76 on RP11846 currently servicing this lot. Connected to the above*

Outcome	Consistency
	mentioned main is an Existing Type G900 Sewer Manhole (MH164074) and two (2) Ø100mm Property Connections (PC301333 and PC301334). It is proposed that the above mentioned manhole and property connections will be capped, abandoned and removed and that the above mentioned main will be capped and abandoned at the North-Western Boundary of the development site. *An exiting Ø450mm Sewer Main (LS165968) exists along Logan Road servicing Lot 50 on RP217072. There is an existing Ø100mm Sewer Property Connection (PC303649) and an existing Ø150mm Sewer Property Connection (PC303647) currently servicing this lot. It is proposed that the existing property connections will be capped and abandoned at the main.* *It is envisaged that a new suitably sized property connection will be installed and connected to the above mentioned main. The size and location will be determined by the hydraulic consultant during the Operational Works phase of this development. A submission to Urban Utilities will be made at the appropriate time.* *A submission to Urban Utilities will be made at the appropriate time.*
8. provides utilities and services to the standards that ensure an acceptable level of environmental performance, safety and efficiency	The proposed development will have services and utilities that are established under best practices principles. Refer to the Civil Engineering Assessment of the proposal which is provided at **Attachment E1**.
9. facilitates opportunities for sustainable, integrated on-site water, wastewater, waste, energy to other systems to co-locate with proposed built form, public and private open spaces to contribute to the amenity of the area	The proposal will facilitate opportunities for sustainable, integrated on-site water, wastewater, waste, energy to other systems to co-locate with proposed built form, public and private open spaces to contribute to the amenity of the area wherever practical.
10. positively integrates effectively with, and does not detract from, existing or planned infrastructure within or external to the PDA	The proposal will not have any adverse impacts on the surrounding existing or planned infrastructure within or external to the Woolloongabba PDA Refer to the Civil Engineering Assessment of the proposal which is provided at **Attachment E1.**
11. ensures the efficient delivery and functioning of major electricity infrastructure is not	**Not Applicable**

Outcome	Consistency
compromised and does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure	The proposed development is not located near any major electricity infrastructure, nor any sub-surface transport infrastructure.
12. ensures compatibility between existing or proposed subsurface infrastructure and proposed deep planting, and	**Not Applicable**
13. is designed to ensure public health and safety and the integrity and efficient operation of emergency services and public utilities, including major electricity infrastructure traversing the PDA.	The proposal is designed to ensure public health and safety and the integrity and efficient operation of emergency services and public utilities, including major electricity infrastructure traversing the PDA are protected within the Woolloongabba PDA. Refer to the Civil Engineering Assessment of the proposal which is provided at **Attachment E1**.

5.3.9 State and major transport corridors, future transport corridors and infrastructure (S4.3.9)

An assessment against the State and major transport corridors, future transport corridors and infrastructure outcomes are set out below:

Outcome	Proposal Response
Development does not:	
1. create a safety hazard for users of a state transport corridor, a future state transport corridor, state transport infrastructure, or Council major (District classification and above) road, by increasing the likelihood or frequency of loss of life or serious injury	The site is not located adjacent to a State Transport Corridor . On the Brisbane City Plan Road Hierarchy Logan Road is classified as a Neighborhood Road and Balaclava Street is Classified as a Suburban Road. As previously discussed, access to the external road network is a dual access arrangement with service vehicle access to Logan Road and all other access from Balaclava Street. All access arrangements are suitable and there will be no adverse impact from the proposal on the external road network which has the capacity to accommodate the proposed development. Refer to the Transport Engineering Assessment by Colliers Consulting provided at **Attachment F** and discussion at Section 4.0 of this report.
2. compromise the integrity and function of state or major transport corridors, future state transport corridor or state transport infrastructure and associated works within a state transport corridor or Council major roads (District classification and above)	**Refer to comments above**

Outcome	Proposal Response
3. result in a worsening of the physical condition or operating performance of state and Council transport infrastructure and associated transport networks, including on-road public transport networks, or compromise the state's ability to construct, maintain or operate state transport infrastructure	**Refer to comments above**
4. expose the public to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure, and	**Not Applicable.**
5. compromise the structural integrity nor result in a worsening of the physical condition or efficiency of roads within the PDA	**Refer to comments above**

5.3.10 Housing affordability and diversity (S4.3.10)

An assessment against the Housing affordability and diversity outcomes are set out below:

It is noted that these provisions have been removed from the Draft Woolloongabba PDA Amendment 1.

Outcome	Comments
Residential development (including residential components of mixed-use development) comprising 10 dwellings or more, supports the delivery of:	
1. affordable and social housing by providing a minimum of 20% total residential GFA as high-quality social or affordable housing on-site	The proposed development has Total 27,473m2 m2 residential GFA which would require approximately 5,510m2 of affordable housing, which is equivalent to 56 units comprising 5x3broom, 30x2 bedroom and 21x 1 bedroom at the current proposed ratio. This represents a substantial portion of the development. The applicant seeks an alternative solution based on the fact of the considerable cost and subsequent public benefits of the restoration and re-vitalisation of the heritage listed Broadway Hotel. This project will provide significant public benefits by : 1. restoring a cultural heritage place at no cost to the public; 2. removing a derelict building from the streetscape to significantly improving the visual attractiveness and urban design character of the streetscape and locality 3. activating the streetscape and creating opportunity for social interaction by reinstating the historic hotel use.

Outcome	Comments
	The Broadway Hotel has sat idle and derelict for almost two decades and will continue to be a visual blight on the urban landscape and risk the future of a significant heritage structure to Queensland without the commitment to undertake restoration works supported by the development of the land.
2. diverse housing options to suit a range of households that provide either: a. diversity in tenure (e.g. build-to-rent, key worker housing, over 50's retirement living, community housing provider-led development), or b. a minimum of: i. 20% of total residential GFA as dwellings with 3 or more bedrooms, ii. 20% of total residential GFA as dwellings with 1 bedroom, and iii. 20% of all dwellings as accessible that offer universal design.	The proposal provides for a dwelling mix of 1 bedroom (27%), 2 bedroom (54%) and 3 bedroom (9%). The proposal does not satisfy these ratios. Ultimately the demand in the market will determine the dwelling mix and will enable the propose to meet the current demands for housing. However, the proposal is considered to be generally consistent as a mix of 1, 2 & 3 bedroom apartments are proposed.

