

# Town Planning Report

## *Mark Lane Precinct 1*

May 2026

Prepared for: Philip Usher Construction



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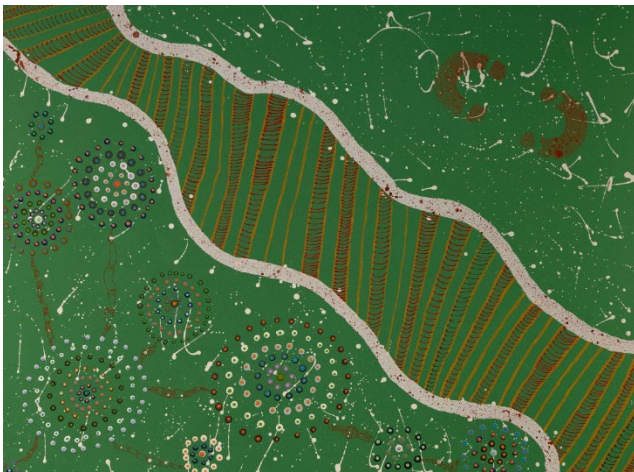
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Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork - **Sacred River Dreaming**.



*The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.*

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# Executive Summary

Kangaroo Point and Woolloongabba continue to undergo significant urban transformation in response to Brisbane's growing need for well-located housing, greater choice, and more affordable living in inner-city areas. Recent planning reforms, including the updates to the Woolloongabba Priority Development Area ('PDA'), actively support this change by encouraging higher density, mixed-use neighbourhoods. These neighbourhoods integrate residential, commercial and retail uses while respecting the area's established heritage and employment character.

## *The proposed development presents Brisbane's next inner-city hub delivering a high-density, mixed-use outcome that advances the ongoing renewal of Kangaroo Point*

It expands existing employment functions, introduces a diverse range of housing options, and provides accessible recreational spaces designed for subtropical living. This development application focuses on Precinct 1 within Mark Lane including two (2) residential towers and one (1) short-term accommodation tower with building heights comprising of eleven (11), thirty-four (34) and fifty (50) storeys delivered across three (3) stages.

The proposal is supported by ground level activation, commercial tenancies, a shared laneway, publicly accessible private open space, and strong pedestrian connections to key destinations including The Gabba Stadium, future Brisbane Live, the Woolloongabba Cross River Rail Station and the nearby Kangaroo Point Cliffs. Collectively, these elements activate the ground plane and contribute to a connected, community-focused environment.

This report evaluates the proposal against the *Woolloongabba PDA Development Scheme* (the '**Development Scheme**') and the relevant provisions of the *Economic Development Act 2012* (the '**ED Act**'). It demonstrates that the development responds positively to the planning framework and delivers outcomes consistent with the intent of the PDA, the objectives of the ED Act and aligns with Brisbane's current and emerging community expectations.

As described above, this application involves the following aspects of development:

**Table 1** – Aspect of Development

Aspect of Development	Development Approval Sought	Category of Assessment
Material Change of Use involving Multiple Dwelling, Short-term Accommodation, Food And Drink Outlet, Bar, Hotel, Shop, Function facility, Childcare centre, Office, Indoor sport and recreation and Community use in Three (3) Stages	Development Permit	Permissible Development
Building Work involving Demolition (Relocation) of a Local Heritage Place, Demolition of a Pre-1911 Building, and Demolition (Full) of a building or structure within 10 metres of a Local Heritage Place	Preliminary Approval	Permissible Development

# Key Details

Table 2 - Development Approvals

Key Details	Proposal Details	
Site Address	<ul style="list-style-type: none"> <li>18 Mark Lane</li> <li>26 Mark Lane</li> <li>26A Mark Lane</li> <li>32 Mark Lane</li> <li>32A Mark Lane</li> <li>38 Mark Lane</li> <li>44 Mark Lane</li> <li>46 Mark Lane</li> </ul>	<ul style="list-style-type: none"> <li>48 Mark Lane</li> <li>52 Mark Lane</li> <li>803 Main Street</li> <li>807 Main Street</li> <li>811 Main Street</li> <li>350 Vulture Street</li> <li>352 Vulture Street</li> </ul>
Real Property Description	<ul style="list-style-type: none"> <li>Lot 1 on RP11180</li> <li>Lot 2 on RP11180</li> <li>Lot 1 on RP11182</li> <li>Lot 2 on RP11186</li> <li>Lot 5 on RP11186</li> <li>Lot 2 on RP11188</li> <li>Lot 1 on RP99746</li> <li>Lot 1 on RP99240</li> </ul>	<ul style="list-style-type: none"> <li>Lot 3 on SP352812</li> <li>Lot 1 on SP260456</li> <li>Lot 2 on SP260456</li> <li>Lot 10 on SP352833</li> <li>Lot 9 on SP184393</li> <li>Lot 8 on SP184392</li> <li>Lot 1 on SP328486</li> </ul>
Categorising Instrument	<p>Woolloongabba Priority Development Area Development Scheme October 2025 (Amendment 1), effective 10 October 2025 (‘the <b>Development Scheme</b>’)</p>	
Precinct	<p>Precinct 1 – Woolloongabba Core</p>	
Land Owners	<ul style="list-style-type: none"> <li>Pau Holdings No 2 Pty Ltd</li> <li>Philip Usher Constructions Pty Ltd</li> <li>Nicholas Cathedral of the Russian Orthodox Church Outside of Russia in the City of Brisbane</li> </ul>	



# Public Benefit Statement: Mark Lane

## Introduction

A Public Benefit Statement is provided in support of the proposed precinct development at 'Mark Lane', Brisbane's next inner-city destination precinct that attracts locals and visitors to Brisbane's vibrant and exciting growth area. This summary outlines the positive influence of the development on the community and its alignment with planning policy, together supporting the evolving needs of the city.

The proposal represents 'Precinct 1' of a three (3) precinct development that will provide significant uplift to the prominent site positioned on the corner of Vulture Street and Main Street, Kangaroo Point. The development will become a landmark for the inner south east and those travelling via the Cross River Rail and Brisbane Metro, recognised by its bold architectural design, expanse of public realm and range of commercial and community amenities.

Mark Lane involves the delivery of high density residential units comprising 953 residential units and approximately 177 short term accommodation rooms across a unique tower development, connected at podium level. The mixed use development will contribute to Brisbane's housing supply by introducing a range of apartment types suitable for people at different stages of life as well as short-term accommodation that will provide sought after hotel accommodation and world class facilities for the Brisbane Olympics and Paralympic Games 2032 and beyond.

The precinct provides a consolidated site, that represents a significant landholding owned by a single landowner. The site is centrally located on a substantial landmark site located at a pivotal corner on the fringes of Kangaroo Point, Woolloongabba and East Brisbane and the entry to South Bank. The towers offer exclusive vantage points across the Brisbane River and cityscape bringing the outdoors, drawing in sunlight and energy.

The proposal's architectural design will deliver a high-quality subtropical outcome, generous residential amenities, an activated ground plane and new public connections between the City and Woolloongabba. Together, these elements will make a strong contribution to Brisbane's urban design quality and support the continued regeneration of the inner city.



# Guiding Principles

The key public benefits are guided by the following key themes:

- 1 Delivering Housing Supply and Greater Choice**
- 2 Creating Legacy with Public Investment**
- 3 A Place to Stay: Brisbane 2032 Olympic and Paralympic Games**
- 4 Unlocking Sustainable Growth**
- 5 Exemplar Urban Design**

## 1. Delivering Housing Supply and Greater Choice

Housing Brisbane's growing population has become an increasingly complex challenge, particularly positioning residential development in well-serviced locations. High-density residential development within infill locations is paramount to improving housing supply in well-located inner-city areas that are readily serviced by public transport, shops and employment opportunities. As part of the housing crisis, housing stress and constrained housing supply have driven rental and purchasing prices higher through increased demand.

Mark Lane provides a concentrated precinct that offers a choice of housing through a mix of apartments ranging from 1-3 bedroom apartments, supporting inner-city living and housing diversity for individuals and families. This housing supply will help meet the growing demand for urban living options within Woolloongabba, contributing to the city's sustainable growth and enhancing its appeal as a liveable and vibrant destination.

The development of the site for a range of uses, including high-density residential units and supporting amenities, maximises the efficiency of land use, synthesising a community within a carefully considered precinct that improves convenience. Overall, this improves the liveability of the development, reducing commuting times and giving time back to residents.

The built form up to 50-storeys responds to the intent of the PDA Development Scheme and appropriately addresses the need for higher-density residential development through the provision of almost 1,000 homes. Under the Development Scheme, it is anticipated that development of similar heights will be delivered in the near future, complementing high-rise developments that are distinct to the skyline of South Bank and Kangaroo Point. Mark Lane will create a seamless transition between proposed and existing densities, aligning with the strategic intent of the PDA.

In addition to the development scheme, building up to 50 storeys mitigates urban sprawl, meeting Brisbane City Council's 'tall over sprawl' objective contributing to the long-term strategy to ensure the sustainable growth of the city.

## 2. Creating Legacy with Public Investment

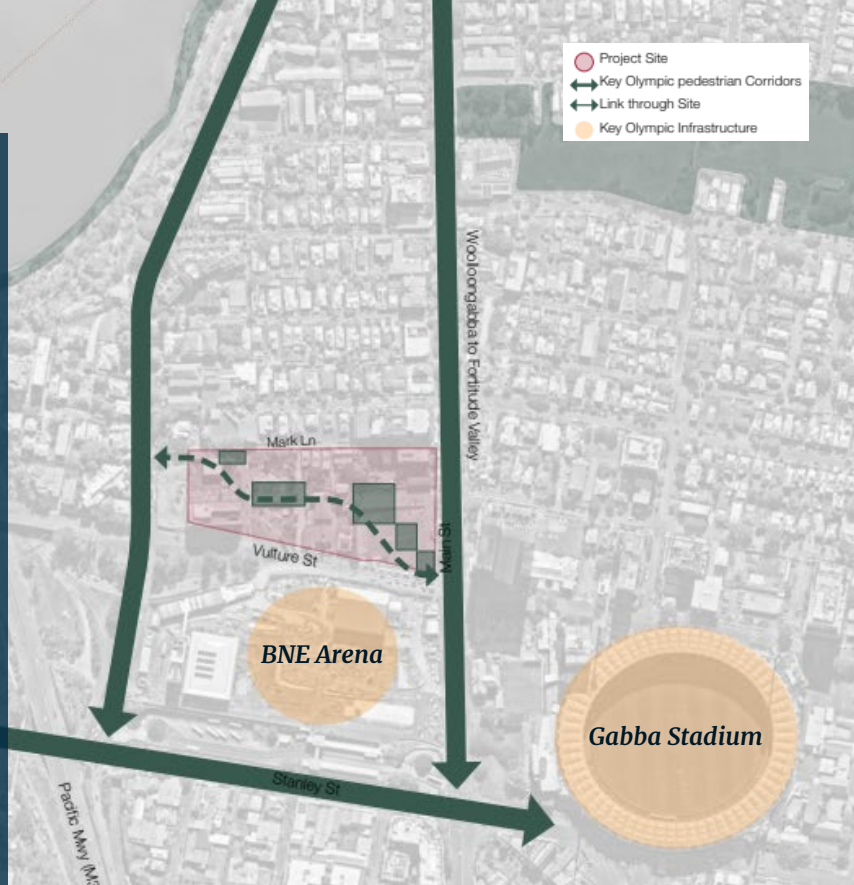
The proposal advances the intent of the PDA development scheme through the provision of:

- Public infrastructure that continues to support jobs, growth and liveability
- High quality public spaces that remain active and useful throughout the day and night
- Commercial activities that support residential growth providing essential and recreational services.

Specifically, the introduction of key civic spaces including **Mark Lane Courtyard** and **Community Square** enhance the site and improve liveability and legibility in a prominent position activating the precinct through the delivery of high quality public open spaces.

The site benefits from improved access to The Gabba Stadium and future BNE Arena and Entertainment Precinct, an area that is experiencing significant redevelopment and investment from Queensland State government. Woolloongabba was identified as an area for significant redevelopment due to its unique attributes that identifies the Woolloongabba PDA as a core for strong growth potential.

Woolloongabba will be just minutes by train and metro to the new Albert Street Station in Brisbane's CBD as well as the growing health, science and education precinct at Boggo Road thanks to the investment in public infrastructure of the Cross River Rail. The new underground station at Woolloongabba will provide passengers with high frequency services that is a game changer for connectivity across the city that is rivalled by other world cities.



## 3. A Place to Stay: Brisbane 2032 Olympic and Paralympic Games

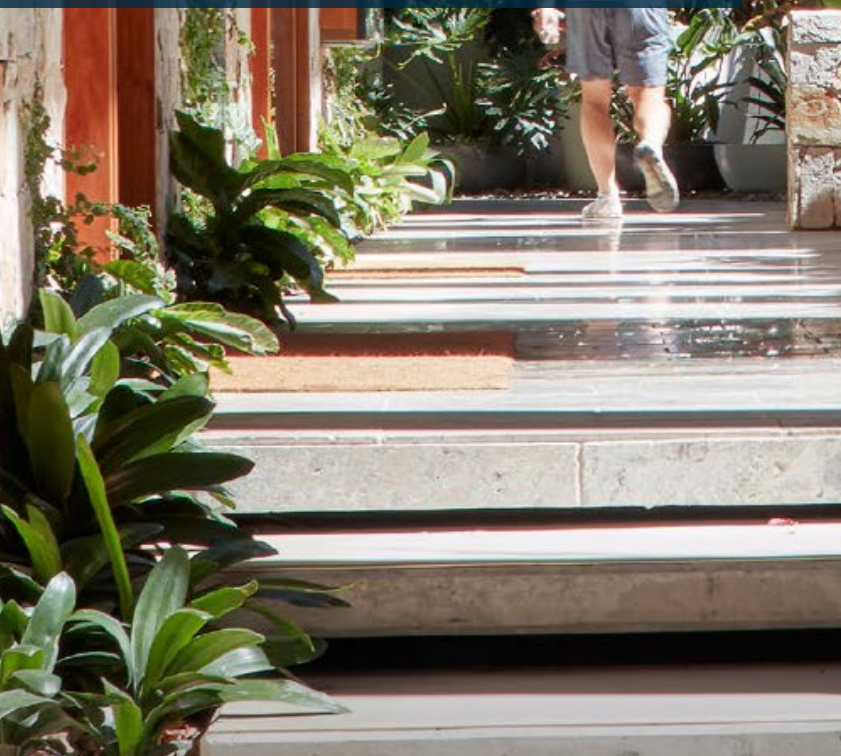
The Brisbane 2032 Olympic and Paralympic Games are a legacy milestone in the evolution of the city. Hosting the Olympics brings a unique set of challenges including the provision of accommodation for the influx in tourists who need a place to stay.

The proposed development rises to this challenge by developing approximately 177 short term accommodation rooms that will contribute to the current shortfall in the supply of accommodation options, particularly for the Olympic Games.

The full potential of the site is maximised through its location to the Gabba Entertainment Precinct that is set to provide late night entertainment venues.

Outside of the Gabba precinct, high-frequency transport infrastructure is readily available transporting tourists and residents across the city in minutes, in addition, pedestrian connections to Olympic venues and the range of tourism-based activities that will be located along the Brisbane River position the site at the heart of the action.

The development creates a consolidated neighbourhood that offers a range of facilities and public spaces for visitors to enjoy throughout their stay that is enhanced by the surrounding places and events.



## 4. Unlocking Sustainable Growth

Mark Lane delivers strong public benefit through a considered, high quality and environmentally responsive design.

