



APPENDIX 2 PDA-WIDE CRITERIA ASSESSMENT

AP02



BOWEN HILLS PRIORITY DEVELOPMENT AREA - DEVELOPMENT SCHEME

PDA-WIDE CRITERIA

CRITERIA	ASSESSMENT
2.5.1 Urban Design & Public Realm	
Urban Design Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to collectively contribute to the creation of a sense of place by: - catering for the diverse needs of all community members, including children, elderly and people with disabilities, by applying principles of universal, adaptable and inclusive design - creating an attractive and functional relationship between buildings, private spaces and the public realm - providing a ground plane that is connected, legible, permeable, inclusive and safe - contributing positively to conditions of the urban environment and the visual experience of a place - allowing for innovative and temporary use of public realm - applying Crime Prevention through Environmental Design (CPTED) principles, and - promoting identity and distinctive character, by working with the landscape, heritage and cultural features to create places with a strong relationship to their context.	Complies The proposed building will achieve compliance with this criterion as per the following: - The proposed development provides an inclusive design that supports its use for short term accommodation while being considerate of the adjoining properties and street environment. - The proposed ground floor level will create an attractive and functional relationship between the building and public realm with the built form constructed to the front boundary with an awning provided to improve the pedestrian environment. - The ground plane provides clearly identifiable pedestrian and vehicle entrance points with the setback of the front façade being consistent with the adjoining podium to the south. - The proposed development will positively contribute to urban environment and the visual experience of the locality when compared to the existing situation. - The provision of the awning over the pedestrian environment significantly improves the pedestrian environment along the frontage of the site. - Crime Prevention through Environmental Design (CPTED) principles have been incorporated into the development. - The proposed development will integrate with the adjoining properties to create a place with a strong connection to the surrounding urban environment.
Sub-tropical design Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to positively respond to the local climate and improve the urban amenity of Bowen Hills by:	Complies The development contains embedded design features so the building can respond to the local climate and improve the urban amenity of Bowen Hills by:



i. applying design strategies that maximise natural light and air flow in the public realm and private spaces to reduce energy demand for artificial lighting and mechanical temperature control ii. applying design strategies to reduce the extremes of temperature and direct solar heating in buildings, streets and public spaces iii. orientating buildings to optimise seasonal solar gain and loss, and iv. using appropriate landscape, vegetation and large trees to provide shade and shelter for pedestrians and cyclists.	i. The arrangement of the suites and communal spaces is optimally oriented to take advantage of natural light while also optimizing the privacy of the adjoining properties. ii. The building has been provided with articulated facades and landscaped window boxes that will assist in creating shadowing on the eastern, western and southern elevations and reducing the solar heat gain. iii. The building is orientated to the east (Hazelmount Street) and has been designed to minimise solar gain and loss as much as possible. iv. The proposed development will provide landscaping within the planter boxes with cascading planting on the eastern, western and southern elevations to provide greenery visible from the street frontage and surrounding properties. No landscaping is proposed within the road verge.
Building form Development delivers high-quality built form outcomes by: i. creating human-scale relationships between buildings, streets and the public realm ii. using setbacks and landscape to integrate with, complement and articulate streetscapes iii. using the ground floor of buildings to define the adjacent street or space, deliver a sense of safety, community ownership and promote activation iv. for mid-rise and high-rise buildings, providing tower separations to deliver access to light, promote air circulation, minimise overshadowing and maximise amenity and privacy for both occupants and neighbours, and v. responding to the cultural heritage significance of heritage places.	Complies The proposed building will achieve compliance with this criterion as per the following: i. The development will create a human scale relationship between the building and the street with windows, a prominent entry way and awning provided on the ground plane. ii. The ground floor level will be built to the front boundary to activate the street edge and create a building line that is consistent with the adjoining development to the south. The first, second and third levels present landscaped window boxes across the full frontage of the site to create texture and depth in the appearance of the building and enhance the sites streetscape appearance. The front elevation of the upper levels are also articulated with landscaped window boxes across the full width of the building to provide articulation to the streetscape. The upper levels are also built to the front boundary and are provided with recessed window boxes that provide extensive greenery. iii. The proposed ground plane will define the adjacent street with the building being built to the front boundary and awning provided over the verge along the full frontage of site. iv. The proposed podium being 4 storeys in height is 1 storey higher than the podium of the adjoining development. The separation of the tower from the adjoining development has been carefully considered to maintain privacy, allow for access to light and air and minimise the creation of deep shadows.