5.4 Precinct 2 Logan Road Criteria

The Broadway Hotel site is located in Precinct 2 Logan Road. The precinct intent is for this area to experience significant urban renewal as a mixed use but predominantly residential area. A map of the precinct plan is included below..

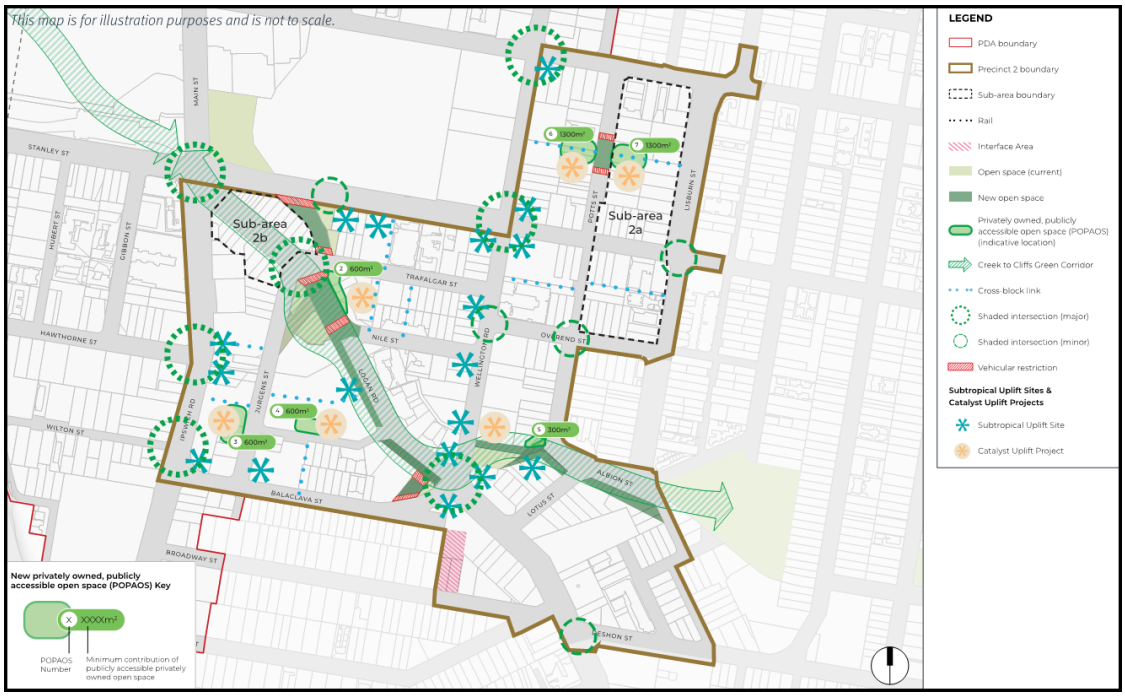


Figure 5.4.1 Map 7 Logan Road Precinct 2 Plan:

Note that the Draft Woolloongabba PDA Amendment 1 removes any reference to the requirement for a linear open space between Stanley Street and Wellington Road, enhancing wider connection to Kingfisher Creek and Rotary Park. An extract of the Draft Woolloongabba PDA Amendment 1 is included below.