The following key attributes identify Mark Lane as a leader in sustainable mixed use development:

### Landscape

- Existing trees are retained where possible and complemented by extensive new sub-tropical landscaping across multiple levels and across the multiple plazas and park spaces provided at ground level.
- Planting is supported by irrigation to enhance water sensitive design and urban cooling.

### Transport

- Mark Lane is well connected to public transport and active transport networks, offering multi-modal transport.
- Generous bike parking and end-of-trip facilities support active movement and reliance on private vehicles.

### Built Form

- The towers are designed to maximise natural breezes, with operable louvers supporting passive cooling, thermal comfort and reduced energy use.
- Communal work-from-home suites support flexible working patterns, reduces the need for daily commuting and strengthens local community use throughout the day.

## 5. Exemplar Urban Design

Designed by *Woods Bagot*, and landscape architecture by *Urbis*, the development showcases high-quality sub-tropical architecture that reflects Brisbane's identity as a sub-tropical, energetic city that embraces popularity by welcoming a growing population.

The design of Mark Lane considers the natural colour palette and addresses the features of the local surrounding environment. The colours incorporated into the design are distinct to Brisbane, such as the stone of the Kangaroo Point Cliffs and the red of the Illawarra Flame Tree. Its identity is also drawn from the site's unique historic character, including the Laneway, plaza and towers.

Each tower adopts a slender, varied form with strong articulation, generous overhangs, and high-quality materials and finishes. Quality civic spaces include Community Square, an internal laneway that cuts through the site to the Kangaroo Point Cliffs and Mark Lane from the Gabba Stadium and future BNE Arena.

The variety of land uses provide activation from early morning to late into the night offering safe public realm that is loaded with a range of services and facilities for residents and visitors of the site.

The internal pedestrian linkage is vital to improve connection from the future Woolloongabba Cross River Rail station. Permeable spaces are created through the ground plane connection, this area maximises activation through the provision of a range of retail, café and restaurant tenancies that activate the plaza. These spaces are lined with substantial sub-tropical leafy landscaping and connect to the broader master plan.

# Reasons for Approval

Overall, this report demonstrates that the proposed development should be approved for the following reasons:

- The proposed development is consistent with the Vision, PDA-wide criteria, and the outcomes established by the Development Scheme, as demonstrated through this town planning assessment report. The proposal has been informed by extensive pre-lodgement engagement and ongoing collaboration with Economic Development Queensland, ensuring a development outcome that is closely aligned with EDQ's vision for the site and the broader precinct.
- The site is located approximately 400 metres from the Woolloongabba Busway Interchange, the future Woolloongabba Cross River Rail Station, Brisbane Metro Woolloongabba Station and the future BNE Arena. The development will therefore deliver new housing in a highly accessible location well served by existing and planned high-frequency public transport and community facilities.
- The proposed development represents a high-quality architectural design that responds to the subtropical context of the locality. The proposed development exhibits architectural excellence through building form, articulation, materials and finishes, together with integrated subtropical landscaping, collectively achieve a high standard of design and a positive contribution to the streetscape.
- The proposed development provides substantial deep planting areas and extensive landscaping throughout the precinct, supporting amenity, environmental outcomes and subtropical character.
- The development responds positively to the site's unique context and topography, with a form and scale that is appropriate to the site's attributes and surrounding built environment, resulting in a well-considered and balanced planning outcome.
- The application is supported by a suite of technical assessments, provided as appendices to this town planning report, demonstrating compliance with relevant design and technical standards.
- The proposal appropriately responds to nearby cultural heritage places, including the Russian Orthodox Church (State Heritage Place) and the Heritage Terraces (Local Heritage Place). The development incorporates suitable setbacks to protect the setting and significance of the Russian Orthodox Church, while the Heritage Terraces are to be relocated to a suitable nearby location to support their ongoing retention and enable redevelopment consistent with the PDA vision.



# 1 Introduction

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# 1 Introduction

*Urbis Ltd* on behalf of *Philip Usher Construction* ('the **Applicant**') has prepared this development application for a proposed development at 18, 26, 26A, 32, 32A, 38, 44, 46, 48 and 52 Mark Lane, 803, 807 and 811 Main Street, and 350 and 352 Vulture Street, Kangaroo Point formally described as Lot 3 on SP352812, Lot 1 on RP99746, Lot 1 on RP99240, Lot 2 and 5 on RP11186, Lot 1 on RP11182, Lot 1 and 2 on RP11180, Lot 1 and 2 on SP260456, Lot 10 on SP352833, Lot 9 on SP184393, Lot 8 on SP184392, Lot 2 on RP11188, Lot 1 on SP328486 ('the **Site**').

The development is for the purpose of Material Change of Use for Multiple dwelling, Short-term Accommodation, Food and Drink Outlet, Bar, Hotel, Shop, Function facility, Indoor Sport and Recreation, Office, Childcare centre and Community use and Building Works involving Demolition (Relocation) of a Local Heritage Place and Demolition of a Pre-1911 Building and a building within 10 meters of a Local Heritage Place.

The proposal will deliver high-quality subtropical architecture, extensive residential amenities, vibrant ground plane activation and new public connections between the City and Woolloongabba. In doing so, it will make a significant contribution to Brisbane's urban design excellence and support the ongoing regeneration of the inner city.

The proposal is categorised as assessable development under the provisions of the Development Scheme. This report is accompanied by and should be read in conjunction with the following drawings and technical reports:

- **Appendix A** – EDQ Development Application Form;
- **Appendix B** – Property Searches;
- **Appendix C** – Landowner's Consent;
- **Appendix D** – Master Plan Document, prepared by *Woods Bagot*;
- **Appendix E** – Architectural Report, prepared by *Woods Bagot*;
- **Appendix F** – Architectural Plans, prepared by *Woods Bagot*;
- **Appendix G** – Assessment against Development Scheme, prepared by *Urbis*;
- **Appendix H** – Statement of Landscape Design Intent, prepared by *Urbis*;
- **Appendix I** – Transport Engineering Report, prepared by *Colliers*;
- **Appendix J** – Operational Waste Management Plan, prepared by *Colliers*;
- **Appendix K** – Engineering Services Report, prepared by *Van Der Meer Consulting*;
- **Appendix L** – Tunnel Impact Assessment, prepared by *Robert Bird Group*;
- **Appendix M** – Geotechnical Report, prepared by *EDG Consulting*;
- **Appendix N** – Acoustic Impact Assessment, prepared by *Acoustic Works*;
- **Appendix O** – Heritage Statement, prepared by *Urbis*;
- **Appendix P** – Structural Technical Memo (Heritage), prepared by *Michael Bale & Associates*.

This report provides an assessment against all the relevant benchmarks identified under Section 87 of the ED Act. This report provides the applicant's assessment against these provisions and concludes that the development is appropriate, generally consistent with State legislative framework and the existing PDA controls and intent for the area and is not anticipated to impact upon the amenity of the locality. EDQ's approval of the application is therefore recommended, subject to relevant and reasonable conditions.

# 2 Project Team

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## 2 Project Team







The applicant has brought together a project team with extensive experience in mixed use developments and a detailed understanding of the site. Team members were deliberately selected based on their recent involvement in comparable projects, ensuring the proposal is informed by relevant and current expertise.

Several key team members have contributed to large-scale developments in Brisbane, bringing practical insights that have shaped this proposal. Lessons from these projects have informed the use of innovative design approaches and effective ground plane activation, supporting the delivery of accessible and engaging public spaces.

Philip Usher Construction is the project proponent for this proposal and is committed to delivering innovative developments that respond to the evolving needs of Brisbane’s market.

**Table 3** below documents some of the key members of the project team for the proposal.

**Table 3** – Key Project Team Members

Role	Project Team Member
<b>Project Proponent</b>	
<b>Architect</b>	
<b>Town Planner</b>	
<b>Heritage</b>	
<b>Landscape Architect</b>	
<b>Civil Engineering</b>	

**Role**

**Project Team Member**

**Structural Engineering**



**Traffic and Waste Engineering**



**Vibration Engineering**



**Acoustic Engineering**



**Project Surveyor**



**Electrical Engineering**



**Building Services**



**Geotechnical Engineer**



**Structural Engineering (Heritage)**



# 3

## Site and Surrounds

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# 3 Site and Surrounds

## 3.1 Details

The site contains frontages to Vulture Street and Mark Lane, as well as a significant 120m frontage (approximate) to Main Street. The site has a total area of approximately 12,773m<sup>2</sup> and is impacted by several easements. While all properties listed below are included in the Development Application Site ('**DA Site**'), several lots do not form part of the proposed Precinct 1.

These have been identified below in *underlined italics* for ease of reference and are included to facilitate the demolition of three dwellings whilst demolition and relocation works for Precinct 1 are undertaken.

Key details of the site are provided in **Table** below:

**Table 4** - Development Approvals

Category	Description
<b>Site Address</b>	<ul style="list-style-type: none"> <li>▪ 52 Mark Lane</li> <li>▪ 48 Mark Lane</li> <li>▪ 46 Mark Lane</li> <li>▪ 44 Mark Lane</li> <li>▪ 38 Mark Lane</li> <li>▪ 32 Mark Lane</li> <li>▪ 32A Mark Lane</li> <li>▪ 26 Mark Lane</li> <li>▪ 26A Mark Lane</li> <li>▪ 18 Mark Lane</li> <li>▪ 803 Main Street</li> <li>▪ 807 Main Street</li> <li>▪ 811 Main Street</li> <li>▪ 350 Vulture Street</li> <li>▪ 352 Vulture Street</li> </ul>
<b>Real Property Description</b>	<ul style="list-style-type: none"> <li>▪ Lot 2 on RP11188</li> <li>▪ Lot 1 on RP99240</li> <li>▪ Lot 2 on RP11186</li> <li>▪ Lot 3 on SP352812</li> <li>▪ Lot 5 on RP11186</li> <li>▪ Lot 1 on RP11182</li> <li>▪ Lot 1 on RP11180</li> <li>▪ Lot 2 on SP260456</li> <li>▪ Lot 2 on RP11180</li> <li>▪ Lot 1 on SP260456</li> <li>▪ Lot 10 on SP352833</li> <li>▪ Lot 9 on SP184393</li> <li>▪ Lot 8 on SP184392</li> <li>▪ Lot 1 on SP328486</li> <li>▪ Lot 1 on RP99746</li> </ul>
<b>Site Area</b>	<ul style="list-style-type: none"> <li>▪ DA Site - 12,773m<sup>2</sup></li> <li>▪ Precinct 1 Site - 11,293m<sup>2</sup> (10,651m<sup>2</sup> excluding proposed road dedication)</li> </ul>
<b>Land Owner</b>	<p><i>St Nicholas Cathedral of the Russian Orthodox Church Outside of Russia in the City of Brisbane PAU Holdings No 2 Pty Ltd; and Phillip Usher Constructions Pty Ltd</i></p> <p>Refer to <b>Appendix C</b> and <b>Section 3.2</b> for further detail.</p>
<b>Contaminated Land</b>	The site is not affected by contaminated soils and is not included on the Contaminated Land Register.
<b>Easements</b>	<p>The site is impacted by the following easements:</p> <ul style="list-style-type: none"> <li>▪ Easement B on RP818354</li> <li>▪ Easement C &amp; D on RP818354</li> <li>▪ Easement A on SP260455</li> <li>▪ Easement B on SP260456</li> </ul> <p>Easement searches are enclosed within <b>Appendix B</b> and further discussed in <b>Section 3.3</b> of this report.</p>

## Existing Land Use

The south eastern portion of the site is predominately vacant. The balance of the site is occupied by a mix of medium-density multiple dwellings and low-density detached character dwellings.

Figure 1 – Overall Mark Lane Aerial



Source: Nearmap (annotated by Urbis)

Figure 2 – DA and Precinct 1 Aerial



Source: Nearmap (annotated by Urbis)

## 3.2 Land Ownership

The site comprises freehold land, as confirmed by the certificates of title enclosed within **Appendix B**.

The registered owner of 350 Vulture Street, Kangaroo Point, formally described as Lot 2 on RP11188 is *St Nicholas Cathedral of the Russian Orthodox Church Outside of Russia in the City of Brisbane*.

The registered owner of 46 Mark Lane, Kangaroo Point, formally described as Lot 2 on RP11186 is *Philip Usher Constructions Pty Ltd (A.C.N. 011 008 101)*.

The registered owner of the balance of the site is *PAU Holdings No 2 Pty Ltd (A.C.N. 647 285 087)*. The relevant lots are listed below:

- Lot 1 on SP260456 (18 Mark Lane),
- Lot 2 on SP260456 (26 Mark Lane),
- Lot 2 on RP11180 (26A Mark Lane),
- Lot 1 on RP11182 (32 Mark Lane),
- Lot 1 on RP11180 (32A Mark Lane),
- Lot 3 on SP352812 (38 Mark Lane),
- Lot 5 on RP11186 (44 Mark Lane),
- Lot 1 on RP99240 (48 Mark Lane),
- Lot 10 on SP352833 (803 Main Street),
- Lot 9 on SP184393 (807 Main Street),
- Lot 8 on SP184392 (811 Main Street),
- Lot 2 on RP11188 (350 Vulture Street), and
- Lot 1 on SP328486 (352 Vulture Street)

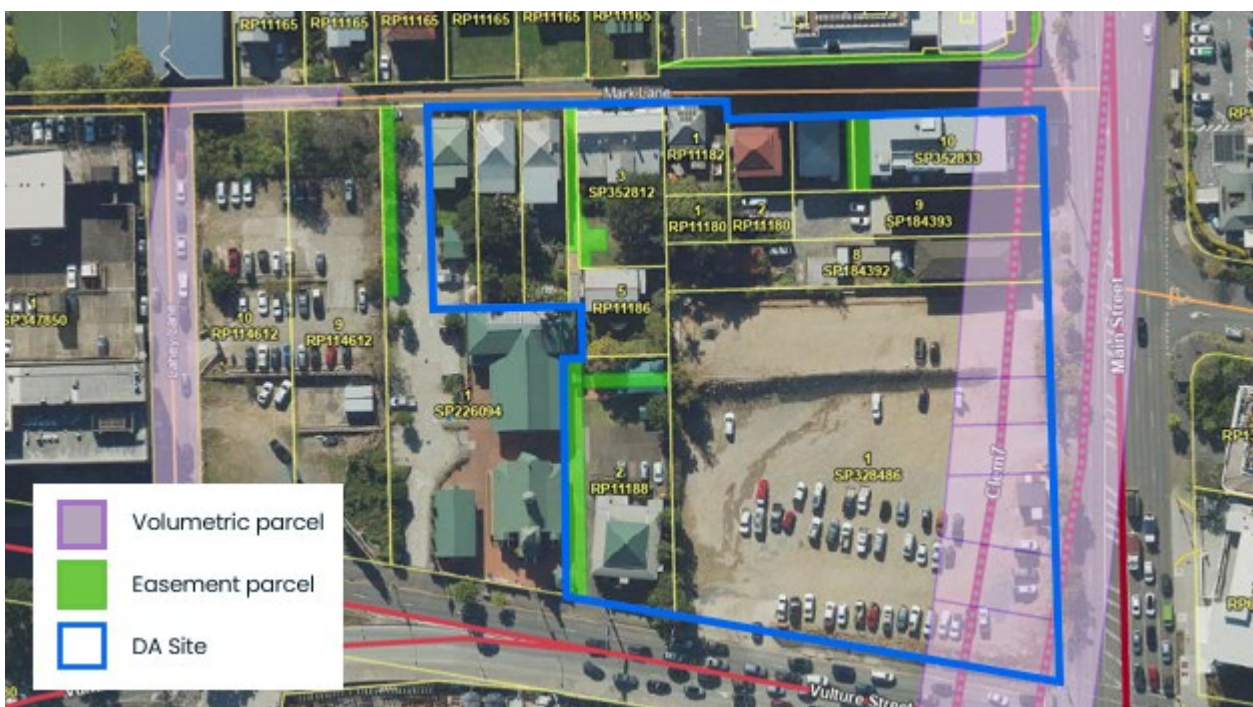
Landowners' consent to make this development application is provided in **Appendix C**.