	v. The subject site and adjoining properties are not heritage place's and the proposed development will not impact on any heritage place.
Streets and public realm Development delivers high-quality streets and public realm spaces that are: i. attractive spaces embellished with landscape and street furniture to encourage social interaction, healthy active lifestyle and community-based activity ii. human-scale spaces that are designed to contribute positively to the environmental and visual experience of Bowen Hills, and iii. universally designed and provide legible, permeable and safe movement for all members of the community.	Not Applicable The development does not involve the creation of new streets or public realm spaces.
2.5.2 Connectivity	
Development: i. delivers a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles. ii. provides car parking, access and servicing facilities to meet the necessary functional requirements of development as detailed in schedule 3. iii. ensures universal design principles are applied to access, safety, transport and connectivity within the PDA to ensure that the needs of pedestrians, cyclists and motorists are met. iv. ensures the layout of streets and the public realm prioritise pedestrian and cycle movements and the use of public transport over private vehicles by: a. creating attractive, direct, permeable, legible and connected network of streets, pedestrian and cycle paths and safe crossings points. b. giving high priority to equitable pedestrian connectivity, directness of route and facilities for all members of the community. c. providing convenient through-site connections and cross-block links for pedestrians and cyclists, offering a choice of routes throughout the PDA.	Complies i. The proposed development will utilise the existing pedestrian pathways available along the frontage of the site and within the surrounding street network. ii. The development provides 8 car parking spaces which achieve compliance with car parking rates set out in Transport, Access, Parking and Servicing Planning Scheme Policy which requires a maximum of 0.25 spaces per room. While the Transport, Access, Parking and Servicing Planning Scheme Policy does not require bicycle parking bays for short term accommodation, 36 bicycle parking bays are provided onsite. iii. The development has been designed to comply with the relevant access standards. iv. The development does not involve the creation of new streets.



- d. connecting directly to existing footpaths, cycleways, streets and public transport in surrounding areas; and
- e. managing potential conflicts between pedestrians, cyclists and other users through appropriate and safe design

2.5.3 Housing Diversity

Development for residential uses (including residential components of a mixed-use development) provides:

- i. diverse housing choice to suit a variety of households by offering universal design¹⁶ and variety in dwelling size, configuration and adaptability
- ii. a minimum of 10 per cent of total residential GFA as dwellings with 3 or more bedrooms
- iii. a minimum of 5 per cent of total residential GFA as either or a mix of public housing, social housing or affordable housing, and
- iv. dwellings that are for public housing, social housing and affordable housing are integrated and distributed throughout residential and mixed-use developments and present high-quality design outcomes to avoid identifying them or setting them apart in the community.

Complies

The development will provide short term accommodation which will support the underlying and future demand for hotel beds with close proximity to the Royal Brisbane and Women's Hospital and Brisbane's CBD.

2.5.4 Sustainable developments

Sustainable buildings

Development provides the design, construction and operation of sustainable buildings by achieving either:

- i. a minimum 6 leaf EnviroDevelopment certification
- ii. a minimum 4 star Green Star: Design and as Built certification, or
- iii. an equivalent rating under an alternative rating system.

Complies

The development will also be constructed to achieve a minimum 4 Star Green Star.

Self sufficiency

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

- i. food to be grown in private, communal or public spaces
- ii. water to be locally sourced for appropriate uses, and
- iii. energy to be locally generated and sourced.

Complies

The development has the ability to be self-sufficient with opportunities for:

- i. Food to be grown in communal areas;
- ii. Water to be harvested onsite; and
- iii. Solar energy to be generated onsite.