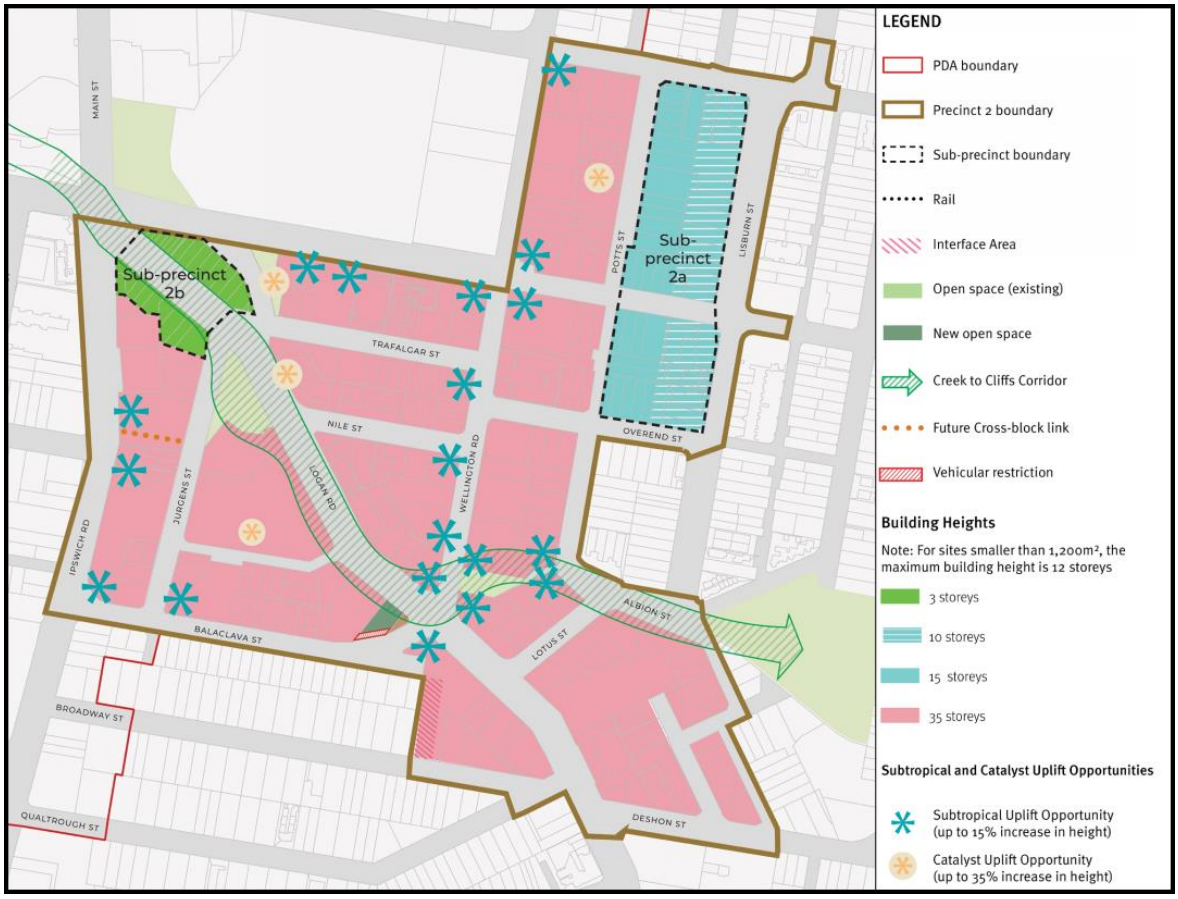


Figure 5.4.2 Draft Map 7 Logan Road Precinct 2 Plan: Draft Woolloongabba PDA Amendment 1.

5.4.1 Preferred Land Uses (S4.4.2.2)

The Preferred land uses in the Logan Road Precinct (precinct 2): are as follows:

As listed in Section 4.4.2.4 Table 8 PDA	As list in Table 4 Section 2.6.2.1 Amendment1
○ Community care centre ○ Community use ○ Food and drink outlet ○ Health care service ○ Indoor sport and recreation ○ Multiple dwelling ○ Park ○ Residential care facility ○ Retirement facility ○ Rooming accommodation ○ Service industry ○ Shop (where no greater than 250m2 GFA for any individual tenancy)	• Community care centre • Community use • Food and drink outlet • Health care service • Indoor sport and recreation • Multiple dwelling • Residential care facility • Retirement facility • Rooming accommodation • Service industry • Shop (where no greater than 250m2 GFA for any individual tenancy) • Showroom (up to 1,500m2 in GFA, where

○ Showroom (up to 1,500m2 in GFA, where fronting Vulture Street/Stanley Street/Ipswich Road/Wellington Road and where integrated into a multistorey development)	fronting Vulture Street/Stanley Street/Ipswich Road/Wellington Road and where integrated into a multistorey development)

The development proposed is ideally suited to the site and accords with the intent of the Precinct. Nevertheless, the preferred land uses do not recognise that the restoration of the State heritage Broadway Hotel can best be achieved through the re-establishment of the original use as a hotel.

Defined Uses and Consistency with PDA

Schedule 2 of the PDA Development Scheme provides that unless otherwise specified, the definitions provided in the ED Act and Brisbane City Plan 2014 apply to development in the PDA area.

Based upon the uses identified in these Schedules the proposed development uses for the site comprise the following:

Bar *means the use of premises, with seating for 60 or less people, for—*

a. selling liquor for consumption on the premises; or

b. an entertainment activity, or preparing and selling food and drink for consumption on the premises, if the use is ancillary to the use in paragraph (a).

Does not include …. a Club, hotel, nightclub entertainment facility, tavern

Function facility *means the use of premises for—*

a. receptions or functions; or

b. preparing and providing food and liquor for consumption on the premises as part of a reception or function.

Examples include Conference centre, reception centre

Does not include …. a Community use, hotel

Hotel*—*

a. means the use of premises for—

i. selling liquor for consumption on the premises; or

ii. a dining or entertainment activity, or providing accommodation to tourists or travellers, if the use is ancillary to the use in subparagraph (i); but

b. does not include a bar.

Examples include Pub, tavern

Does not include …. Entertainment facility, nightclub

Food and drink outlet *means the use of premises for—*

a. preparing and selling food and drink for consumption on or off the premises; or

b. providing liquor for consumption on or off the premises, if the use is ancillary to the use in paragraph (a).

Examples of a food and drink outlet—cafe, coffee shop, drive-through facility, kiosk, milk bar, restaurant, snack bar, takeaway shop, tearoom

Does not include …. Bar, club, entertainment facility, hotel, shop, theatre, nightclub

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

Assessment of Proposed Uses

A Food & Drink Outlet and Multiple Dwelling are listed as preferred Uses the use as a Hotel, Bar and Function Facility representative of the original use of the heritage building are also consistent with the overall outcomes of the PDA as these also support the heritage values of the site in accordance with S4.3.5 of the Woolloongabba PDA which provides for re-use of heritage places which "is compatible with their cultural heritage significance".

Therefore whilst not all proposed uses which form the development proposal are preferred within the Precinct, the remaining uses of a Hotel, Bar, and Function Facility are consistent with the previous historical use of the existing Broadway Hotel heritage building and therefore support of In this respect the proposed uses are consistent with the overall outcomes of the DPDA.

5.4.2 Connectivity, access and public realm (S4.4.2.3)

An assessment against Connectivity, access and public realm outcomes are set out below:

Outcome	**Comments**
Development within Precinct 2:	
1. contributes to the delivery of a new Creek to Cliffs Green Corridor along Logan Road, incorporating mature planting, public realm enhancements and linear open space between Stanley Street and Wellington Road, enhancing wider connection to Kingfisher Creek and Rotary Park	Note that the Draft Woolloongabba PDA Amendment 1 removes any reference to the requirement for a linear open space between Stanley Street and Wellington Road, enhancing wider connection to Kingfisher Creek and Rotary Park Refer to comments in Section 4.2.2 of this report. Refer also to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details. As set out in *Table 3: Design parameter guidelines for built form and landscaping*, Logan Road adjacent to the site is designated within the Development Scheme as a Subtropical boulevard (minor). A Subtropical Boulevard within the Draft Woolloongabba PDA Amendment 1 provides that these Boulevards function as: providing • city-wide traffic movements, • public transport corridor with bus stops, • direct pedestrian connections to public transport and neighbourhood destinations, • subtropical shade tree plantings, • amenity and activation