## 3.3 Easements and Encumbrances

The site is subject to five registered easements across multiple titles comprising Easements B, C and D on RP818354, Easement A on SP260455, and Easement B on SP260456, which collectively impose access and infrastructure constraints on parts of the site. Along the eastern portion of the site, a below ground volumetric lot containing the state-controlled Clem 7 tunnel runs north south and is approximately 60 metres below ground (refer to **Figure 3** and **4**).

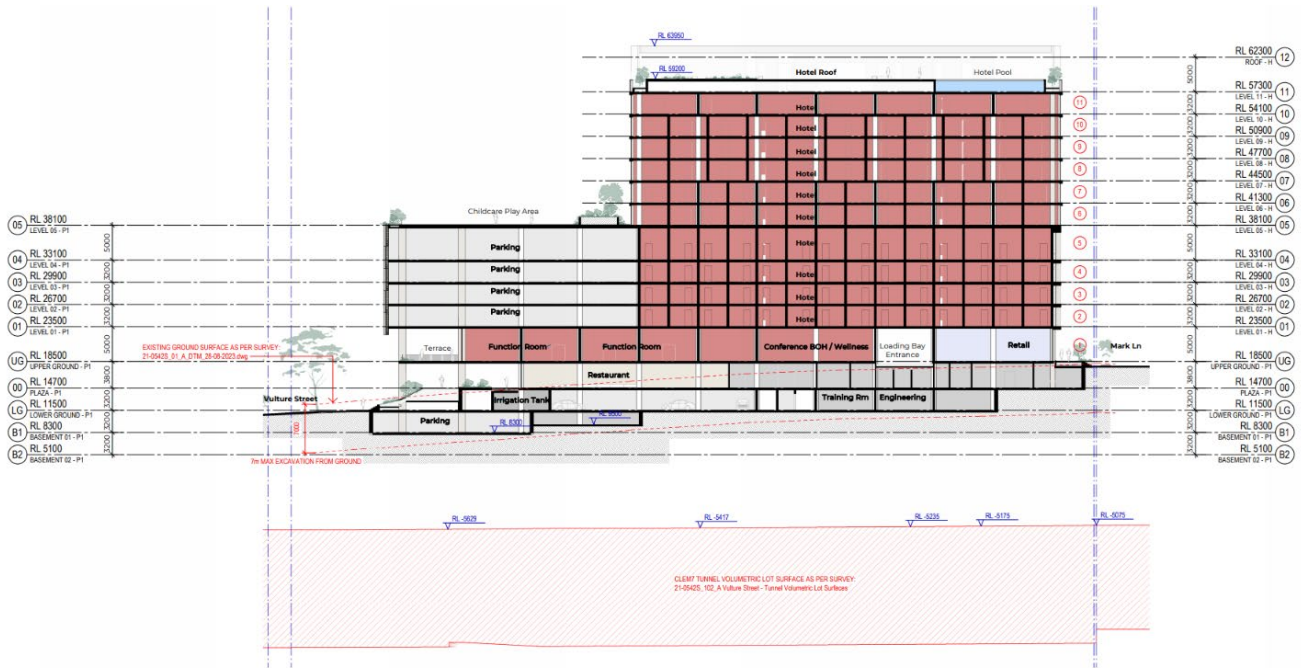
The applicable properties searches are provided in **Appendix B** for reference.

**Figure 3** – Easements and Encumbrances



Source: Queensland Globe (annotated by Urbis)

**Figure 4 – Cross Section (Clem 7 Tunnel)**



Source: Woods Bagot

### 3.4 Site Characteristics

The subject site occupies a prominent position in Kangaroo Point, approximately 1.5 kilometres south-east of Brisbane’s Central Business District (‘CBD’). The site is bound by Mark Lane to the north, Main Street to the east.

The land benefits from a high level of connectivity, being situated within walking distance of several high frequency bus routes which connect the site to key inner-city destinations including Brisbane’s CBD, Southbank Parklands, and surrounding areas.

Similarly, the site neighbours significant transport infrastructure including the Woolloongabba Cross River Rail Station under construction and the Woolloongabba Busway Station which provide access to a diverse offering of education, health, sporting, retail, and entertainment activities.

The site also adjoins an active transport corridor that connects to the Kangaroo Point Cliffs and the Storey Bridge, providing additional green transport options and amenity for residents.

The topography of the locality slopes downwards from Mark Lane to Vulture Street creating a gradual slope between streets.

### 3.5 Surrounding Context

The immediate surrounds are reasonably diverse, characterised by a variety of uses including medium and high-density residential developments, commercial developments and several community and entertainment uses.

Collectively, the site benefits from strong connectivity, proximity to services, and established residential catchments, making it well positioned for further commercial and residential development (refer to **Figure 5**).

Figure 5 – Surrounding Context



Source: Nearmap, 2026 (Marked up by Urbis)

A summary of the immediate surrounding context is provided below:

- **North** – The land directly north of the site, on the opposite side of Mark Lane, comprises an eight (8) storey multiple dwelling development. Development further north of the site maintains a low- medium density development pattern, with a mix of detached character dwellings and medium density dwellings.
- **East** – Immediately adjoining the site to the east is Main Street, which connects to the Storey Bridge, and a mix of character to high-rise development beyond.
- **South** – Land immediately south comprises the existing Woolloongabba Busway Station and Cross River Rail Station and Brisbane Metro Station (under construction). The site will also accommodate the BNE Arena and Entertainment Precinct, due for completion in 2031.
- **West** – The site immediately adjoins St. Nicholas Cathedral, which is contained within the planned Mark Lane Precinct 2 development. Land further west of the site is characterised by a mix of medium- and high-density developments, including Aria's Cliff development currently under construction.

**Figure 6 – Surrounding Land Uses**



Picture 1 – Mark Lane (North)  
Source: Google Street View, 2022



Picture 2 – Main Street (East)  
Source: Google Street View, 2023



Picture 3 – Vulture Street (South)  
Source: Google Street View, 2024



Picture 4 – Russian Orthodox Church (West)  
Source: Google Street View, 2024

## 3.6 Planning Approvals

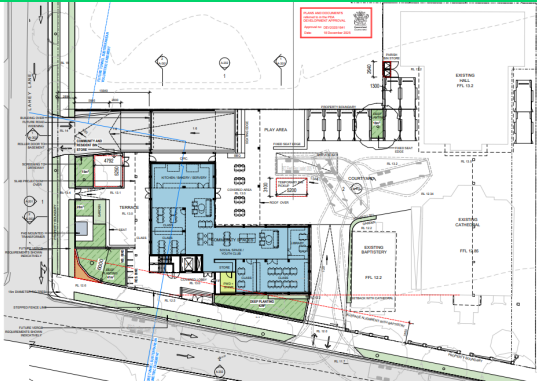
A number of existing development approvals have been issued within and surrounding Mark Lane and are particularly relevant to the design and scale of the proposed development. These development approvals are informed by the public records on Economic Development Queensland’s online Applications and Approvals tracker service and Council’s Development.i portal. A summary of approvals issued within, and surrounding Mark Lane are outlined in Section **3.6.1** and **3.6.2** below.

### 3.6.1 Approvals within Mark Lane

**Table 5** provides a summary of key approvals issued within Mark Lane. The summary highlights key development parameters, including building height, density, and built form, which have informed and supported the design response proposed in this application.

**Table 5 – Approvals within Mark Lane**

Application Details	Development Type	Description of Approval
EDQ Ref: DEV2025-1641	Material change of use for Multiple Dwelling (15 units)	This approval relates to the adjoining State-heritage



Source: EDQ

**Address:** 320, 324, 344 and 350 Vulture Street and 52 Mark Lane, Kangaroo Point

**Status:** Approved 18 December 2025, construction commencing

and place of worship. With Reconfiguration of a lot (5 into 4 lots) and Access Easements.

place, being the Russian Orthodox Church. The approval is located within Precinct 2 of Mark Lane and seeks to establish a small-scale unit development complimented by services through the church.

The ROL component involves a boundary realignment which lines up with Precinct 1's western boundary. To facilitate Precinct 1, the ROL component of this approval will need to be completed and sealed prior to commencing works.

**'Trilogy'**

**Council Ref:** A005344952



Source: BCC

**Address:** 352 Vulture Street, Kangaroo Point

**Status:** Approved 30 August 2023, construction not commenced


Material Change of Use for a Multiple dwelling and Short term accommodation (507 units), Hotel, Office, Shop, Indoor sport and recreation, Hotel.

Previously approved within Precinct 1, the trilogy approval involves a mixed-use development situated to the north of the Gabba West site, opposite Vulture Street. Three towers form part of the development with 525 apartments in total provided. The proposed building height of two of the towers extends to 87 m at 22 storeys each, while the third reaches 114 m with 30 storeys.

### 3.6.2 Approvals surrounding Mark Lane

**Table 6** provides a summary of key approvals surrounding Mark Lane. The summary highlights key development parameters, including building height, density, and built form, which have informed and supported the design response proposed in this application.

**Table 6** – Approvals surrounding Mark Lane

<p><b>‘Aria Cliffs’</b></p> <p><b>Council Ref:</b> A006756306</p> <p><b>Address:</b> 50 Leopard Street, Kangaroo Point</p>  <p>Source: BCC</p> <p><b>Status:</b> Approved 26 June 2025, construction commenced</p>	<p>Change Application seeking a reduction to building height and the number of units, an expansion to the retail tenancy, an additional basement level and podium level as well as other minor changes.</p>	<p>Residential tower is situated to the north of the Gabba West opposite Vulture Street. The building comprises 172 apartment units across 31 storeys (approximately 104m).</p>
<p><b>‘Stanley Quarter’</b></p>	<p>Material Change of Use for a Multiple Dwelling (373 units), Shop, Food and drink outlet, Park, Function facility, Community Use. Associated building works application included.</p>	<p>Additional uplift in building height for both Silk West 32 storeys + rooftop (Building 1); and Silk East 25 storeys + rooftop (Building 2). An additional 34 residential units, including 90 new 3 bed units and 8 new 4 bed units.</p> <p>A new scheme is currently under assessment through EDQ and is yet to be approved.</p>



Source: BCC

**Address:** 825 Stanley Street, Woolloongabba

**Status:** Approved 9 February 2024,  
construction commenced

# 4 Strategic Context

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# 4 Strategic Context

## 4.1 An Evolving Inner City

Brisbane’s inner city is entering a period of sustained growth, with the inner suburbs projected to accommodate approximately more than 470,000 residents by 2041. Apartments are expected to comprise more than 70 per cent of this housing supply, reinforcing the critical role of inner-city locations in meeting future housing needs for Brisbane and South East Queensland<sup>1</sup>. This growth trajectory places increased importance on well-connected precincts capable of accommodating higher density development supported by services, infrastructure and public spaces.

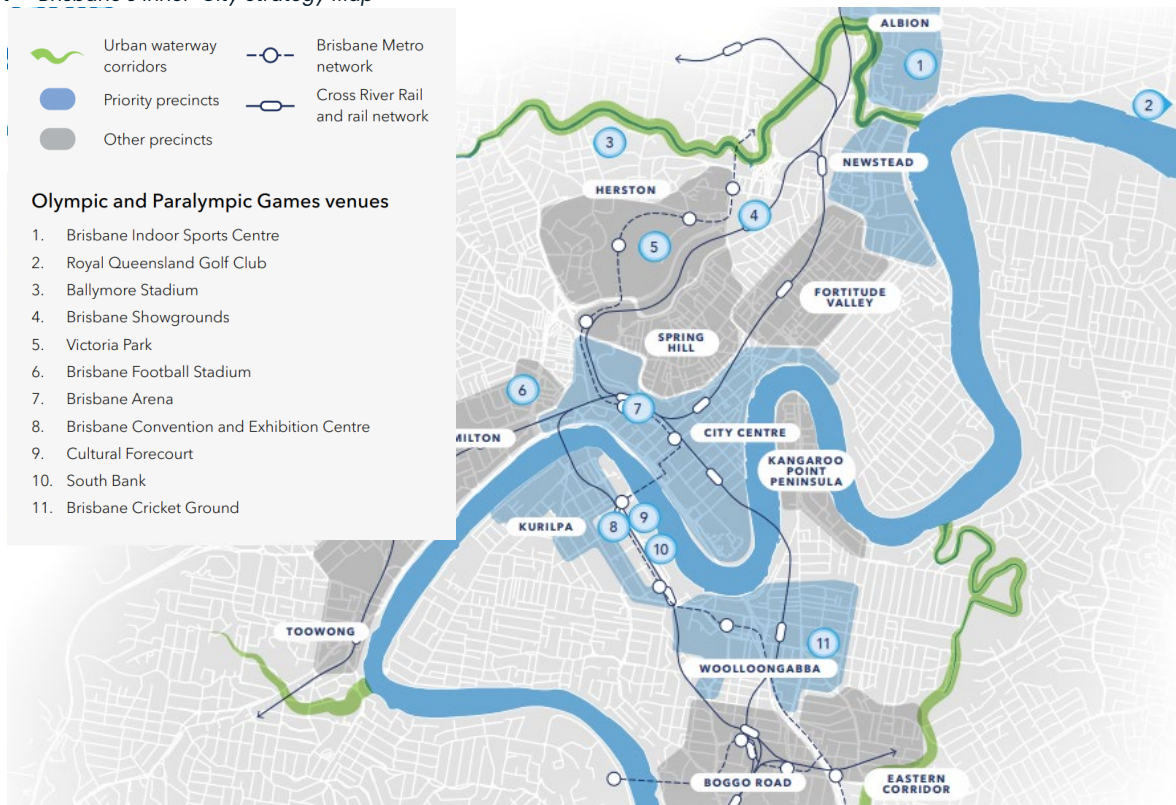
Woolloongabba has long been identified by Council as a priority precinct due to its central position within Brisbane’s health, knowledge and economic corridors. The Mark Lane precinct sits at a strategic junction within this network, linking major employment, education, entertainment and lifestyle destinations. Its location allows it to support inner-city living while strengthening connections to Brisbane’s broader events and cultural infrastructure, aligning with established and emerging development patterns.

### 4.1.1 Brisbane’s Inner-City Strategy

Brisbane’s Inner-City Strategy, derived from Brisbane’s Sustainable Growth Strategy, established the planning direction for shaping the future of the city’s inner precincts in the lead up to the Brisbane 2032 Olympic and Paralympic Games and beyond. The strategy seeks to deliver sustainable growth through renewed neighbourhoods, increased building heights, design excellence and enhanced community benefit.

The strategy released in 2023, identified Woolloongabba as a priority sustainable growth precinct and is described as an emerging events and lifestyle precinct with a locally loved and globally recognised identity. Future opportunities for Woolloongabba have a focus on the provision of housing and new and improved streets and public open spaces.