Sustainability of infrastructure

Complies



Development ensures: i. all infrastructure is appropriately designed and delivered to support the needs of development, and ii. existing infrastructure is well used and land that is required for future infrastructure is preserved.	The development can be conditioned to provide services in accordance with the standard requirements.
Water management Development provides a stormwater management system designed to deliver the principles of Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) for buildings, streets and public spaces. This can include working with established topography to sustainably manage surface water run-off at the source and deliver improved biodiversity, landscape amenity and recreational resources.	Complies The development will provide a stormwater management system that will deliver the principles of Water Sensitive Urban Design and Integrated Water Cycle Management. Please see the Stormwater management plan (Appendix 6) for further information.
Energy efficiency Development promotes energy efficiency through: i. site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating ii. the use of natural light and energy efficient lighting, plant and equipment and at least one of the following: iii. integration of solar generation technology within the built form or public realm, or iv. integration of green roofs, green walls or other sustainable landscape elements within the built form and the public realm, or v. integration of smart technology which passively controls the use of electricity.	Complies The building orientation and layout has been designed to reduce solar heat gain during the peak sunlight hours with the inclusion of landscaped window boxes to create shadowing. The provision of landscaping within the windows boxes will also assist with the cooling of the building. The development will also be constructed to achieve a minimum 4 Star Green Star.
Waste management Development: i. provides facilities for recycling, composting and waste reduction, in addition to the provision of facilities for the removal of waste. Where possible, waste management facilities are centrally located on the site, and ii. ensures that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters to prevent contamination of natural waterways.	Complies An operational waste management plan has been prepared by Colliers (Appendix 10) which provides information on the typical movement of waste streams from generation to collection.
Transport efficiency	Complies



Development: i. integrates with public transport and active transport infrastructure ii. supports a reduction in car ownership and vehicle trips by providing car share facilities, ride share access, cycle access, cycle storage facilities and pedestrian permeability, and iii. provides facilities to support the charging of electric vehicles including at least one Destination AC charger and the electrical capacity for Basic AC charging on all non-visitor parking.	The proposed development will link with the existing active transport infrastructure and will provide additional patronage to the high frequency public transport services available within the locality. The development provides a drop off/turn around zone within the basement to allow for patrons to be dropped off and collected onsite.
2.5.5 Infrastructure planning and delivery	
Development ensures: i. planned future infrastructure is provided or that its future provision is not constrained, and ii. Infrastructure networks are designed and delivered to meet relevant standards, in a timely and coordinated way which facilitates ongoing development in the PDA.	Not Applicable There is no planned infrastructure identified within the subject site.
2.5.6 Heritage places	
Development promotes the historic identity of the Bowen Hills PDA, by conserving the cultural significance of heritage places²⁰ and sensitively managing any development and adaptive reuse opportunities by: i. avoiding significant adverse impacts on the cultural heritage significance of the place²¹ by protecting the fabric, features and setting of a heritage place when providing for its continued use, interpretation and management ii. where adverse impacts cannot be avoided, minimising and mitigating unavoidable adverse impacts on the cultural heritage significance of the place or area, by adapting a heritage place to a new use in a way that is compatible and sympathetic to its heritage significance²², and iii. minimising the detrimental impact of the form, bulk and proximity of adjoining development on heritage places.	Not Applicable The subject site and the adjoining properties are not identified as Heritage places.
2.5.7 Environment	
Significant vegetation Development: i. avoids impacts on significant vegetation, or	Not Applicable



- ii. minimises and mitigates impacts on significant vegetation after demonstrating avoidance is not reasonably possible²³, and
- iii. provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in significant residual impact on a prescribed environmental matter²⁴.

The subject site is covered in hardstand and does contain any significant vegetation. The adjoining properties are fully developed and do not contain any significant vegetation adjacent to the sites shared boundaries.



Waterways and riparian areas Development: i. ensures that land along Breakfast Creek within 10m of the high water mark is transferred to Brisbane City Council as publicly accessible open space ii. is located, designed, constructed and operated to avoid, or where avoidance is not reasonably possible, minimises and mitigates adverse impacts on: a. the hydraulic capacity of the waterway²⁵ b. the environmental values of receiving waters²⁶, and iii. protects environmental values of receiving waters by delivering appropriate solutions that achieve an equivalent or improved water quality outcome.	Not Applicable The site is not located adjacent to Breakfast Creek or any other waterways.
Acid sulfate soils Development: i. ensures acid sulfate soils (ASS) will be treated in accordance with current best practice in Queensland ii. ensures the disturbance of ASS is avoided to the greatest extent practical, then managed to reduce risks posed to the natural and built environments from the release of acid and metal contaminants, and iii. that is operational work will require an ASS investigation if the work involves: a. the disturbance of greater than 100m³ of soil below 5m Australian Height Datum (AHD), or b. the placement of greater than or equal to 500m³ of fill material in layer of greater than or equal to 0.5m in average depth below 5m AHD.	Compliant The subject site has a level of 19.7m AHD. The development application can be condition to provide an acid sulfate soils management plan to comply with this criteria.
2.5.8 Flood	
Development in a flood hazard area or coastal hazard area²⁷: i. is designed and located to avoid, or where avoidance is not reasonably possible, minimise and mitigate the susceptibility to and the potential impacts of inundation	Not Applicable The subject site is not located within a flood hazard area or coastal hazard area.