Outcome	Comments
	The Broadway Hotel Project site benefits from its location adjacent to both this Subtropical Boulevard designation along Logan Road and for a new designated Open Space area (which is retained within Draft Amendment 1) to Short Street. These principle outcomes are incorporated into the design concept and supported by the proposed landscape concept plan. Refer to **Attachment H**. The proposal will provide an active use to support use of the open space area as a forecourt to the Broadway Hotel heritage building and it is considered important that the interface and interaction with social connection provided by hotel activity is integrated into the design of the open space. Closure of Short Street to vehicle traffic will enable further provision of associated uses in the future as outdoor activity/dining areas to further facilitate enhancement of the use of the Creek to Cliffs Green Corridor along Logan Road. These uses provide a valuable extension of activity from the heritage building by providing a forecourt to the building and enhance community interaction In addition community safety and amenity (CPTED principles of urban development) will be improved. The Broadway Hotel project will significantly improve activity to the frontages of Logan Road, Balaclava Street and Short Street.
2. enhances Jurgens Street Park to provide a key place for recreation, and integrated with Logan Road subtropical boulevard	**Not Applicable**
3. delivers pedestrian permeability through the provision of cross-block links (see Map 7: Precinct 2 plan), and	Whilst the site does not have a formal cross-block link designated, the provision of the proposed laneway within the development will activate a connect the site with the streetscape. This will improve permeability for pedestrians between Logan Road to Short Street Plaza/open space area during business hours.

Outcome	Comments
4. improves pedestrian and cyclist movement along Logan Road, Stanley Street, Ipswich Road and Wellington Road through: a. dedicated pedestrian pathways, cycleways and safe crossings, where maintaining the operation and safety of on-road public transport services, and b. streetscape improvements and landscape treatments along Logan Road, Stanley Street and Vulture Street.	As previously discussed, the proposal will ensure that the provision of a service vehicle only access onto Logan Road will not disrupt the capacity of the proposed Creek to Cliffs Green Corridor. Refer to the Transport Engineering Assessment at **Attachment F** and discussion at Section 4.0 of this report. The proposed Landscape Concept Plan for the site and associated public realm including street frontages will provide for improvement to the visual quality of the streetscape at this location on Logan Road. Refer to **Attachment H**.

5.4.3 Built environment and heritage (S4.4.2.4)

An assessment against Built environment and heritage outcomes are set out below:

Outcome)	Comments
Development within Precinct 2:	
1. incorporates a mixed-use character, with a focus on residential uses above ground levels	The proposal is for a mixed use development which combines the historical hotel uses with that of multiple dwellings. Active uses are located at ground level and podium levels with all dwelling units located in the tower behind.
2. at ground-level, buildings along Logan Road are activated by retail and small-scale non-residential uses, providing for outdoor dining and local conveniences	The frontage to Logan Road is dominated by the heritage building which is being restored and re-instated to its original use. The remainder of Logan Road frontage is to be occupied by a café to the street front where not used for access purposes. The ground level to Short Street Plaza area will be supported by outdoor dining facilities which, subject to licensing arrangements, will provide improved activation to the public realm.
3. mitigates amenity impacts, including emissions (vibration, noise, light and odour) from existing industries, major sporting venues and major transport infrastructure to achieve acceptable noise and air quality standards, and	The site is not located in close proximity to major sporting venues or major transport infrastructure. Existing industry within the locality do not appear to be high impacts uses which would be likely to cause significant amenity effects to the site.

Outcome)	**Comments**
	There is little need to provide for additional emissions to protect environmental amenity at this location. The interface treatment between residential tower and the hotel use is designed to minimise noise affects for residents though noise attenuation measures and screening to residences. This will be identified during detail design of the building. Further management of noise impacts can occur as part of the operations of the hotel on the site.
4. the fine-grain character of Logan Road is maintained at the ground level, and	The proposal maintains the hotel building to the road frontage of Logan Road and includes an active café use at street level to this frontage.

6.0 STATE INTEREST ASSESSMENT

6.1 State Interests in the Woolloongabba Priority Development Area

Under the ED Act State interest are defined as

(a) An interest relating to the main purpose of this Act; and

(b) An interest that, in MEDQ's opinion affects an economic, community or environmental interest of the State or a region

Section 2.2.7 of the PDA identifies that State interests have been *"considered in the preparation of this development scheme and will be considered further as part of the assessment of a PDA development Application."*

In determining state interests it is appropriate for the Assessment management to consider state interests as identified in the Planning Act and may include State Planning Policies, Planning Regulation 2017 and South East Queensland Regional Plan 2017.

Under the Planning Regulation 2017 a number of PDA related development is excluded from being assessable and will therefore not be required to have a planning approval under the Planning Act. The MEDQ is responsible for consideration of relevant state interests in these circumstances. Refer to ED Act, s 87(1)(b).

Section 3.2.6 of the Woolloongabba PDA sates the while state interests have been considered in the Scheme preparation , further consideration is given to these matters during assessment.

6.1.1 State Development Assessment Provisions

A Review of SARA DA mapping and Schedule 10 of the Planning Regulations 2017 is included below. A copy of the DA Mapping Search is included at **Attachment D**

Planning Regulations Schedule 10	Assessment of trigger
Part 1- Airport Lands	The subject site is not located on land identified as being airport land. As such referral is not required in this instance.
Part 2- Brothels	The proposed development does not involve a brothel use. As such referral is not required in this instance.
Part 2A Caboolture West interim structure plan	The subject site is not included in the Caboolture West interim structure plan area and as such no referral is required.
Part 4- Contaminated Land Register	The subject site is not listed on the contaminated land register and as such no referral is required. A copy of the contaminated land search is included at **Attachment E**.
Part 5- Environmentally Relevant Activities	The proposed development does not involve an environmentally relevant activity. As such referral is not required in this instance.
Part 6- Fisheries	Division 1 - Aquaculture The proposed development does not involve a material change of use of the premises for aquaculture. As such referral is not required under Part 6, Division 1. Division 2 – Declared Fish Habitat Area