Figure 7 – Brisbane’s Inner-City Strategy Map



Source: Brisbane’s Inner-City Strategy

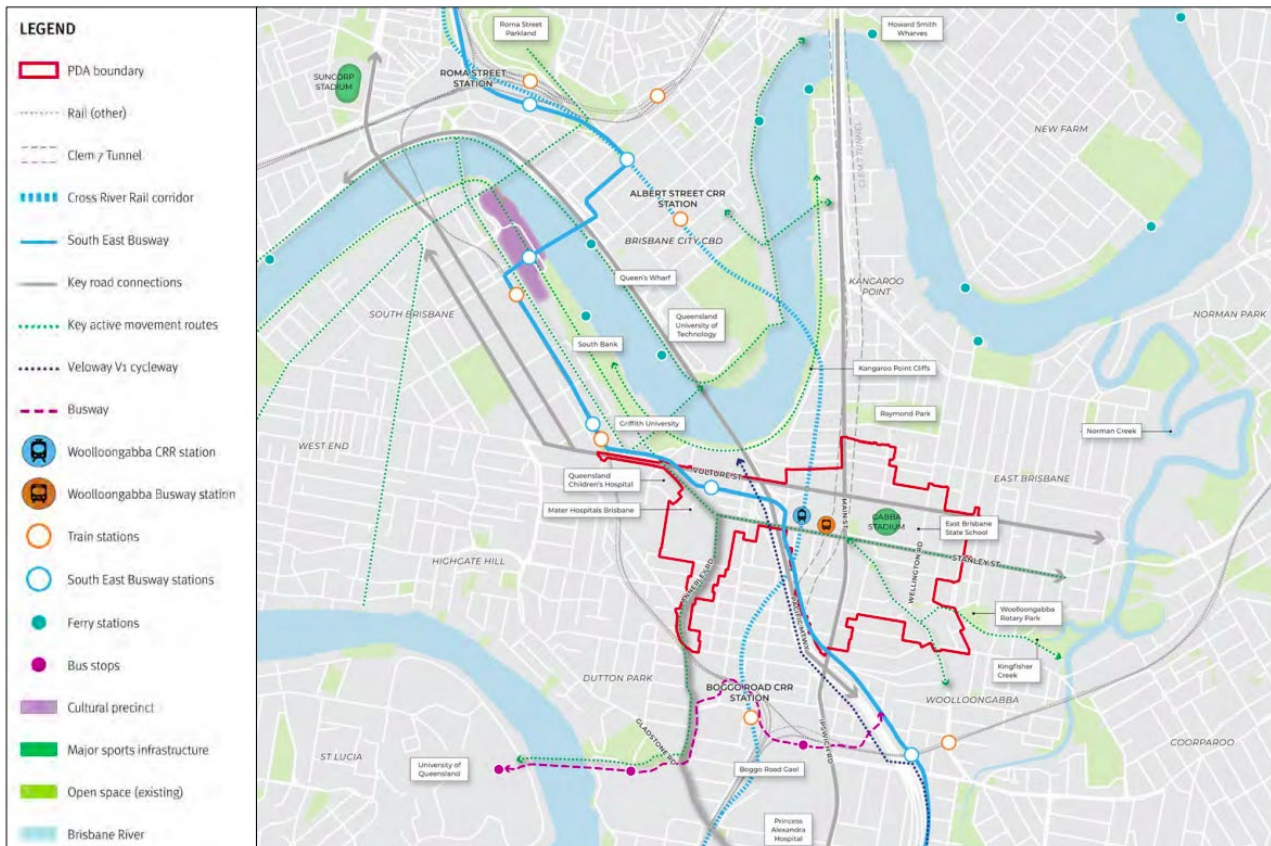
<sup>1</sup> Sourced from Brisbane’s Sustainable Growth Strategy

## 4.1.2 Woolloongabba PDA Declaration

In response to the aforementioned strategies and highlighted by the significant opportunity at Woolloongabba, a new Woolloongabba Priority Development Area (PDA) was declared on 22 September 2023 (replacing previous versions) to facilitate the coordinated renewal of Brisbane’s inner south and to support the delivery of significant new housing, employment and community infrastructure.

Encompassing approximately 106 hectares across parts of Woolloongabba, Kangaroo Point, East Brisbane and South Brisbane, the PDA is strategically located within an area that benefits from high-frequency public transport, major road connections, established community facilities and proximity to the Brisbane CBD (refer to **Figure 8**). The declaration of the PDA reflects the State’s intent to manage growth in a planned and efficient manner, focusing development in locations that can support increased density and activity.

**Figure 8** – Woolloongabba PDA boundary and surrounding context



Source: Development Scheme

The Woolloongabba PDA Development Scheme provides the regulatory framework for the planning, delivery, promotion and management of development within the PDA. Amendment No. 1 of the Development Scheme came into effect on 10 October 2025, following public notification between 7 and 29 August 2025 and consideration of community and stakeholder submissions. The amended Development Scheme sets out a clear vision for the area, including the delivery of over 16,000 new homes to accommodate up to 24,000 Queenslanders over the life of the PDA.

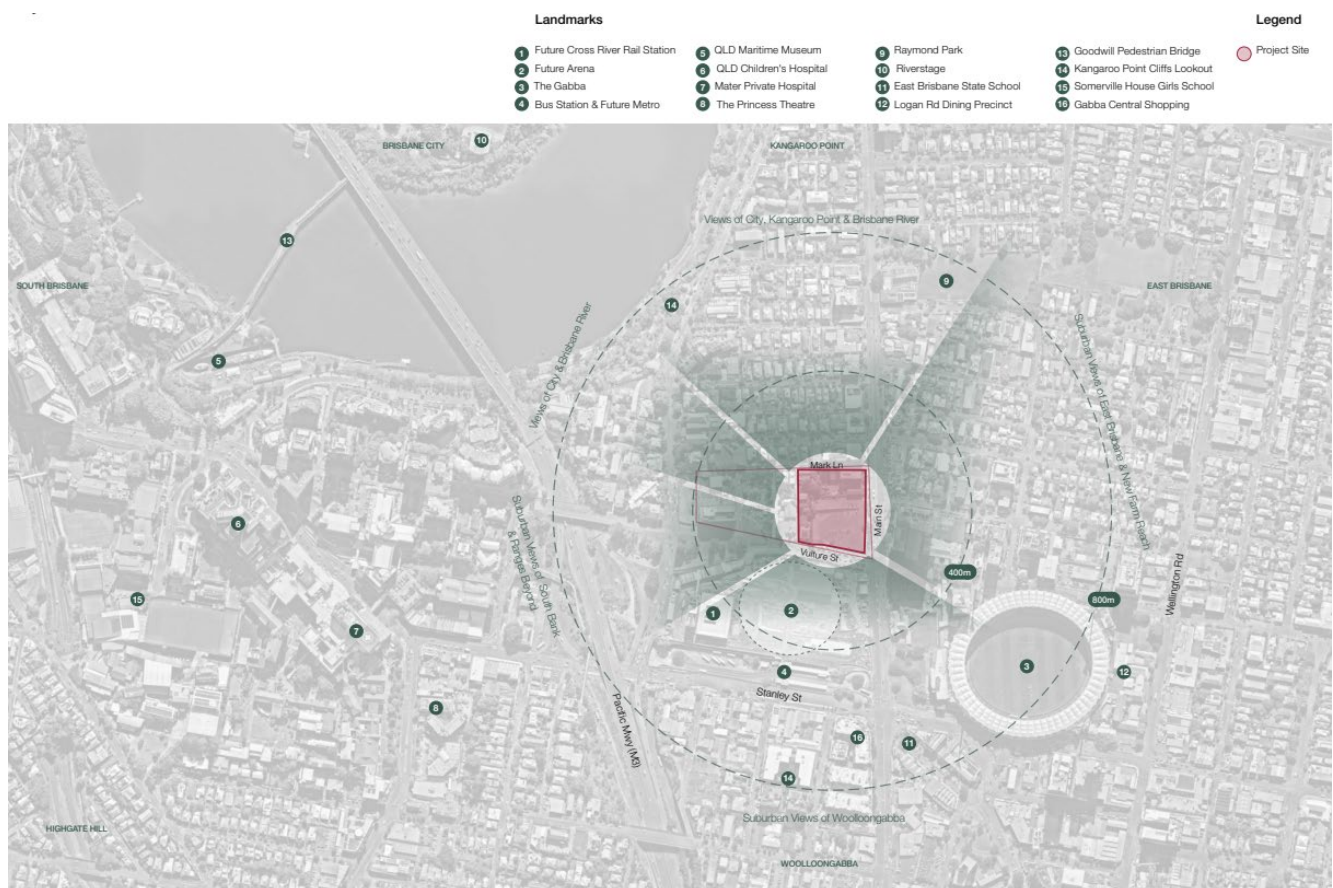
Within this context, development across the PDA is expected to make a meaningful contribution to meeting these housing targets while supporting a diverse mix of uses, active public spaces and a high-quality urban environment. Proposals are required to respond to the scale, intensity and mixed-use character envisaged by the Development Scheme, ensuring that growth is accommodated in a manner that supports liveability, accessibility and long-term urban consolidation.

## 4.2 Facilitating Change through Infrastructure

The Brisbane 2032 Olympic and Paralympic Games present a significant opportunity to accelerate development across Queensland, particularly within inner Brisbane where key venues, live sites and visitor destinations will be concentrated. Increased public and private investment before, during and after the Games is driving lasting improvements to infrastructure, public spaces and neighbourhoods. This approach reflects the International Olympic Committee's 'New Norm' which prioritises long-term legacy outcomes by leveraging existing urban assets to meet strategic planning and community objectives<sup>2</sup>.

The site is well placed to capitalise on this investment. Its immediate proximity to Cross River Rail and Brisbane Metro positions the Mark Lane precinct within one of Brisbane's most connected inner-city locations. These transport projects provide fast, reliable access to the Brisbane CBD, including the new Albert Street Station, and to the Boggo Road health, science and education precinct. This level of connectivity supports higher-density, mixed-use development and reinforces Woolloongabba's emerging role as a well-served residential, visitor and lifestyle precinct aligned with Brisbane's long-term growth strategy.

**Figure 9** – Community and Public Infrastructure Context



Source: Woods

In addition, the site benefits from its proximity to The Gabba Station Precinct, which is planned to deliver major new open space and a mixed-use urban environment incorporating commercial, retail and residential uses. The delivery of BNE Arena, a 17,000-seat entertainment venue, in conjunction with upgrades of The Gabba for the Brisbane 2032 Olympic and Paralympic Games, will bring enhanced retail and dining offerings, and significant public realm and streetscape improvements. Together, these investments reinforce the site's strategic location within a rapidly evolving, highly connected inner-city precinct.

<sup>2</sup> Sourced from Brisbane's Inner-City Strategy

## 4.3 Mark Lane's Future Role

The Mark Lane precinct comprises a large, consolidated landholding of approximately 1.83 hectares within the declared PDA, enabling a coordinated redevelopment outcome at a scale rarely achievable in inner-city Brisbane. Located around one kilometre from the CBD and unconstrained by flood or air quality issues, the site is well suited to higher density development. The broader precinct is anticipated to deliver around 1,800 dwellings, alongside community, commercial and retail uses, making a substantial contribution to the PDA's planned capacity.

Through improved street networks, landscaped ground-level spaces and active frontages, development within the precinct will help stitch the Gabba area together, supporting safer, more legible walking and cycling connections and a stronger day-and-night community. Concentrating housing, jobs and services around major public transport infrastructure supports more sustainable travel patterns and reinforces Woolloongabba's role as a key inner-city destination.

As Brisbane prepares for the 2032 Olympic and Paralympic Games, Woolloongabba and the Mark Lane precinct will form part of the city's primary interface with visitors. The proposed development is well placed to contribute to a high-quality urban environment that reflects Brisbane's identity while delivering lasting benefits for residents, workers and the wider community.

*'The proposal is intended as a considered and lasting contribution to Woolloongabba, responding to its scale and strategic inner-city role through an enhanced public realm, integrated landscape and a coherent architectural presence.'*



# 5

## The Proposal

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# 5 The Proposal

## 5.1 Overview of Proposal

The development comprises two (2) purpose-built residential towers and a hotel, supported by an activated podium and highly landscaped ground plane and laneway. The development builds on the intent of the Woolloongabba PDA, which seeks to unlock large-scale residential development within this inner-city suburb.

This development application seeks approvals for the following aspects of development:

- Development Permit for Material Change of Use for Multiple dwelling, Short-term Accommodation, Food and Drink Outlet, Bar, Hotel, Shop, Function facility, Indoor Sport and Recreation, Office, Childcare centre and Community use; and
- Preliminary Approval for Building Works for Demolition of a Pre-1911 Building and a building within 10 metres of a heritage place, and Demolition (Relocation) of a Local Heritage Place.

The proposed development has undertaken significant master planning to leverage the site's prominent location and to enhance connectivity between the future Woolloongabba Cross River Rail Station, BNE Arena and the Kangaroo Point Cliffs. The proposed scheme's layout is intentional and seeks to unlock a significant residential offering of 953 residential units and roughly 177 short term accommodation rooms. Precinct 1 represents the first phase of the Mark Lane precinct with the intention of facilitating Brisbane's newest inner-city hub.

The proposal has been informed through consistent engagement with EDQ over the last 2 years, particularly in relation to ground-level activation, cultural heritage, pedestrian permeability, and vehicle access and manoeuvring. In doing so, the development will deliver a new inner-city mixed-use precinct embellished with sub-tropical design and architectural excellence, significant residential offering that supports inner-city living and housing diversity and publicly accessible spaces, including a community square and courtyard, improving connectivity through the site.



A summary of key development parameters of the proposal is outlined in **Table 7** below.

**Table 7** - Key Proposal Details

Parameter	Proposal
<b>Unit Mix</b>	Tower 1 – 683 units Tower 2 – 270 units <b>Total – 953 units</b>
<b>Hotel Mix</b>	Suite – 10 rooms Standard – 120 rooms Premium – 47 rooms <b>Total – 177 rooms</b>
<b>Gross Floor Area</b>	Food and drink outlet – 711m <sup>2</sup> Shop – 679m <sup>2</sup> Childcare centre – 1,151m <sup>2</sup> Community use – 1,805m <sup>2</sup>
<b>Site Cover</b>	Tower – 40.17% (4,536m <sup>2</sup> ) Podium – 67.28% (7,598m <sup>2</sup> )
<b>Building Height</b>	Tower 1 (Residential) – 52 storeys Tower 2 (Residential) – 36 storeys Hotel – 12 storeys (7 storeys excluding podium) Podium (Vulture Street) – 6 storeys Podium (Mark Lane) – 5 storeys
<b>Tower Setbacks</b>	Refer to <b>Section 9.3</b>
<b>Communal Open Space</b>	Privately Owned Public Open Space (' <b>POPOS</b> ') – 2,624m <sup>2</sup> Indoor Communal Space – 3,248m <sup>2</sup> Outdoor Communal Space – 1,557m <sup>2</sup> Hotel Communal Open Space – Private – 639m <sup>2</sup> Childcare Outdoor Space – Private – 777m <sup>2</sup> <b>Total – 7,610m<sup>2</sup> (67.39%)</b>
<b>Landscaped Area</b>	4,676m <sup>2</sup> (43.9%)
<b>Deep Planting</b>	243m <sup>2</sup> (2%)
<b>Car Parking</b>	Residential – 952 Hotel – 48 carparking spaces (Plaza Level) Childcare centre – 21 carparking spaces (Lower Ground) Visitor – 144 carparking spaces (Basement 01/Lower Ground) <b>Total – 1,066 carparking spaces</b>
<b>Bicycle Parking</b>	1,202 spaces

Figure 10 – Perspectives from Vulture Street (East and South)



Source: Woods Bagot

## 5.2 Master Plan

The Mark Lane Master Plan establishes an indicative, staged framework to guide the long-term redevelopment of the site and provide clarity on the broader precinct intent. Whilst the Master Plan does not form part of this approval, it demonstrates the Applicant’s commitment to delivering a well-considered, community focused development that has been supported by extensive background research and design.