- ii. ensures underground car parks are designed to prevent the intrusion of storm tide waters or flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level
- iii. provides measures to ensure critical services²⁸ remain operational in an inundation event. Essential electrical services including substation equipment and switchboards must be located above the defined flood level, and
- iv. ensures any hazardous material manufactured or stored on site is not susceptible to risk of inundation.

2.5.9 Managing the impacts of infrastructure



Railway environment Development²⁹: i. does not create a safety hazard for users of a railway, by increasing the likelihood or frequency of loss of life or serious injury ii. does not compromise the structural integrity of railways, rail transport infrastructure, other rail infrastructure or railway works iii. does not result in a worsening of the physical condition or operating performance of railways and the rail network iv. Construct railways and future railways, or significantly increase the cost to construct railways and future railways v. Does not compromise the state's ability to maintain and operate railways, or significantly increase the cost to maintain and operate railways, and vi. ensures the community is protected from significant adverse impacts resulting from environmental emissions generated by a railway.	Not Applicable The site is located approximately 100m from the railway corridor and will not have any impact on railway operations.
Sub-surface transport infrastructure Development does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure that is an existing or endorsed proposed tunnel³⁰.	Not applicable The site is not located in close proximity to any sub-surface transport infrastructure.
Noise – Transport noise corridors and entertainment venues Development is oriented, designed and constructed to: i. reduce exposure to noise impacts from designated transport noise corridors³¹, and ii. reduce the exposure of residential uses to noise impacts from lawfully operating entertainment venues³².	Complies Please see the attached Noise Impact Assessment prepared by Palmer Acoustics which demonstrate how the development will mitigate traffic and railway noise on the development.
Procedures for air navigation services Development does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services— Aircraft Operational Surfaces (PANS-OPS)³³ for the Brisbane Airport as identified on the Brisbane City Plan Airport Environs overlay mapping.	Complies The proposed building will not penetrate the PANS-OPS.



Air quality

Development must limit exposure and risk associated with pollutants that could have an adverse effect on human health³⁴.

Development in a transport air quality overlay is designed to³⁵:

- i. minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of uses of a childcare centre, multiple dwelling, residential care facility or retirement facility, and
- ii. maximise wind movement around buildings and the dispersion of traffic air pollutants.

Development within 100m of the Clem Jones Tunnel north ventilation outlet³⁶ and above RL+45m AHD must be designed and oriented to:

- i. avoid unreasonable impacts on the performance of the ventilation outlet, and
- ii. mitigate potential air quality impacts on occupants resulting from the ventilation outputs.

Development within 150m of the Queensland Urban Utilities odour control device³⁷ must be designed and oriented to mitigate:

- i. unreasonable impacts on the performance of the odour control device
- ii. potential air quality impacts on occupants resulting from the odour control device
- iii. the intrusion of air pollution from the odour control device, and
- iv. reverse amenity impacts on the lawful operation of the odour control device³⁸.

Development for a sensitive use within 500m of an existing High impact industry identified on Brisbane City Plan Industrial amenity overlay map is designed and constructed to achieve acceptable air quality, odour and health risk standards³⁹.

Complies

The subject site is not located within the 100m buffer area of the Clem Jones Tunnel North Ventilation Outlet or 150m of the QUU Odour Control Office. The site is also not located within Brisbane City Council Transport air quality corridor overlay. Given that the suites will not have openable windows compliance with the relevant air quality requirements.