Planning Regulations Schedule 10	Assessment of trigger
	The proposed development does not involve operational work in a declared fish habitat area. As such referral is not required under Part 6, Division 2. Division 3 – Marine Plants The proposed development does not involve operational work involving marine plants. As such referral is not required under Part 6, Division 3. Division 4 – Waterway Barrier Works The proposed development does not involve operational work for waterway barrier works. As such referral is not required under Part 6, Division 4.
Part 7- Hazardous Chemical Facilities	The proposed development does not involve a hazardous chemical facility. As such referral is not required in this instance.
Part 8- Heritage Place	Division 1- Local Heritage Place The subject site is located on a Local Heritage Place. As such development constitutes assessable development in accordance with Schedule 10, Part 8, Division 1, Subdivision 2, Table 1. Based upon the assessment of the City Plan the proposal for Building work (involving demolition) is Impact Assessable development. In this instance as the EDQ is the Assessment Manager, and none of the exceptions of S14 of the Planning Regulations apply and as such constitutes Assessable development. Section 87 of the ED Act specifies the matters to be considered by MEDQ in making a decision. As such the MEDQ will determine whether advice from BCC is sought. Division 2- Queensland Heritage Place The subject site is located on a Queensland Heritage Place (Place ID No. 600354) at Lot 50 RP217072 containing the Broadway Hotel. As such the proposal constitutes assessable in accordance with Schedule 10, Part 8, Division 2, Subdivision 3, Table 1 and according to Footnote 36 of the PDA, State Development Assessment provisions – State Code 14 Queensland Heritage will apply to the assessment. In addition, the Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013 and the associated series of Practice Notes are referenced for assessment. Refer to Attachments C1 and C2 which address the heritage matters relating to the stie and its development including the proposed demolition of components of the heritage place. Refer also to section 3.2.1, 4.2 and 5.2.5 of this report for discussion of this matter.

Planning Regulations Schedule 10	**Assessment of trigger**
Part 9- Infrastructure-Related	Division 1- Designated Premises The subject development application does not involve a premises that is the subject of a designation made by the Minister Division 2- Electricity infrastructure The subject site is not located within 100m of a substation and is not subject to an easement and as such no referral is required in this instance. Division 3- Oil and gas infrastructure The lot or any part of the lot is not subject to an easement for the benefit of the holder of a pipeline license. As such no referral is required. Division 4- State transport infrastructure The proposed development will require referral to the state for state transport infrastructure purposes as outlined below: - *Subdivision 1 - State transport infrastructure generally* The proposed development is identified under Schedule 20 as being development that has the potential to impact on State transport infrastructure as it contains a Multiple Dwelling of more than 200 Dwellings units. It is proposed to have 282 dwelling units. - *Subdivision 2 - State transport corridors and future State transport corridors* The proposed development does not involve a premises on or within 25m of a State transport corridor or a future State transport corridor. - *Subdivision 3 - State-controlled transport tunnels and future State-controlled transport tunnels* The proposed development does not involve a premises on or within 50m of a State-controlled transport tunnel or future State-controlled transport tunnel. As such referral would be triggered in Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 and according to Foot note 61 of the PDA, State Development Assessment provisions – State Code 6 Protection of State Transport Networks will apply to the assessment. Note that imp acts on the surrounding road network are considered in the Transport Engineering Assessment at **Attachment F**.
Part 10- Koala Habitat Area	The subject site is not designated in the State Interest Mapping as a Key Resource area, a Koala Priority Area of Core Koala Habitat Area. As such the development is not identified as prohibited development and no referral or assessment is required under Part 10 of Schedule 10 of the Planning Regulation.

Planning Regulations Schedule 10	Assessment of trigger
Part 11- Noise Sensitive Place on Noise Attenuation Land	No referral is identified under Part 11 of Schedule 10 of the Planning Regulation.
Part 12- Operational Work for Reconfiguring a Lot	There is no referral trigger for Operational work for reconfiguring a lot, where the reconfiguration is assessable development. The application is not for reconfiguring a lot.
Part 13- Ports	The subject site is not located on Brisbane core port land. As such no referral is required.
Part 14- Reconfiguring a lot under Land Title Act	For the referral agencies for particular development applications for reconfiguring a lot that is assessable development under section 21, referral is listed in other Parts of Schedule 10. The application is not for reconfiguring a lot.
Part 15- SEQ Development Area	The subject site is not included within either a Local Development Area or Regional Development Area under the SEQ Regional Plan. As such no referral is required.
Part 16 SEQ Regional Landscape & Rural Production Area and SEQ Rural Living Area	The subject site is not included within the Regional Landscape and Rural Production Area or the Rural Living Area of the SEQ Regional Plan. As such no referral is required.
Part 16A Southport Spit	The subject site is not included in the Southport Spit area and as such no referral is required.
Part 18 Urban Design	The proposed development is for a material change of use that will not result in an increase in the gross floor area of the premises by 50,000m^2. As such no referral is required.
Part 19 Water-Related Development	The proposed development does not involve the taking or interfering with water. As such no referral is required.
Part 20 Wetland Protection Area	The proposed development does not involve operational work that is high impact earthworks in a wetland protection area. As such no referral is required.
Part 21 Wind Farms	The proposal is not for a wind farm and is therefore not assessable under Part 21. It is noted that no referral agencies identified for this Division and no referral is required.

Section 43(1) of the Act provides that the assessment manager must assess development against assessment benchmarks. For every trigger in Schedules 9 and 10 of the regulation where the chief executive is the assessment manager, the SDAP is specified as the assessment benchmark.

As such referral/assessment would be triggered for the following:

- Schedule 10, Part 8, Division 1, Subdivision 2, Table 1. - Local Heritage
- Schedule 10, Part 8, Division 2, Subdivision 3, Table 1. – QLD Heritage
- Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1. – Transport –Sch 20

Given the provisions of the PDA as footnoted, an assessment of the following State Codes under the State Development Assessment Provisions is required-

- **State Code 14** Queensland Heritage. An assessment of this Code is provided within the Heritage Impact Assessment Report included at **Attachment. C2.**

- **State Code 6** Protection of State Transport Networks. An assessment of this code is included below and supported by the Traffic assessment at **Attachment F**

In addition, the Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013 and the associated series of Practice Notes are referenced for assessment.