Mark Lane seeks to establish a connected, active and high-quality urban precinct divided into three (3) core precincts. Once fully constructed and operational, the entire Mark Lane will support an estimated 1,759 residential units. Based on the indicative staging, Mark Lane will look to deliver residential units across three (3) precincts, as follows (refer to **Figure 12**):

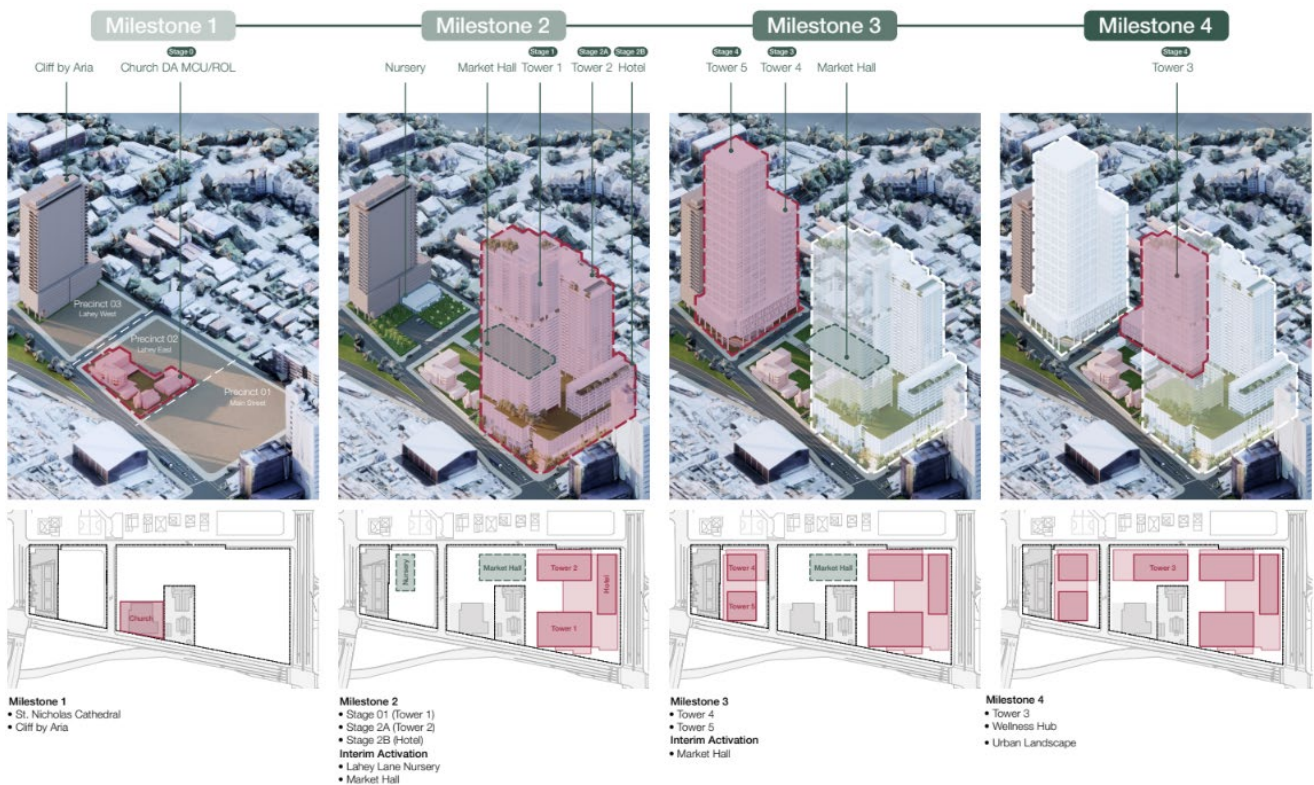
- **Precinct 1** – Delivering Tower 1, Tower 2 and Hotel including 953 residential units, 177 hotel rooms and interim nursery located in future Precinct 3 and Market Hall in future Precinct 2
- **Precinct 3** – Delivered before Precinct 2 will include Tower 4 and Tower 5 incorporating an estimated 566 residential units whilst retaining interim Market Hall established in future Precinct 2 for the duration of construction works.
- **Precinct 2** – Final precinct to be delivered after Precinct 3 will include removal of interim Market Hall and construction of Tower 3 incorporating an estimated 240 residential units.

**Figure 11** – Indicative Master Plan Render



Source: Woods Bagot

**Figure 12 – Indicative Staging Diagram**



Source: Woods Bagot

The proposal responds to its strategic location and surrounding context by integrating residential and mixed-use development with new public spaces, pedestrian connections and activated ground floors. It has been prepared to ensure that Precinct 1 aligns with the vision and objectives of the PDA and the surrounding precinct, while also future-proofing the development of Precincts 2 and 3 as part of a consolidated and well-connected urban outcome.

By establishing a coordinated approach from the outset, the Master Plan ensures that early development stages do not prejudice future opportunities, supports strong connectivity between precincts, and delivers a cohesive and integrated place as the Mark Lane site evolves over time. A staged delivery approach has been adopted to allow early activation of the site, manage construction impacts and maintain flexibility as future precincts evolve.

More specifically, the Master Plan Document includes overarching vision for Mark Lane including lot configuration, infrastructure planning, landscaping, cross block linkages, public open space, vehicular access and servicing arrangements as shown in **Figure 16**. The full Master Plan Document prepared by Woods Bagot is provided in **Appendix D** for reference.

The Master Plan material is for **information purposes only** and does not seek approval. Necessary approvals for interim activation and ultimate development will be sought via future development applications.

## 5.2.1 Interim Uses

The applicant has identified opportunity for a series of interim uses across the site to ensure the ground plane remains active and productive during the staged delivery of each precinct. These interim uses are intended to avoid prolonged vacant land, support place-making outcomes, support construction management and contribute to local activity while construction progresses. The interim uses are indicative only.

Within Precinct 2, the Mark Lane Market Place is proposed as an interim use while Precinct 3 is under construction. This space will provide temporary retail and community-focused activity, encourage visitation and informal gathering and maintaining a sense of vibrancy within the precinct. In Precinct 3, interim uses will include the Lahey Lane nursery garden, a hospitality venue and a temporary car park during the construction

of Precinct 1. Together, these uses introduce greenery, casual dining and practical short-term parking to support workers, visitors and nearby uses (refer to **Figure 13** and **Figure 14**).

The proposed interim uses are flexible, low-impact and easily reversible, allowing the site to transition efficiently to its ultimate development outcome as outlined in the Master Plan. Overall, this approach supports activation, safety and amenity during construction and aligns with the broader objectives of the PDA to promote lively, well-used urban environments at all stages of development.

**Figure 13 – Interim Uses Plan**



Source: Woods Bagot

**Figure 14 – Character Images (Interim Uses)**



Source: Urbis

## 5.2.2 Landscape Master Plan

The landscape master plan establishes a legible and welcoming public realm that supports everyday activity while reinforcing the civic identity of the Mark Lane Precinct. A continuous colonnade and wide landscaped verges define the ground plane, offering shade, weather protection and a clear pedestrian address along Vulture and Main Streets. Subtropical boulevards, canopy trees and landscaped courtyards, plazas and squares create generous thresholds into the precinct, softening the interface with surrounding streets and buffering pedestrians from traffic.

A fine-grained network of internal streets, lanes and cross-block links is designed at a human scale, prioritising neighbourhood interaction, residential frontages and active ground-level uses. These spaces connect a series of accessible courtyards, plazas and squares that form the social heart of the precinct, accommodating dining, play, community use and flexible programming. Landscaped shared zones and undercover plazas enhance comfort and safety, supporting year-round activation and enabling the precinct to function as a green, connected and inclusive civic place.

Figure 15 – Landscape Master Plan



Source: Urbis

## 5.2.3 Public Realm Response

The Master Plan has been guided by four core public realm considerations including cross site connections, colonnades and cloisters, activated podium, and pedestrian and vehicular circulation (see Figure 16).

These principles shape a people-focused environment that supports walkability, strengthens connections to the surrounding city and responds to Brisbane's subtropical climate. Cross-site connections ensure clear and legible pedestrian movement, while colonnades and cloisters provide shelter, identity and human-scaled spaces. An activated podium extends public life vertically, offering shared outdoor areas, and pedestrian-prioritised circulation separates people from heavy vehicles. Together, these principles create a cohesive, accessible and vibrant public realm that supports everyday use and long-term place-making.

The Master Plan utilises these core considerations to ensure each precinct capitalises on the location, connectivity and people-focused development.

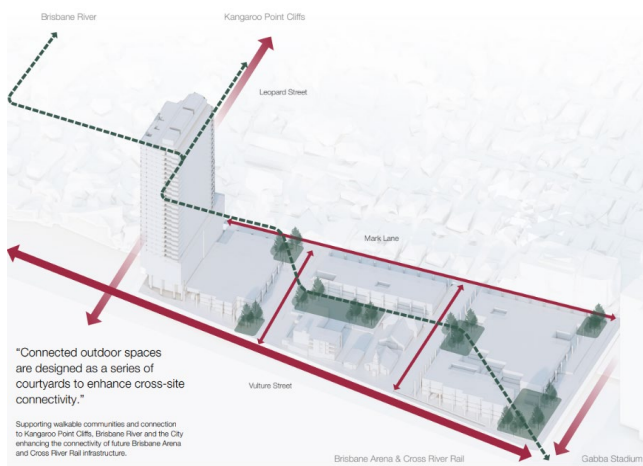
### 5.2.3.1 Cross-Site Connections

The public realm is organised as a series of connected outdoor spaces that strengthen movement across the site and into the surrounding city. Linked courtyards and clear pedestrian routes enhance walkability and legibility, encouraging people to move comfortably through the precinct. These connections support access to the Brisbane River, Kangaroo Point Cliffs and the city, while aligning with future BNE Arena and Cross River Rail infrastructure (refer to **Figure 16**). The approach reinforces the site's role within the broader urban network and supports long-term accessibility, connectivity and everyday use.

### 5.2.3.2 Colonnades and Cloisters

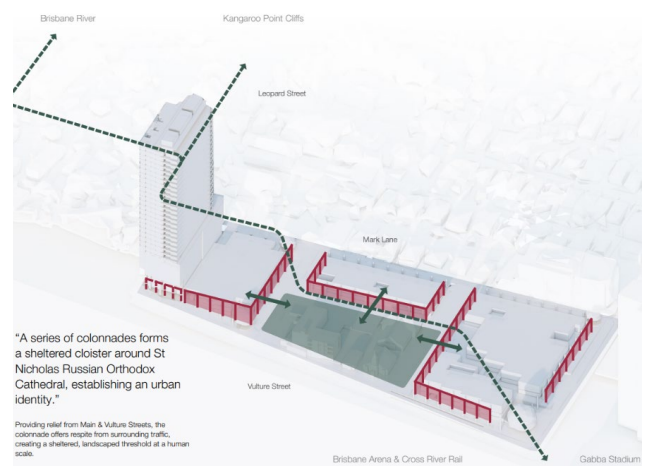
A series of colonnades forms a sheltered cloister around the St Nicholas Russian Orthodox Cathedral, establishing a strong urban identity and a calm pedestrian environment. Providing relief from Main and Vulture Streets, the colonnade creates a landscaped threshold at a human scale. Shelter, shade and subtropical planting improve comfort and encourage slower movement, informal gathering and contemplation. This design balances heritage sensitivity with contemporary public realm needs, offering protection from traffic and climate while enhancing the quality and legibility of surrounding public spaces.

**Figure 16 – Public Realm Response**



**Picture 5 – Cross Site Connections**

Source: Woods Bagot



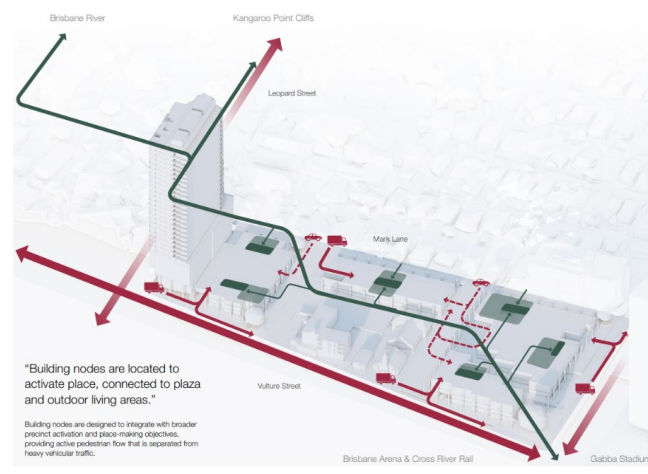
**Picture 6 – Colonnades and Cloisters**

Source: Woods Bagot



**Picture 7 – Activated Podium**

Source: Woods Bagot



**Picture 8 – Pedestrian and Vehicles Circulation**

Source: Woods Bagot

### 5.2.3.3 Activated Podium

An active upper ground plane on podium rooftops extends the public realm vertically, providing communal outdoor spaces for residents and visitors. These areas offer visual amenity, support social interaction and contribute to a lively precinct character. Podium spaces are integrated with building nodes, plazas and outdoor living areas to reinforce activation and place-making objectives (refer to **Figure 16**). This approach maximises usable outdoor space within a dense urban context and supports a subtropical lifestyle by encouraging shared use of elevated, landscaped environments.

### 5.2.3.4 Pedestrian and Vehicular Circulation

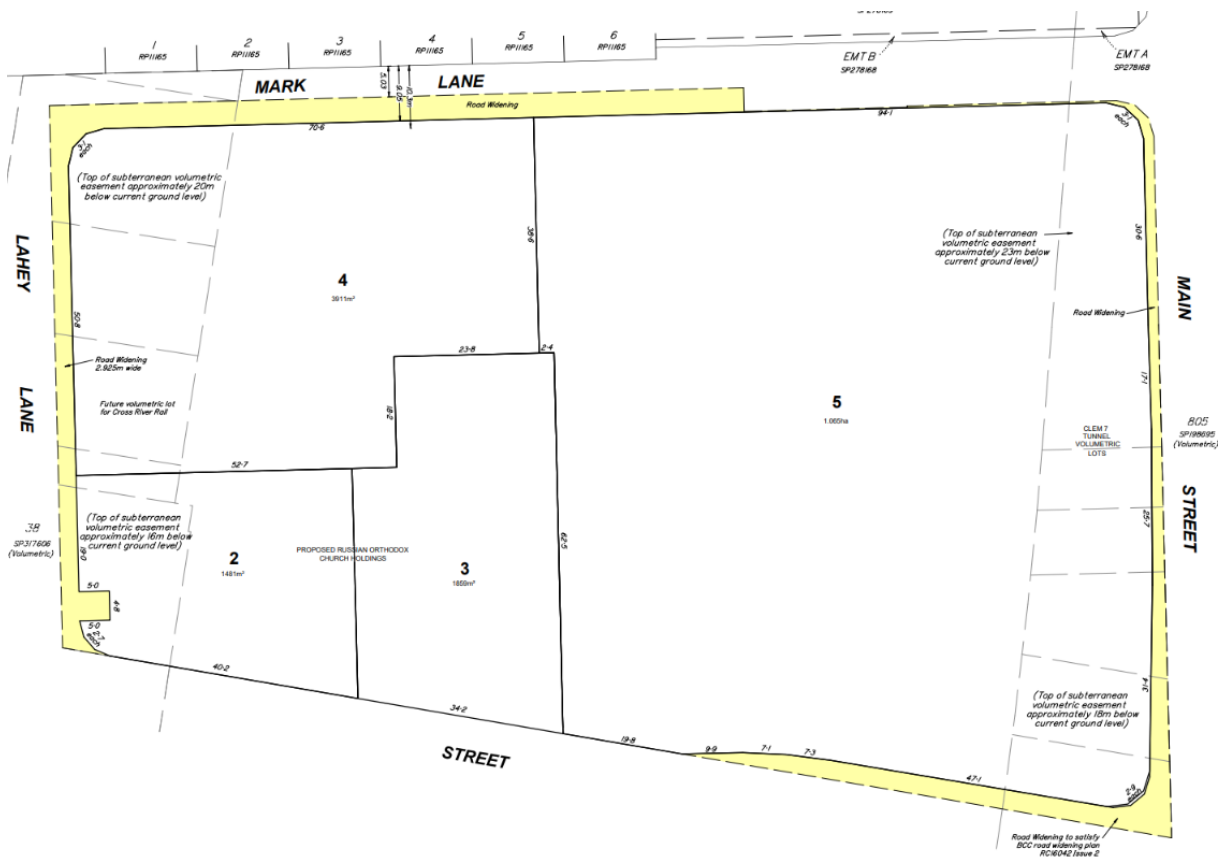
The movement network prioritises pedestrian safety and comfort by clearly separating people from heavy vehicular traffic. Building nodes are positioned to support active pedestrian flow and connect directly to plazas and public spaces. Vehicle access is managed to minimise conflict, while maintaining functional servicing and access requirements (refer to **Figure 16**).