PRECINCT 1 - PROVISIONS

EDQ Provision	Compliance
Preferred Development Intent Development incorporates active frontages along Mayne Road and Hudd Street delivering a mix of retail, commercial and community uses along the ground plane. Development adjoining the Bowen Hills Railway Station provides new access points and improved connectivity and integration with the station.	Not Applicable The proposed development does not have frontages to Mayne Road or Hudd Street. Further, the proposed development does not adjoin the Bowen Hills Railway Station.
Built Form Shop frontages, articulated building access points and continuous awnings over the footpath activate the ground plane of Hudd Street and Mayne Road, which form major activity spines and become the focus of retail shopping and social life. Showroom windows address the northern side of the Airport Link ramp to Campbell Street presenting the retail character of the area to passing vehicles. Large floor plate retail is sleeved by small scale (i.e. less than 250m²) shops, food and drink outlets, community uses and other similar uses, which will activate the precinct day and night. Buildings are able to span across the railway corridor creating opportunities for additional development, public plazas and a new access to the Bowen Hills Railway Station. Any development within, over or under a rail station or corridor must protect the station and corridor's function and operation.	Not Applicable The proposed development does not involve a shop, showroom or large floor plate retail. Further, the development does not adjoin the Bowen Hills Railway Station.
Urban Design Attractive streetscape treatments including awnings over wide footpaths, street furniture, pavement treatments, parallel on-street parking, public art installations and landscaped verges are established along Mayne Road and Hudd Street, contributing to their setting as community and economic focal points for the PDA. Landscaped verges, street furniture, public art installations and pavement treatments are established at Streetscape treatment locations identified on map 8.	Not Applicable The proposed development does not have frontages to Mayne Road or Hudd Street. Map 8-Precinct 1 Plan does not identify any streetscape treatment or Significant corner site for the subject site. Further, the proposed development does not involve retail tenancies or a park.



Retail tenancies have a visible presence and interaction with the street and open on to the park at the intersection of Mayne Road and Hudd Street.

Parks are developed as attractive community focal points with spaces and facilities for recreation, pathways, landscape and park furniture.

Ground level building and landscape design contributes to the identification of Bowen Hills as a distinct destination at Significant corner locations.

Infrastructure

Parks and Plazas

A new park is located on the southern side of the Mayne Road and Hudd Street intersection. The park collocates with activated retail frontages, cycling routes and streetscape treatments along Mayne Road and Hudd Street.

Parks are located at Jeays Street and Hurworth Street.

A major new civic plaza west of Mayne Road will deliver a multi-purpose community and cultural hub providing space for social interaction, community and group activities, information, art and cultural activities and events.

Not Applicable

The proposed development does not involve a new park or a major new civic plaza west of Mayne Road.

Community Facility

Development provides a multi-purpose community hub within proximity of the Bowen Hills Railway Station.

Community facilities are provided as an integrated component of mixed-use developments.

Community facilities are accessed directly from street frontages and are clearly signed and identifiable to visitors.

Not Applicable

The proposed development does not involve providing community facilities for the area. Instead, it involves providing short-term accommodation use onsite.

Connectivity

Development provides publicly accessible cross block links providing pedestrian connection:

- i. between Brookes Street and the Jeays Street park
- ii. between Mayne Road and the Tufton Street extension
- iii. to the Bowen Hills railway station from Abbotsford Road
- iv. between Hudd Street and Edgar Street, and

Complies

The proposed development has capacity to accommodate a new local street network along Hazelmount Street extending to Hudd Street.

Further, the proposed development does not involve A pedestrian connection via publicly accessible cross block links as it does not have a frontage to any of the listed street names. Instead, it has a frontage to Hazelmount Street.



- v. between Mayne Road and Edgar Street.

The precinct will accommodate a new local street network which will include:

- i. widening of Mayne Road (western side) to accommodate vehicular and cycle traffic
- ii. widening of Hudd Street (southern side) to accommodate vehicular traffic
- iii. a two way vehicle and pedestrian bridge spanning the railway corridor between Hudd Street and Abbotsford Road, providing improved connectivity across the railway corridor
- iv. a new street linking Hudd Street and Mayne Road through to O'Connell Terrace, via Tufton Street. This street will be a principal means of access into the precinct from the area south of Campbell Street
- v. Hazelmount Street extended through to Hudd Street
- vi. Edgar Street extended through to Mayne Road
- vii. Closure of Jamison Street between Hudd Street and Edgar Street⁴⁸, and
- viii. cycle infrastructure that provides safe and efficient cycle connection through the precinct.