State code 14: Queensland heritage

Table 14.2: Development on a Queensland heritage place

Performance outcomes	Response
PO1 Development minimises adverse impacts on the **cultural heritage significance** of a **Queensland heritage place**.	**Complies with P01** The proposal will result in the overall improvement of the quality of the heritage place by restoring a heritage building that is currently in a derelict state. Refer to the Heritage Impact Assessment at **Attachment C1.**
PO2 Development on a **Queensland heritage place** with **identified archaeological potential** manages adverse impacts on **artefacts**.	**Complies with P02** At this time there are no identified archaeological artefacts on the site.
PO3 Development employs methods and utilises materials that are compatible with the **conservation** of built and landscape **features** that form part of the **cultural heritage significance** of the **Queensland heritage place**.	**Complies with P03** The proposal will result in the overall improvement of the quality of the heritage place by restoring a heritage building that is currently in a derelict state. Refer to the Heritage Impact Assessment at **Attachment C1** and the Conservation management Plan at **Atachment C2.**
Development proposing to destroy or substantially reduce the cultural heritage significance of a Queensland heritage place	
PO4 Development proposing to **destroy or substantially reduce** the **cultural heritage significance** of the **Queensland heritage place** must demonstrate that there is **no reasonable alternative** to the **development** that would conserve the **cultural heritage significance** of the **Queensland heritage place**.	**Not Applicable**

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies** Refer to the Transport Engineering Assessment at **Attachment F**.
PO2 Development does not adversely impact the structural integrity or physical condition of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** Refer to the Site Based Stormwater Management Assessment included at **Attachment E2.**

Performance outcomes	Acceptable outcomes	Response
		Based on this advice , the proposed development is compliant with the relevant requirements.
PO3 Development ensures **no net worsening** of the operating performance the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies** Refer to the Transport Engineering Assessment at **Attachment F**.
PO4 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	**Complies** Refer to the Transport Engineering Assessment at **Attachment F**. All access is to a Council controlled Road. The proposed development does not involve a premises on or within 25m of a State transport corridor or a future State transport corridor.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	**Not Applicable**
PO6 Development does not require a new **railway** level crossing.	No acceptable outcome is prescribed.	**Not Applicable** The proposed development does not involve a premises on or within 25m of a State transport corridor or a future State transport corridor.
PO7 Development does not adversely impact the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	**Complies** Refer to the Transport Engineering Assessment at **Attachment F**. The proposed development does not involve a premises in proximity to a Railway corridor or crossing or a future State transport corridor.
PO8 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	Refer to above
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a **railway crossing**.	No acceptable outcome is prescribed.	Refer to above
PO10 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	Refer to above
PO11 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	Refer to above
PO12 Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	Refer to above

Performance outcomes	Acceptable outcomes	Response
PO13 Development does not adversely impact the structural integrity or physical condition of a **railway corridor** or **rail transport infrastructure**.	No acceptable outcome is prescribed.	Refer to above
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** Refer to the Site Based Stormwater Management Assessment included at **Attachment E2.** The proposed development does not involve a premises on or within 25m of a State transport corridor or a future State transport corridor.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	Refer to above
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	Refer to above
PO17 Development associated with a **state-controlled road** or **road transport infrastructure** ensures that stormwater is lawfully discharged.	**AO17.1** Development does not create any new points of discharge to a **state transport corridor** or **state transport infrastructure**. AND **AO17.2** Development does not concentrate flows to a **state transport corridor**. AND **AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO17.4** Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**.	Refer to above
Flooding		

Performance outcomes	Acceptable outcomes	Response
PO18 Development does not result in a material worsening of flooding impacts within a **state transport corridor** or **state transport infrastructure**	*For a **state-controlled road** or **road transport infrastructure**, all of the following apply:* **AO18.1** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a **state transport corridor**. AND **AO18.2** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a **state transport corridor**. AND **AO18.3** For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a **state transport corridor**. *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.*	**Complies** Refer to the Site Based Stormwater Management Assessment included at **Attachment E2.** The proposed development does not involve a premises on or within 25m of a State transport corridor or a future State transport corridor.
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a **state transport corridor**.	*For a **state-controlled road** environment, both of the following apply:* **AO19.1** Drainage infrastructure associated with, or in a **state-controlled road** is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**. *For a **railway** environment both of the following apply:*	**Complies** Refer to the Site Based Stormwater Management Assessment included at **Attachment E2.** The proposed development does not involve a premises on or within 25m of a State transport corridor or a future State transport corridor.

Performance outcomes	Acceptable outcomes	Response
	AO19.3 Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site. AND **AO19.4** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.	
PO20 Drainage infrastructure associated with, or in a **state-controlled road** or **road transport infrastructure** is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	Refer to above
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	Refer to above

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with **public passenger transport infrastructure**, **active transport infrastructure** or **public passenger services**.	No acceptable outcome is prescribed.	**Complies** Refer to the Transport Engineering Assessment at **Attachment F**. The proposal includes access for service vehicles only onto Logan Road which results in a driveway across the proposed 'active pathway' along the frontage to Logan Road noting that the Draft Woolloongabba PDA Amendment 1 removes the requirement for open space along this frontage and substantially altered the intentions for this corridor. The Draft changes to the PDA Scheme mean that the current restrictions to access on Logan Road will no longer apply. Regardless, the provision of two access points with sperate access for service vehicles and residential use is the most functional option for the development of the site.

Performance outcomes	Acceptable outcomes	Response
		A Transport Engineering Assessment has been provided and informs the proposed layout of the development. A copy of this report is included at Attachment F. Note that Manoeuvring within the site is constrained by the existing heritage building as well as the ground level differences between Logan Road and Balaclava Street. This assessment has found that it is not physically possible to provide service vehicle access from Balaclava Street due to the location of the heritage building on the site and the level difference from the building at ground level to Balaclava Street. Service access has been demonstrated to be safe for pedestrian and cyclist movement on the corridor. Specifically: • The layout provides for all service vehicles to turn within the site so as to enter and exit in a forward direction. • Service vehicles are propped within the site to wait to exit. • Suitable sightlines to pedestrians and cyclists on are provided to Logan Road The project will not compromise the ability to improve active transport on Logan Road and will add to the amenity of the location with streetscape improvements. Further, it is proposed to undertake landscape upgrade works to the streetscape to enhance the appearance of the Logan Road. Refer to the Landscape Concept Plan at Attachment H. The proposal will require relocation of an existing bus shelter to accommodate the proposed access onto Logan Road. Refer also to Landscape Concept Plan at **Attachment H**. This relocation is not considered to create any issues for access to these services.