This balanced approach supports an active, walkable public realm that is safe, intuitive and well-integrated with the broader precinct, reinforcing pedestrian priority without compromising operational efficiency.

### 5.2.4 Master Lots and Land Dedication

As part of pre-lodgement discussions with EDQ, the external road network was reviewed to confirm land dedications and compliant road profiles. To future proof the proposed development, a review of the surrounding road network in comparison to the anticipated traffic volumes was undertaken to determine the ultimate road profiles required for the entire Mark Lane precinct including Lahey Lane, Mark Lane, Main Street, Vulture Street and the New Lane (internal road).

**Figure 17** – Road Dedication Plan (Precinct 1 and 2)



Source: Therefor Group

In response to the above, road widening is proposed to accommodate defined cross-sections along Lahey Lane, Mark Lane, Main Street and Vulture Street as shown in **Figure 17**. Vulture Street is to be largely retained,

with up to 0.92 m land dedication to achieve the approved profile and allow for future widening at the Main Street intersection. Mark Lane is proposed as a modified neighbourhood road with two, 3.0 m wide lanes and a 3.75 m verge. Lahey Lane includes two, 3.0 m wide lanes, a 2.5 m parking lane and 3.75 m verges and has been aligned with the recently approved Multiple dwelling over Master Lot 2 and 3 (EDQ Ref: DEV2025/1641). Main Street includes land dedication consistent with the approved cross-section associated with the Trilogy development (Council Ref: A005344952) with standard corner truncations applied throughout.

A Development Approval for Reconfiguring a Lot has been issued to establish the boundaries of Lot 2, 3 and 4 where undertaking a subdivision to create four (4) new lots from five (5) existing lots (Council Ref: DEV2025/1641). As part of this approval, existing Lot 2 on RP11188 will be realigned to be solely contained within Master Lot 5. Once sealed, Lot 2 will be amalgamated with the remaining lots contained within Precinct 1 to create Master Lot 5. In accordance with the Development Scheme, amalgamation is categorised as accepted development therefore, no further development approvals are required.

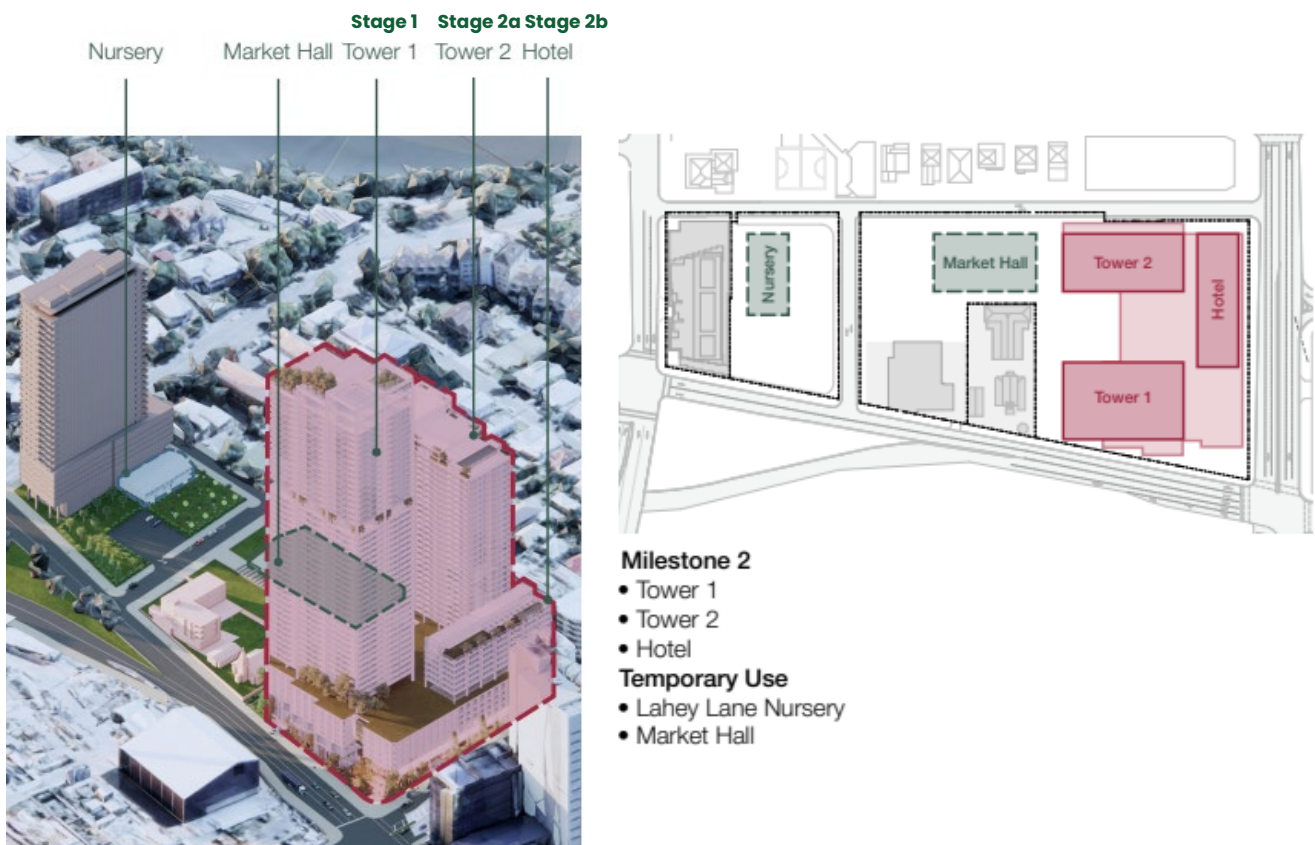
## 5.3 Precinct 1 Development

### 5.3.1 Staging

Precinct 1 is proposed to be undertaken in three (stages) to facilitate a suitable construction program. Each stage will consist of the following:

- **Stage 1** – Construction of basement, ground plane, public realm/open space, Podium levels, and Tower 1 including residential units and the Childcare Centre;
- **Stage 2a** – Construction of Tower 2 above podium level. Stage 2a can occur at any time after Stage 1 is completed. Stage 2a & 2B can occur in any order.
- **Stage 2b** – Construction of the Hotel above podium level. The hotel carparking and amenities will already be constructed as part of Stage 1. Stage 2b can occur at any time after Stage 1 is completed. Stage 2a & 2B can occur in any order.

Figure 18 – Precinct 1 Staging



Source: Woods Bagot  
Mark Lane Precinct 1

### 5.3.2 Ground Plane

The ground plane delivers a highly permeable and active public realm that supports strong pedestrian movement, passive surveillance and street life, while responding carefully to the site's topography.

The building is deliberately set back at the Main Street and Vulture Street intersection to create generous pedestrian space and support a subtropical streetscape. This move enables increased canopy cover, shade and comfort, contributing to a connected network of green streets across the PDA and creating a welcoming, well-defined corner, consistent with the sites subtropical uplift designation.

A diagonal laneway cuts through the site, linking the Main Street and Vulture Street intersection with Mark Lane and the future connection to Precinct 2. Carved into the podium undercroft, this sheltered laneway improves pedestrian comfort and provides a direct, legible connection through the site. The laneway is flanked by active uses, creating a fine-grain network of retail and public spaces that relieve pressure on surrounding streets during peak periods and support economic activity and social interaction. The community use at the Vulture Street entrance strengthens this civic focus and draws people into the site.

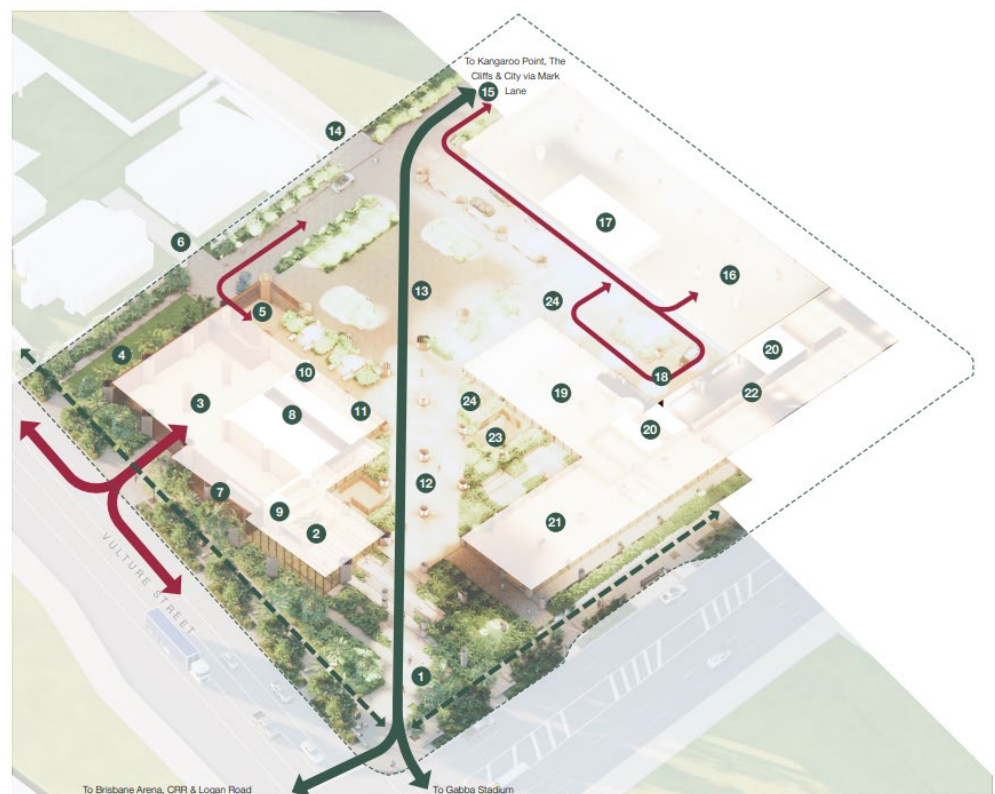
The public realm is further activated by a lounge café/bar and restaurant, supported by a dedicated retail seating zone. These uses frame and animate a centrally located public realm courtyard, which integrates with the broader pedestrian network and is complemented by a new community square along the western boundary.

The hotel reception and lobby for Tower 2 directly address the public realm, reinforcing activity, safety and wayfinding. All parking is concealed from public view, assisted by the site's natural topography, ensuring the ground plane remains focused on people, landscape and activation.

Figure 19 – Public Realm

#### Legend

- 1 Subtropical Uplift Zone
- 2 Community Use
- 3 Vulture Street Loading Zone
- 4 New Lane Pocket Park
- 5 Retail & Basement Parking Entry
- 6 St Nicholas' Cathedral Access
- 7 Substation
- 8 Tower 1 Core
- 9 Community Use Lift
- 10 Childcare Lift
- 11 Tower 1 and Childcare Lobby
- 12 Public Retail Undercroft
- 13 Public Courtyard
- 14 Link to Precinct 02
- 15 Up to Mark Lane
- 16 Hotel Parking
- 17 Tower 2 Core
- 18 Hotel Porte Cochere Drop-off
- 19 Hotel Reception & Bar
- 20 Hotel Core
- 21 Hotel Restaurant
- 22 Hotel Back of House
- 23 Retail Seating Zone
- 24 Stair / Lifts to Upper Ground
- Primary Pedestrian Route
- - - Secondary Pedestrian Route
- Services Vehicles
- Standard Vehicles



Source: Woods Bagot

### 5.3.3 Upper Ground

The upper ground level extends the public realm through the centre of the site, continuing the plaza as a connected and legible civic space with frontage to Mark Lane.

A 400 m<sup>2</sup> pre-function space provided along the eastern site boundary directly complements the hotel, providing a flexible area for gatherings and events while overlooking and engaging with the plaza and Main Street. This space strengthens the relationship between the hotel and the public realm and contributes to activity outside of peak arrival times.

The Tower 1 lobby addresses the upper ground level, reinforcing the plaza as a shared arrival point for residents and visitors. Servicing for Tower 1 and the hotel is consolidated within a dedicated loading bay, allowing back-of-house functions to operate efficiently while minimising impacts on public areas.

Retail tenancies line the Main Street and Mark Lane corner and continue along Mark Lane, activating key edges and supporting a fine-grain pedestrian experience. These uses enhance surveillance, encourage dwell time and ensure the upper ground level functions as an active and inviting extension of the ground plane public realm.

### 5.3.4 Podium

The development is anchored by a continuous podium that establishes a strong and legible base for the precinct. The podium seeks consistency with existing adjoining approvals and presents as five (5) storeys to Mark Lane and seven (7) storeys to Vulture Street, framing the streetscape with a subtropical architectural expression, giving the development a clear identity in a prominent location.

The podium form is partially informed by geotechnical constraints resulting from the Clem7 tunnel beneath the site. As basement parking is limited, 452 standard car spaces, 224 tandem spaces, 24 stacker spaces and 280 bicycle spaces distributed across podium levels. The balance of the parking is provided in the plaza, lower ground and two basement levels. As depicted in **Figure 20**, parking is fully screened from public view through layered façade treatments, ensuring it is visually imperceptible from the street.

**Figure 20** – Podium (view from Vulture Street)



Source: Woods Bagot

Consistent modulation, textured materials and recesses throughout the podium deliver a high level of detail at the pedestrian scale and provide a strong visual reference to the public realm. The colonnades provided along Main Street, Mark Lane and the internal laneway create fine-grain interfaces with adjoining sites and reinforce pedestrian connections through and around the site.

The hotel is integrated within the podium and features a lighter, more transparent façade with increased glazing and modulation. This approach screens podium parking while clearly expressing the hotel as a distinct and active component of the development.

Ground-level activation is achieved through shopfronts, lobby entries and community uses that open directly to streets and plaza spaces. The community use located at the Vulture Street entrance, which may accommodate a Library or similar function, strengthen the laneway connection and offer flexible spaces that encourage social interaction.

The upper podium accommodates shared outdoor amenities for Towers 1 and 2, as well as a childcare centre and associated outdoor spaces. The childcare centre is supported by the projected on-site population and provides a valuable community service. Extensive landscaping across the podium improves visual amenity, reduces urban heat and enhances comfort for residents, workers and visitors.

### 5.3.5 Tower Design

The tower design has been informed by a combination of architectural, landscape, and planning considerations that deliver a form that responds sensitively to its context while making a positive contribution to Woolloongabba's emerging urban form. The three (3) towers are arranged to maximise internal separation, thereby preserving privacy and access to natural light and ventilation.

The towers are separated into two (2) residential towers and one (1) short-term accommodation tower with building heights ranging from of 11, 34 and 50 storeys. This variation in building height provides a gradual transition between the proposal and the surrounding sites.

The proposed tower configuration is shown below in **Figure 21**.