Public Transport

- i. pedestrian concourse delivering safe and improved access to the Bowen Hills Railway Station between Hudd Street and Abbotsford Road
- ii. upgrades to the Bowen Hills Railway Station including improved platform access and potential corridor widening, and
- iii. a rail and bus interchange is located adjacent to the Bowen Hills Railway Station on Abbotsford Road.

Not Applicable

- i. The proposed development is not located near the Bowen Hills railway station between Hudd Street and Abbotsford Road.
- ii. The proposed development is not located at Bowen Hills railway station.
- iii. The proposed development does not involve providing a rail and bus interchange as it is not located adjacent to the Bowen Hills railway station on Abbotsford Road.



MIXED USE ZONE – BUILT FORM PROVISIONS

EDQ Provision						Compliance
Maximum plot ratio Excluding areas of communal open space.	Sites 800m ² or greater but less than 1,200m ²	Sites 1,200m ² or greater but less than 1,600m ²	Sites 1,600m ² or greater but less than 3,000m ²	Sites 3,000m ² or greater but less than 10,000m ²	Sites 10,000m ² or greater	Performance Outcome The proposed development has a GFA of 4420m ² of which equates to a plot ratio of 7.2:1. It is acknowledged that the proposal exceeds the plot ratio anticipated for the site, however, the development is wholly surrounded by a high-rise multiple dwelling and the building form of the proposed podium and tower has been designed to integrate with the adjoining development. Furthermore, the proposed building form supports the addition of much needed hotel rooms in the locality which will add to the range uses available in the suburb and enhance the vitality of the surrounding urban setting. When the proposed development is combined with the adjacent development at 35 Campbell Street the plot ratio equates to 8.3:1 based on a combined site area of 3,266m ² and a combined GFA of 27,134m ² . In this context, the development will remain within a development density that can be reasonably be expected within this inner-city location.
	2:1	4:1	6:1	8:1	9:1	
Minimum Site Area	800m ²					Performance Outcome The subject site has an area of 608m ² . While the minimum site area is not complied with, the site has sufficient area and dimensions to accommodate the proposed development.
Minimum Frontage	20m					Complies The subject site has a frontage of 24.2m.



Maximum Height Provisions <i>Excluding a space on top of a building used primarily as communal open space whether roofed or not.</i>		Sites 800 m ² or greater but less than 1,200m ²	Sites 1,200m ² or greater but less than 1,600m ²	Sites 1,600m ² or greater but less than 3,000m ²	Sites 3,000m ² or greater	Performance Outcome The proposed development has a maximum building height of 15 levels. While it is acknowledged that the proposed building exceeds the building height specified for the lot size it is considered that the proposed building height is commensurate of the site’s context which is characterised by the built form of the directly adjoining high rise buildings (30 storeys) and the site’s close proximity to high frequency public transport and the Brisbane CBD. More details can be found in Section 3.6 of the Planning Report.	
		8 Storeys	16 Storeys	24 Storeys	30 Storeys		
Building Envelope	Street frontage setback	Ground Level	3m			Performance Outcome The building height of the property surrounding the subject site was previously considered appropriate and this development has subsequently responded to the existing built form by locating the building in the north-eastern corner of the site. The proposed podium being 4 storeys in height is built the boundary on each elevation which meets the required minimum side setback of 0m for a podium. The proposed separations between the tower and the adjoining buildings are considered to be appropriate as per the following: • The development does not have balconies which overlook the adjoining buildings. • Where the hotel rooms on the western elevation face the adjoining development to the rear, the proposed landscaped window boxes being 750mm deep	
		Up to 4 Storeys	0m to balconies 3m to external walls				
			Above 4 Storeys	6m			
	Side Setback <i>Development in the mixed use zone on sites 800m² but <1,200m² are to be assessed against the side setback provisions specified in the High Density Residential zone.</i>	Up to 4 Storeys	0m where a podium. 6m to habitable rooms. 4m to balconies. 3m to non-habitable rooms.				
			Above 4 Storeys	9m			
				Rear Setback	Up to 4 Storeys		0m where a podium. 6m to habitable rooms. 4m to balconies.