Performance outcomes	Acceptable outcomes	Response
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Refer to above
PO24 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Refer to above
PO25 Development does not adversely impact the structural integrity or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Refer to above
PO26 Upgraded or new **public passenger transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development.	No acceptable outcome is prescribed.	Refer to above
PO27 Development is designed to ensure the location of **public passenger transport infrastructure** prioritises and enables efficient **public passenger services**.	No acceptable outcome is prescribed.	Refer to above
PO28 Development enables the provision or extension of **public passenger services**, **public passenger transport infrastructure** and **active transport infrastructure** to the development and avoids creating indirect or inefficient routes for **public passenger services**.	No acceptable outcome is prescribed.	Refer to above
PO29 New or modified road networks are designed to enable development to be serviced by **public passenger services**.	**AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent. AND **AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition,	Refer to above

Performance outcomes	Acceptable outcomes	Response
	Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND **AO29.3** Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO30 Development provides safe, direct and convenient access to existing and future **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Refer to above
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	Refer to above
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	**Not Applicable**
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and **booked hire services** other than taxis.	No acceptable outcome is prescribed.	Refer to above

Performance outcomes	Acceptable outcomes	Response
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	**AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance. AND **AO34.2 Taxi facilities** are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	**Not Applicable**
PO35 Educational establishments are designed to ensure the safe and efficient operation of **public passenger services**, pedestrian and cyclist access and **active transport infrastructure**.	**AO35.1** Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	**Not Applicable**

7.0 CONCLUSION:

The site is a key landmark site for the Woolloongabba Priority Development Area Scheme and as such the proposal provides the opportunity to contribute to the character and amenity of the PDA with significant public benefit. It is anticipated that the hotel re-development can be a catalyst for development in the precinct as well as providing a landmark destination to generate social and economic activity to support future growth of the PDA.

The proposal upon completion will consist of a reinstated refurbished and restored Broadway Hotel with additional facilities and associated uses established within the podium and at ground level with a proposed 34 storey high residential tower above podium at the rear of the hotel. These uses combined will contribute significantly to the future character and re-vitalisation of the locality.

In summary, the proposal is considered to be a suitable and desirable development for the site in the PDA as the development will:

- Act as a catalyst to revitalize the area and create an attractive destination to the locality;
- Reconstruct and restore an important State Listed Heritage Building with a significant public benefit at no cost to the community;
- Return a State Heritage building to public use with all persons access;
- Restore social connection by returning the original hotel use and provide a clear interface with the public realm
- Remove a derelict site from the streetscape which detracts from the precinct character and use
- Provide activation to Logan Road and Short Street with the hotel and cafe areas fronting the street/plaza areas
- Provide connection to the public realm between the hotel building heritage place through landscape and footpath dining licensing
- Provide Residential Density to support public and active transport networks

8.0 ATTACHMENTS

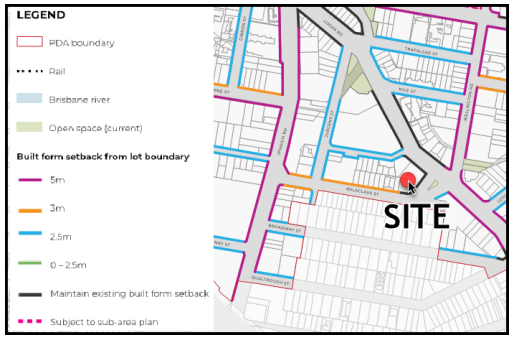
Attachment A1- Architectural Plans
Attachment A2- Urban Context Report
Attachment A3- Buildings that Breathe: Design Led Response
Attachment B1 – Pre-lodgement Response SARA
Attachment B2- Pre-lodgement Response SARA
Attachment B3- Pre-lodgement Response SARA
Attachment C1- Heritage Impact Assessment
Attachment C2- Conservation Management Plan
Attachment D1- DA Mapping Search
Attachment D2- Contaminated Land Search
Attachment E1- Civil Engineering Services Assessment
Attachment E2- Civil Engineering Stormwater Management
Attachment F- Transport Engineering Assessment
Attachment G - Operational Waste Management Plan
Attachment H - Landscape Concept Plans
Attachment I- Owners Consent

APPENDIX:

Appendix 1: Assessment of The Broadway Hotel Proposal against Table 2- Design Parameters for Built Form and Guidelines

Appendix 1 - Draft Woolloongabba PDA Amendment 1 Assessment Table

Table 2: Acceptable Outcomes

Item	Acceptable Outcome	Response
Building height	• On a site with an area less than 1,200m2: 12 storeys. • Otherwise, as per Map 3	The Broadway Hotel re-development project proposes a maximum height of 34 storeys in compliance with this requirement as set out for the Logan Road Precinct.
Podium height	• On or adjoining a heritage place - consistent with and complements the height of heritage façades, including the predominant form and scale within the streetscape. • Otherwise - up to 4 storeys Note: podium height not applicable to building typologies that do not rely on the use of a podium and tower.	The Broadway Hotel Project includes a maximum podium height is 6 storeys. The podium height is acceptable in the context of the heritage building and the visual horizontal connections provided. Refer to Urban Context Report (**Attachment A2**) and Heritage Impact Assessment (**Attachment C1**). The constraints and inefficiency in the design results in more levels being required above ground to meet car parking and servicing requirements .
Street frontage setbacks	• Up to 4 storeys – refer to Map 4  • Above 4 storeys – 6m	Map 4 - Setback plan appropriately recognizes that the site and adjoining land maintain existing build form setback. The proposal will provide for a setback to the podium which sits with this setback acceptable outcome.