**Figure 21** – Parti Diagram



Source: Woods Bagot

#### 5.3.5.1 Tower 1 – Residential

Tower 1 at 50 storeys acts as a clear urban marker for Woolloongabba, directly addressing the prominent intersection of Main Street and Vulture Street. Its slender form and strong vertical emphasis make a positive contribution to the skyline, with recessed balconies providing depth and articulation.

Resident amenity is concentrated at key upper levels to maximise outlook and lifestyle benefits. Level 36 provides a generous communal setting, including a terrace overlooking Vulture Street. Community dining and lounge spaces capture views towards South Brisbane and are supported by a centrally located catering kitchen. A dedicated work-from-home area, with private meeting rooms, supports flexible living and contemporary working patterns. A lap pool and associated amenities sit within a subtropical landscaped setting, enhancing comfort, privacy and relaxation.

Additional communal amenities are provided on Level 49, offering dining and recreation rooms alongside open space for residents to gather and unwind.

**Table 8** - Tower 1 – Apartment Composition

Apartment Composition	Total Supplied	Supplied by Dwelling Type (%)
1 Bed	60	34%
1 Bed + MPR	175	
2 Bed	315	62%
2 Bed + MPR	108	
3 Bed + MPR	25	4%
<b>Total</b>	<b>683 dwellings</b>	<b>100%</b>

**Figure 22** – Tower 1 view from Vulture Street



Source: Woods Bagot

### 5.3.5.2 Tower 2 – Residential

Tower 2 is expressed at a smaller scale, with a total building height of 34 storeys and a stronger horizontal emphasis that provides a balanced counterpoint to Tower 1. Projecting slab edges give the tower a clear identity and articulation, contributing to a finer grain and a more human-scaled presence within the

streetscape. This approach ensures the tower sits comfortably within its context while maintaining a distinct architectural character.

Resident amenity is provided on Level 33, which includes private dining facilities alongside shared recreation and work spaces. A sky lounge anchors this level and connects directly to the lap pool and outdoor eating area, creating a cohesive and inviting environment, supporting a high level of residential amenity.

**Table 9** – Tower 2 – Apartment Composition

Apartment Composition	Total Supplied	Supplied by Dwelling Type (%)
1 Bed	54	20%
2 Bed	106	39%
3 Bed + MPR	55	20%
4 Bed + MPR	55	20%
<b>Total</b>	<b>270 dwellings</b>	<b>100%</b>

**Figure 23** – Tower 2 view from Mark Lane



Source: Woods Bagot

### 5.3.5.3 Tower 3 – Hotel

The development incorporates an upscale, full-service hotel comprising 177 guest rooms. The hotel operates on a 24-hour basis, with reception, security and guest services available at all times, supporting a safe and active environment.

The hotel provides a clear and legible arrival experience, with a covered drop-off and lobby at plaza level that connects directly to the public realm. Food and beverage offerings within the public realm are designed to serve both hotel guests and visitors to the precinct, reinforcing activation at street and plaza level.

Guest amenities include lounge and fitness facilities on Level 5, along with a rooftop pool and bar that take advantage of the elevated views on Level 11. The hotel caters to a broad mix of corporate, leisure and event-related visitors, supported by its proximity to the CBD, Kangaroo Point and major event infrastructure, including the existing Gabba Stadium and future Gabba Entertainment Precinct.

Architecturally, the hotel addresses Main Street as a bar building, responding to the length and prominence of the sites elevation. The façade is more finely articulated, with increased modulation and glazing. These treatments establish the hotel as a visually distinct element within the development. Within the podium, the hotel sleeves the parking, thereby improving visual amenity and allowing for strong activation along the street edge.

Servicing, loading and waste management are consolidated within dedicated basement and lower ground areas, with back-of-house circulation designed to minimise impacts on public spaces and surrounding streets. Integrated car parking, including dedicated hotel spaces and shared precinct access, supports efficient operations and convenient guest arrivals.

The hotel composition and total rooms supplied is included within Table 10 and a perspective of the tower is shown in **Figure 24** and **Figure 25** below.

**Table 10** – Tower 3 – Hotel Composition

Hotel Composition	Total Supplied	Supplied by Room Type (%)
Premium	47	26%
Standard	120	68%
Suite	10	6%
<b>Total</b>	<b>177 rooms</b>	<b>100%</b>



Figure 24 – Hotel view from Main Street

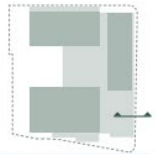


Source: Woods Bagot

Figure 25- Main Street Interface (Hotel)

Legend

- 1 Hotel Restaurant
- 2 Hotel Pre-Function Area
- 3 Terrace
- 4 Main Street
- 5 Courtyard
- 6 Main Street Bus Stop
- 7 Podium



Source: Woods Bagot

### 5.3.6 Childcare Centre

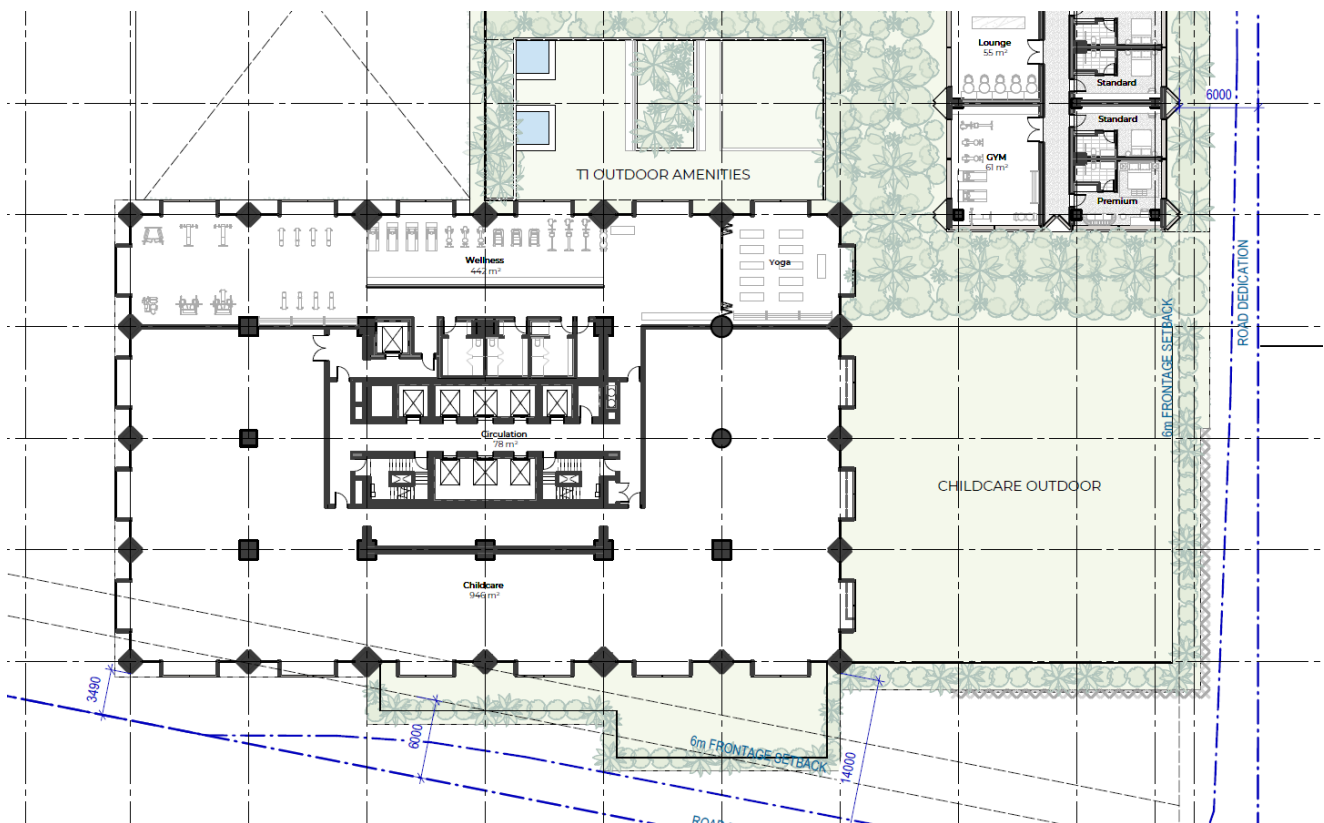
The proposed childcare centre, located at the podium roof level (Level 5), provides a safe and convenient facility for residents and the surrounding community. A dedicated outdoor play area is provided exclusively for the centre, offering a secure and well-defined environment for children's play and learning.

The centre is accessed via the Tower 1 lobby, which directly addresses the public realm and provides well-defined and supervised entrance. The childcare centres inclusion in Precinct 1 responds to the projected on-site population and supports the growing demand for accessible childcare in inner-city locations, establishing a viable and valued community use within the mixed-use precinct.

The centre is designed to accommodate up to 118 children across a range of age groups, from infants through to pre-school, and will operate within standard extended hours, subject to approval. A comprehensive staffing structure supports safe operation and high-quality care, with all meals prepared on site in accordance with health and safety requirements.

Careful consideration has been given to child safety, including secure layout and controlled access. Traffic, servicing and waste management arrangements have been informed by specialist inputs to ensure safe drop-off, pick-up and day-to-day operations with minimal impact on the surrounding public realm. Refer to **Appendix J** for further detail.

Figure 26 – Childcare Centre layout



Source: Woods Bagot

### 5.3.7 Community use

The proposal includes a community use located on the Upper Ground level at Mark Lane, accessed via the ground floor lobby. The space has a total floor area of 1,151m<sup>2</sup>. While the exact purpose of the community use is yet to be established, the Applicant will continue to liaise with the community to establish the most suitable tenant to enhance community offering. The scale and location of the space allow for flexible use and supports activation within the building.

## 5.3.8 Heritage

### 5.3.8.1 Local Heritage Place

In accordance with the City Plan's Heritage overlay, Precinct 1 contains a Local heritage place located at 38 Mark Lane, Kangaroo Point, more formally described as Lot 3 on SP352812 (see **Figure 27**). The Local heritage place was added to the register on 1 July 2005.

The Applicant is seeking to relocate the terraces due to its encroachment into Mark Lane's road reserve which is required to facilitate future development across the precinct. The proposed relocation will allow retention of the terraces while facilitating a coordinated and efficient development outcome.

**Figure 27** – Local heritage Place



**Picture 9** – Heritage Overlay (48 Mark Lane)

Source: City Plan

**Picture 10** – Heritage Terraces (48 Mark Lane)

Source: BCC Heritage Register

Further justification relating to the proposed relocation is included in **Section 9** of this report.

### 5.3.8.2 Pre-1911 Building

In accordance with the City Plan, the site is mapped as containing a Pre-1911 building, specifically on 52 Mark Lane, Kangaroo Point more formally described as Lot 1 on RP99746 (see **Figure 28**).

The building has been significantly altered over time (refer to **Figure 28**). The Applicant is seeking to demolish this structure to accommodate necessary road widening and facilitate the ultimate development.

**Figure 28** – Pre-1911 Building



**Picture 11** – Pre-1911 Building Overlay (52 Mark Lane)

Source: City Plan

**Picture 12** – Pre-1911 Building Streetview (52 Mark Lane)

Source: Google Streetview (2022)

Further justification relating to the proposed relocation is included in **Section 9** of this report.

# 6

## Planning Framework

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# 6 Planning Framework

Section 87 of the *Economic Development Act 2012* (**'ED Act'**) identifies the relevant matters that must be considered when deciding a PDA development application. These matters include:

- The purpose of the ED Act;
- Any relevant State interest; and
- The Development Scheme.

The following sections of this report provide an assessment against these assessment matters.

## 6.1 Purpose of the Economic Development Act 2012

The ED Act provides for particular parts of the State to be declared as areas called Priority Development Areas (**'PDA'**). The main purpose of the ED Act is to:

*'facilitate economic development, and development for community purposes, in the State.'*

The proposed development represents a significant addition of housing, accommodation and entertainment uses in an underutilised property in the inner-city of Brisbane. This outcome is consistent with the purpose of the ED Act.

## 6.2 Relevant State Interests

Section 3.2.6 of the Development Scheme identifies that State interests have already been considered in the preparation of the development scheme. Accordingly, there is no requirement to further consider State interests as part of this application

## 6.3 Woolloongabba Priority Development Area Development Scheme

The Development Scheme is the primary statutory planning instrument relevant to development on this site. The Development Scheme seeks to leverage Woolloongabba's strategic position within Brisbane to create a vibrant, connected urban hub centred around the Woolloongabba Cross River Rail station and future Brisbane Metro.

This precinct is intended to offer diverse housing, high-frequency public transport, world-class open spaces, and enhanced community amenities, while promoting active travel and sustainable urban living.

The following sections of this report provide an assessment of the proposed development against the relevant provisions of the development scheme.

### 6.3.1 Land Use Definitions

Schedule 2 of the Development Scheme outlines that most use and administrative definitions are as per the *Brisbane City Council City Plan 2014 v35* (**'the City Plan'**).

Schedule 1 of the City Plan provides the following land use definitions that are relevant to the proposed development:

**Table 11** – Land Use Definitions

Land Use	City Plan Definition
<b>Multiple Dwelling</b>	<i>Multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached.</i>

<b>Land Use</b>	<b>City Plan Definition</b>
<b>Short-Term Accommodation</b>	<p><i>Short-term accommodation—</i></p> <ul style="list-style-type: none"> <li>a. <i>means the use of premises for—</i> <ul style="list-style-type: none"> <li>i. <i>providing accommodation of less than 3 consecutive months to tourists or travellers; or</i></li> <li>ii. <i>a manager’s residence, office, or recreation facilities for the exclusive use of guests, if the use is ancillary to the use in subparagraph (i); but</i></li> </ul> </li> <li>b. <i>does not include a hotel, nature-based tourism, resort complex or tourist park.</i></li> </ul>
<b>Childcare Centre</b>	<p><i>Childcare centre means the use of premises for the care, education and minding, but not residence, of children.</i></p>
<b>Community Use</b>	<p><i>Community use means the use of premises for—</i></p> <ul style="list-style-type: none"> <li>a. <i>providing artistic, social or cultural facilities or community services to the public; or</i></li> <li>b. <i>preparing and selling food and drink, if the use is ancillary to the use in paragraph (a).</i></li> </ul>
<b>Shop</b>	<p><i>Shop means the use of premises for—</i></p> <ul style="list-style-type: none"> <li>a. <i>displaying, selling or hiring goods; or</i></li> <li>b. <i>providing personal services or betting to the public.</i></li> </ul>
<b>Bar</b>	<p><i>Bar means the use of premises, with seating for 60 or less people, for—</i></p> <ul style="list-style-type: none"> <li>a. <i>selling liquor for consumption on the premises; or</i></li> <li>b. <i>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).</i></li> </ul>
<b>Hotel</b>	<p><i>Hotel—</i></p> <ul style="list-style-type: none"> <li>a. <i>means the use of premises for—</i> <ul style="list-style-type: none"> <li>i. <i>selling liquor for consumption on the premises; or</i></li> <li>ii. <i>a dining or entertainment activity, or providing accommodation to tourists or travellers, if the use is ancillary to the use in subparagraph (i); but</i></li> </ul> </li> <li>b. <i>does not include a bar.</i></li> </ul>
<b>Food and Drink Outlet</b>	<p><i>Food and drink outlet means the use of premises for—</i></p> <ul style="list-style-type: none"> <li>a. <i>preparing and selling food and drink for consumption on or off the premises; or</i></li> <li>b. <i>providing liquor for consumption on or off the premises, if the use is ancillary to the use in paragraph (a).</i></li> </ul>
<b>Function Facility</b>	<p><i>Function facility means the use of premises for—</i></p> <ul style="list-style-type: none"> <li>a. <i>receptions or functions; or</i></li> <li>b. <i>preparing and providing food and liquor for consumption on the premises as part of a reception or function.</i></li> </ul>
<b>Office</b>	<p><i>Office—</i></p>

Land Use	City Plan Definition
	<p>means the use of premises for—</p> <ol style="list-style-type: none"> <li>providing an administrative, financial, management or secretarial service or function; or</li> <li>the practice of a profession; or</li> <li>providing business or professional advice or services; but</li> <li>does not include the use of premises for making, selling or hiring goods.</li> </ol>
<b>Indoor Sport and Recreation</b>	Indoor sport and recreation means the use of premises for a leisure, sport or recreation activity conducted wholly or mainly indoors.