			3m to non-habitable rooms.	obscure direct views and provide a sense of privacy. - The hotel room windows on the southern elevation are adjacent to each room's hall way and are provided with a landscaped window box which provides soft edging and will ensure minimal overlooking of the adjoining building to the south. - The placement of internal stairwell in the southwest corner of the site reduces the potential for direct sightlines between the adjoining properties and new habitable spaces. - As detailed in the Architectural design report, the view corridors of the apartments located to the rear of the subject site are maintained by maximising the setbacks on the southern and western boundary. Please see Figure 10 below which depicts the view corridors through the subject site. Given the particular circumstances of the site's characteristics and the high quality architectural design, it is considered that the proposed building separations are sufficient to mitigate visual and acoustic privacy, minimise overlooking and ensure the adjoining properties maintain access to natural light, sunlight and breezes.
		Above 4 Storeys	9m	
Building Form	Scale and Bulk	Maximum tower footprint of 1,200m². Any part of a building above the podium has a maximum site coverage of 60%, and a maximum horizontal dimension of 50m. A maximum length of 30m on any one outer building wall. A maximum wall length of 10m between building articulations.		Complies The proposed development has a tower footprint less than 1200m², has a tower site cover of only 58% and has a maximum horizontal dimension of 19.77m.



	Orientation	Development is oriented to the street frontage and activates the public realm. Development on a corner lot is oriented to address both street frontages. Development optimises seasonal solar gain and loss, taking into consideration major site views and vistas. Development is located and designed to minimise impacts from surrounding uses an infrastructure and maintain reasonable levels of amenity.	Complies
	Separation Distances	A minimum 12m separation distance between balconies or windows in habitable rooms up to level 4. A minimum 18m building separation above level 4.	Performance Outcome The building achieves the minimum separation distance for rooms up to 4 storeys. The building separation to the adjacent tower to the north is 20.5m. The other building separation distances are 16.1m to the east, 13.25m to the west and 9m-10m to the south. More details to show compliance with the built form provision requirements can be found in Section 3.8 of the Planning Report.
	Fences	Side and rear boundary fencing is 1.8m in height, if buildings are not built to boundary.	Not Applicable The proposed development does not involve any fencing.
	Rooftops	Roofs are designed to ensure plant and equipment are screened or otherwise integrated with the overall roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building. Roof top areas may be utilised for communal open space and other passive recreation uses.	Complies The proposed rooftop will provided sufficient screening of plant and equipment.
Communal Open Space and Facilities		Development provides universally accessible communal open space as follows: i. Development which includes a multiple residential component provides communal open space equivalent to a minimum of: a. 80% of the site area, or b. 15% of the multiple residential Gross Floor Area.	Complies i. The proposal does not include multiple residential development. ii. The communal area having an area of 220m² exceeds 10% of the site area.



	ii. a minimum of 10% of the site area for non-residential developments iii. a minimum of 60m², having a minimum dimension of 6m iv. as a mix of ground level, vertically integrated or roof top settings v. respects the privacy of both users and those overlooking from neighbouring properties vi. includes landscape and deep planting shade trees or structures suited to the subtropical environment vii. is positioned for good solar orientation and minimises water use, and viii. does not include driveways, storage or turning areas.	iii. A total of 220m² of communal open space will be provided, which meets the required minimum 60m² and minimum dimension of 6m. iv. Communal open space will be provided on Level 2 of the podium. v. The communal open space will be provided on the Level 2 of the podium and will comprise a pool, pool deck, an indoor gym and a steam room. The pool will be open to the sky and will have walls along the northern and western sides to ensure privacy of this space and the adjoining properties is maintained. vi. The selection of low-growing ornamental plants for the proposed development is suitable for the subtropical environment. vii. The building is positioned for good solar orientation. viii. The communal spaces does not include driveways, storage or turning areas.
Private Open Space	Development provides all dwellings with private open space or balconies at the following rates: i. 1 bedroom dwellings - 9m² with a minimum dimension of 3m, or ii. 2 or 3 bedroom dwellings - 12m² with a minimum dimension of 3m. Balconies are appropriately screened to maximise privacy between buildings and the public realm, without compromising CPTED principles. Ground floor private open space must provide privacy but still allow overlooking of the street to promote passive surveillance.	Not Applicable As the proposal is for Short-term accommodation, private open space is not required for the proposed rooms.