Item	Acceptable Outcome	Response
Side and/or rear setbacks	Up to 4 storeys: • 0m for built to boundary • minimum 6m to habitable rooms, • minimum 3m to balconies; or • minimum 3m to non-habitable rooms. Note: • Greater side and rear setbacks may be required for the 'Interface Areas' shown on Map 3 or identified in Sub-precinct 1a. • Building separation requirements may necessitate greater setbacks	The Broadway Hotel Project includes setbacks of: • 3.0m – 3.5 m to the southwestern side boundary; and • 2.275m to 4m to the balconies; and • 3.095m to 7.385m to the building.
	Towers: • minimum 6m, or • minimum 9m – if the windows of habitable rooms are located along that boundary.	The Broadway Hotel Project includes a wavelike design to the frontage giving a range of setbacks which are: • About 4m to balconies and 5.55m to building wall to Logan Road; • Varying from about 3.7m to - 4m to balconies on Balaclava Street • Varying from 4m to 7metres to walls on Balaclava Street from the new frontage following dedication • 4.3 to 5m to balconies and 8 metres to the wall facing Short Street
Tower floor plates	• For residential development or mixed use development involving residential uses – up to 1,200m2, or • For non-residential development – up to 2,000m2.	Complies the residential tower has a maximum floor plate of 1146m2. Complies as the building has a total of 1159m2 over all levels of the buildings

<table>
<tr><th>Item</th><th>Acceptable Outcome</th><th>Response</th></tr>
<tr><td>Building separation</td><td>
<table>
<tr><th>Storey</th><th>Habitable rooms to habitable rooms</th><th>Habitable rooms to non-habitable rooms</th><th>Non-habitable rooms to non-habitable rooms</th></tr>
<tr><td>Up to level 4</td><td>12m</td><td>6m</td><td>6m</td></tr>
<tr><td>Level 5 and above</td><td>18m</td><td>12m</td><td>10m</td></tr>
</table>
</td><td>As discussed, the site is constrained by the location of the heritage building on the site such that the development design lacks the flexibility of the full area of the site which would otherwise be available to achieve greater setbacks and separation distances.

There are currently no buildings located on the adjoining site at the upper levels.

The effect of a 10-18 metre separation within the site on the building design is that the tower component of the building could not be placed on the northern part of the site adjacent to the heritage building as the width of the remainder of the site is just over 21metres.

Privacy between units will be achieved with the use of screening and orientation of openings so as to limit direct views to the adjoining sites.</td></tr>
<tr><td>Helicopter Impact Assessment Area</td><td>• Where located within the Helicopter Impact Assessment Area:
- buildings and structures do not exceed 60m AHD; or
- where buildings and/or structure exceed 60m AHD the MEDQ will engage with Retrieval Services Queensland and the Chief Pilot as part of the assessment of an
application within the Helicopter Trigger Area to confirm the suitability of the building height.
• Buildings are designed to address impacts from helicopter flight paths, providing appropriate internal conditions, and mitigated acoustic conditions for outdoor recreation
areas as per the recommendations of a suitably qualified acoustic expert.</td><td>Not Applicable</td></tr>
<tr><th colspan="3">Building form and details</th></tr>
</table>

Item	Acceptable Outcome	Response
Horizontal dimension of building	Up to 50m	The building tower has horizontal dimensions of 33metres and 36metres. At the podium level the horizontal dimensions are greater at 55m and 62 metres, although the angle of viewing does not allow for the entire length to be clearly visible from a single point.
Wall length between articulation elements	Up to 10m	Articulation of the facades are provided on lengths of less than 10metres.
Glare and heat transmission	Where development incorporates reflective glass material: • light reflectivity is not greater than 20%, and • heat transmission is not less than 20%.	Refer to Urban Context Report and Buildings That Breathe Assessment at **Attachment A2 and A3** respectively for further details.
Privacy for ground floor dwellings	• Dwellings are located on ground floors - floor levels 1 to 1.5m above the street level, and • Include terraces / balconies or ground floor open space that assists in providing a visual buffer / transition from the public realm.	Not Applicable
Fencing	• For non-residential development – no front fences • For residential development with fences – - For front fences – visual permeability of 60% and up to 1.2m high, and - For rear and side fences – up to 1.8m high.	Fencing is to be provided in accordance with these acceptable outcomes.
Urban grain and visual permeability		
Ground level(s)	• For residential uses – windows and doors that provide for visual connection and surveillance of streets and public spaces • For non-residential uses – advertising or other window treatments on no more than 50% of the glazing.	Refer to discussion in Section 5.2.1 of this report. Gound level activity is supported by the design which includes a permeable laneway to actively encourage connections into the site and with the heritage building.
Levels 1 to 4 storeys	Windows and balconies that provide for visual connection and surveillance of streets and public spaces	All building facades towards the street have balconies to provide visual surveillance. At ground and podium levels the hotel and associated uses provides active uses which surveils the street.

Item	Acceptable Outcome	Response
Communal and private open space		
Communal open space	Residential development: • the lesser of – 80% of the site area or 15% of the GFA, and • designed to provide at least one communal space area which has an area of at least 40m2, and a minimum dimension of 4m. Non-residential development: • for buildings up to 25 storeys – 10% of GFA, or • for buildings of more than 25 storeys – 7% of GFA.	The site has ana rea of 2,511m2 and is therefore required to have 2,008m2 for communal space. The proposal include 1,646 (65.5%) of outdoor communal space and 471m2 (18.7%) indoor communal open space which meets this requirement.
Private open space	Residential development minimum: • 9m2 for a one-bedroom dwelling, or • 12m2 for a two or more bedroom dwelling, and • a minimum dimension of 3m.	The proposal provides that each residential unit is provided with a private open space area adjoining the living spaces of each dwelling. Balcony areas range from 14m2 to 57m2 (average 19m2) in area with minimum dimensions of 3.6m.
	For social housing: as per Queensland Government Social Housing Design Guideline Technical Summary Sheets	Not Applicable
Planting		
Subtropical planting	• 10% of the site area • a minimum dimension of 4m in any direction • include at least one large tree and associated smaller scale planting to the entire area • sufficient clearance is provided to allow the full growth of the tree and access to adequate sunlight for the species • a minimum soil depth of 1.5m to allow growth to full extent at maturity (refer to Schedule 6 for guidance on planting on or over structures) • tree growth does not compromise underground infrastructure • soil / media, and irrigation and maintenance supports the establishment and ongoing health of the planting.	An alternative outcome is provided. Refer to Landscape Concept Plans at **Attachment H.**
Planting in communal open space	25% of external communal open space area.	Refer to Landscape Concept Plans at **Attachment H.**