### 6.3.2 Precinct 1 – Woolloongabba Core

The Woolloongabba PDA is divided into five precincts and seven sub-areas. The site is located within Precinct 1 – Woolloongabba Core, as shown in **Figure 29** and **Figure 30**.

Precinct 1 comprises the Gabba Stadium, future Cross River Rail (CRR) station, future Brisbane Arena, existing busway station and Woolloongabba Central shopping centre. Precinct 1 (excluding Sub-precinct 1a) is intended to support an array of preferred land uses including Bar, Childcare centre, Community use, Educational establishment, Food and drink outlet, Hotel, Multiple dwelling, Office, Park, Retirement facility, Shop and Short-term accommodation.

In accordance with Section 2.6.1.1 of the Development Scheme, the Precinct Intent states (**emphasis added**):

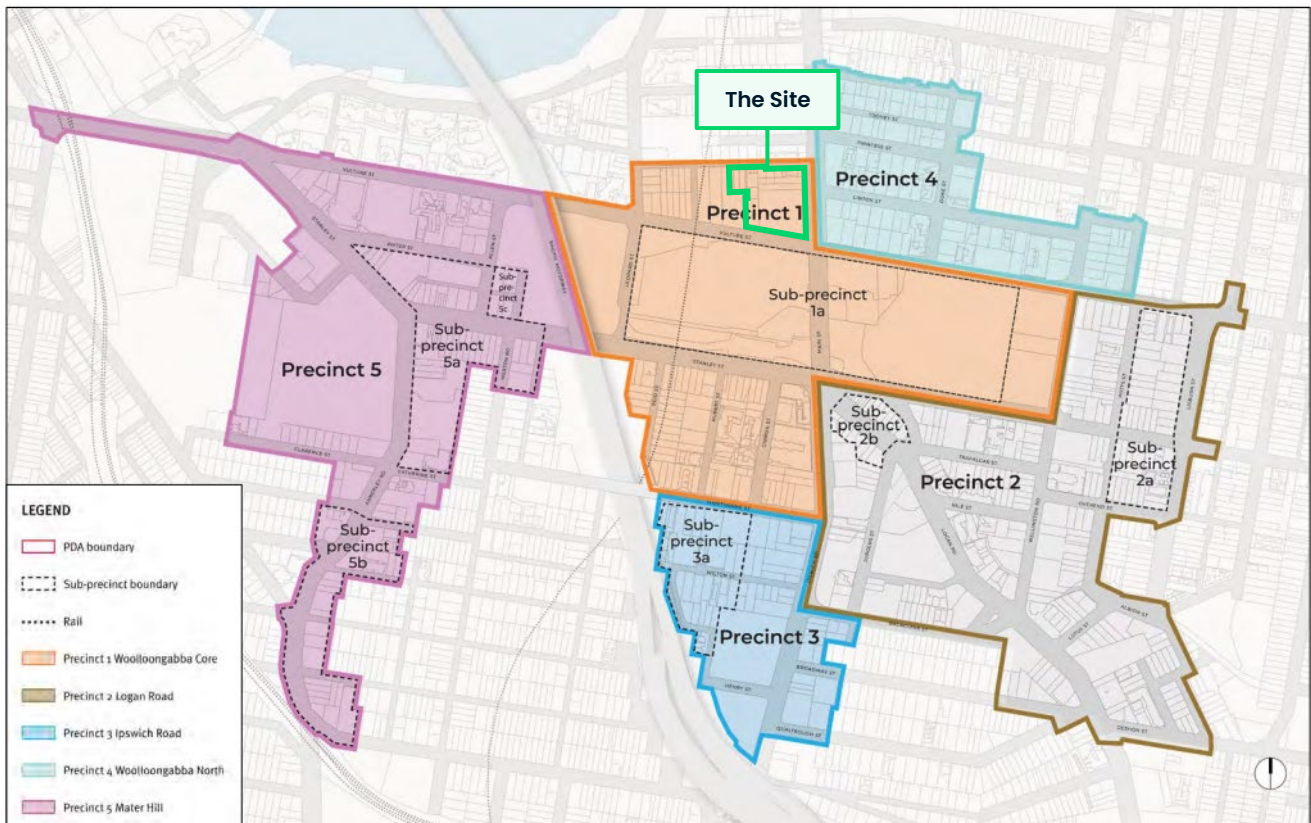
*Precinct 1 is planned for redevelopment to serve as an **entertainment and residential area** that will **accommodating** cultural activities, major events, and **both daytime and nighttime uses**.*

*The precinct is **well connected to high-frequency public transport, open space and active transport**. The precinct hosts Woolloongabba's **PDA's main** business, **retail, dining**, entertainment, education, **community** and cultural **activities, with scope for more homes**.*

***New open space will support a variety of experiences for community enjoyment and civic engagement**.*

*The area near the Pacific Motorway, South-East Busway and Captain Cook Bridge off-ramp – bound by Leopard Street, the Pacific Motorway and Vulture Street – is grassed land adjacent to road reserves. The area is transport infrastructure, with no planned development*

Figure 29 - Woolloongabba PDA Precinct Plan



Source: Development Scheme

### 6.3.2.1 Subtropical Uplift Opportunity

A core element of Mark Lane Precinct 1 is the two (2) Subtropical Uplift Opportunities ('SUP') indicated in the north-eastern corner of the site (Mark Lane/Main Street intersection) and the south-eastern corner of the site (Main Street/Vulture Street intersection) (refer to **Figure 30**). The intent of the SUP is to facilitate an additional 15% increase in building height where complying with specific criteria.

In accordance with the Development Scheme, a SUP is defined as follows:

*A development may seek uplift through additional building height in exchange for:*

- significant contributions to the public realm including the integration of **subtropical tree planting** and canopy shade tree clearances in private property, and
- subtropical and public interface design excellence.

*Note: Refer to **Schedule 6***

**Subtropical tree planting** is defined as:

*A landscaped area that:*

- supports the retention or planting of shade trees, and
- provides for the establishment, maintenance, and longevity of shade trees.

In order to benefit from the SUP, Applicants must demonstrate compliance with **Schedule 6: Woolloongabba PDA Public Realm and Planting Guideline** of the Development Scheme which provides guidance and specifications for shaded intersections as follows:

*Where the following outcomes are sufficiently satisfied, developments may seek additional building height for a single building on the development site (by up to 15%):*

- e. a minimum area of between 16m<sup>2</sup> up to 75m<sup>2</sup> in response to site context and scale of the development,
- f. shade trees are to achieve a canopy dimension of between 5–8m at maturity
- g. contributions to the public realm through the integration of subtropical tree planting and canopy shade trees.

Shaded intersections should incorporate elements such as shade structures, street furniture, and creative lighting.

Shade tree plantings (in private property) are to be designed to:

- h. provide a minimum 4m x 4m subtropical tree planting area
- i. include a medium / large crown tree, or where circumstances require an alternative (e.g. due to infrastructure), provide small crown trees to achieve sufficient canopy cover
- j. provide setbacks to support the relevant canopy diameter
- k. soil volume and depth, irrigation and maintenance supports the establishment and ongoing viability of the trees. The placement of street trees in proximity to intersections and crossings should also consider the sight distance requirements of all road users.

The proposed development seeks to utilise the SUP detailing building heights of 34 and 52 storeys reflective of a 15% increase to the nominated 30 and 45 storeys permitted over the site. The proposed building heights have been strategically staggered to ensure an appropriate interface is maintained along Mark Lane whilst ensuring the development maximises development yield in line with the intent for the precinct.

The subtropical tree planting and shade tree plantings are outlined further in the Statement of Landscape Design Intent and Architectural Plans provided to demonstrate compliance with the SUP in **Appendix H** and **F**.

**Figure 30** – Precinct 1 Woolloongabba Core



Source: Development Scheme

### 6.3.2.2 Building Height

The site benefits from nominated building heights of 30 storeys along Mark Lane (northern portion) and 45 storeys along Vulture Street (southern portion) (refer to **Figure 30**). Where providing SUP as specified in **Section 6.3.2.1** above, the proposal benefits from 15% increase in building height resulting in acceptable building heights of 35 storeys along Mark Lane and 52 storeys along Vulture Street.

In accordance with Table 9 – Definitions of the Development Scheme, a Storey is defined as:

*A space within a building between 2 floor levels, or a floor level and a ceiling or roof, other than:*

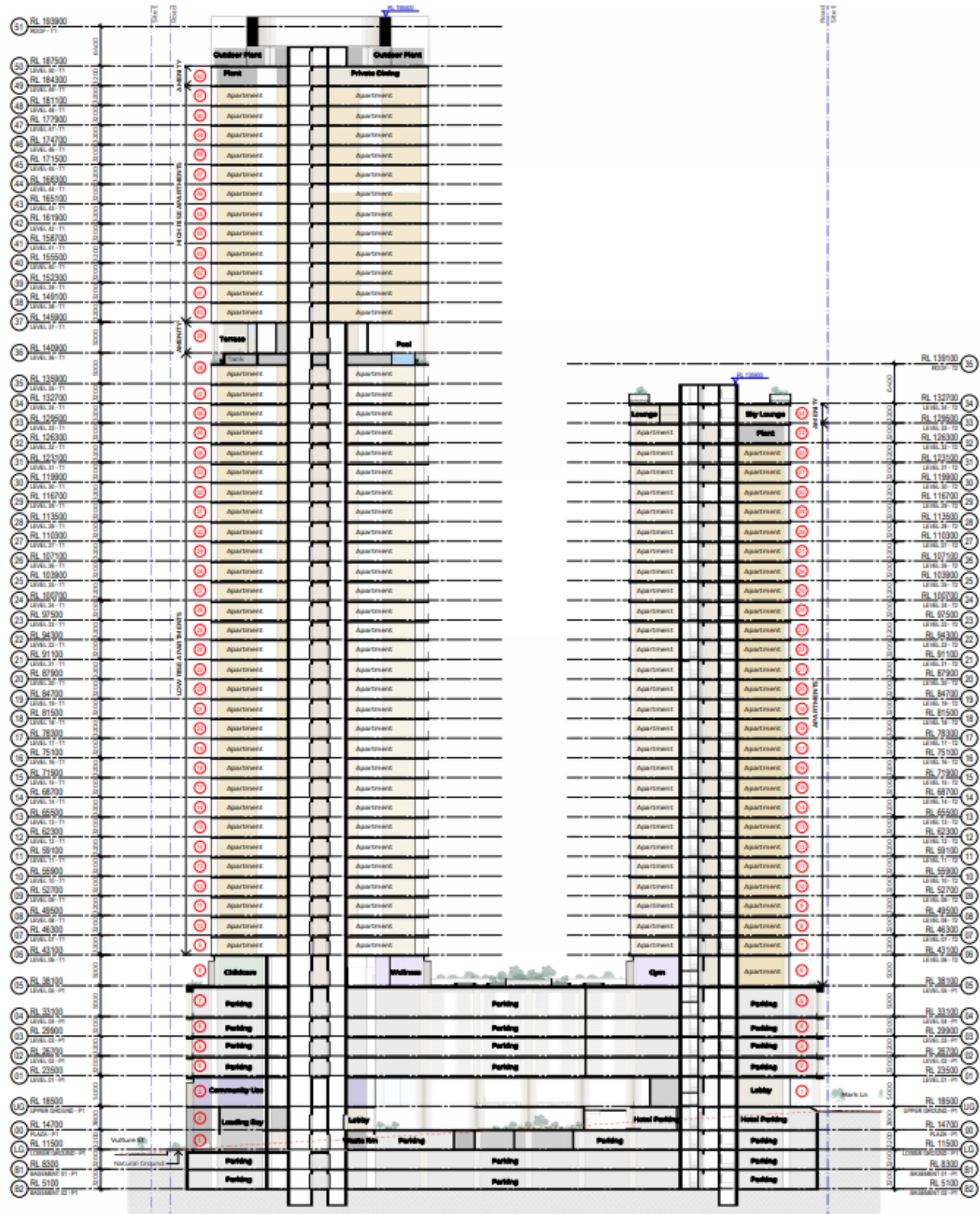
- 1. a space containing only a bathroom, shower room, laundry, toilet or other sanitary compartment, or*
- 2. a floor level with more than 80% of the level dedicated to communal open space, or*
- 3. a space containing only a lift shaft, stairway, meter room, rooftop plant and equipment, or*
- 4. a space on top of a building that contains only communal open space, regardless of whether the communal open space is covered by roofed areas or shade structures, or*
- 5. a space on top of a building that contains only renewable energy generation installation for solar or wind energy generation, or*
- 6. a space containing only a combination of the things stated in items 1-5, or*
- 7. a mezzanine containing only one or a combination of the things stated in items 1-3, or*
- 8. a basement with a ceiling that is not more than 1m above ground level.*

*A storey includes a mezzanine, other than a mezzanine level that is limited to item 7 above.*

The proposed building heights range from 50 storeys along Vulture Street and 49 storeys along the northern elevation for Tower 1, 33 storeys along Mark Lane and 34 storeys along the southern elevation for Tower 2 (due to site topography) and 11 storeys for the Hotel (refer to **Figure 31**). The aforementioned heights are in line with the storey definition within the Development Scheme where Tower 1's Level 36, 50 and 51, and Tower 2's Level 32 and 33 are not included as a storey where more than 80% of the level is dedicated to communal open space and/or a level only includes rooftop plant and equipment, meter room, or lift shaft.

For ease of reference, the applicable communal space levels have been outlined in and where demonstrating communal open space is more than 80% of the level.

Figure 31 – Overall Building Height sections



Source: Woods Bagot



### 6.3.3 Assessment Benchmarks

As per Table 1 – Categories of development of the Development Scheme, all development that is not Accepted Development under Schedule 1 is PDA Assessable Development.

As such, the proposed development is subject to assessment against the following matters:

- Development Scheme Vision;
- Structural Elements (as indicated in the Precinct 5 Map of the Development Scheme);
- PDA-wide criteria;
- Precinct provisions (Precinct 1: Woolloongabba Core);
- Guidance Material;
- Infrastructure Plan; and
- Implementation Strategy.

An assessment of the proposed development against the abovementioned matters has been provided as **Appendix G**. A summary of this assessment is provided in the following sections of this report.

#### 6.3.3.1 Development Scheme Vision

The relevant parts of the Development Scheme Vision and associated structural elements are stated below. An assessment has been provided in relation to these matters in **Appendix G** to demonstrate how the proposed development is consistent with these elements of the Development Scheme.

Overall, the proposed development aligns with the Development Scheme vision as it involves development which is transit-oriented and well-integrated with existing and future public transport infrastructure. It delivers a vibrant mix of uses, supporting diverse housing options, employment, and entertainment activities, and non-residential uses that enhance key corridors and public realms.

The project enables a permeable, connected, and safe movement network, prioritising active transport and access to public transport. It supports and protects the functional requirements of major transport stations and corridors, ensuring operational efficiency and safety. The design responds to Brisbane's climate and identity through sustainability measures, subtropical architecture and landscaping.

The development is proposed to be conserved and successfully integrated through adaptive re-use and heritage-sensitive design. The development respects and enhances the character within the PDA, particularly along Allen Street and Stanley Street.

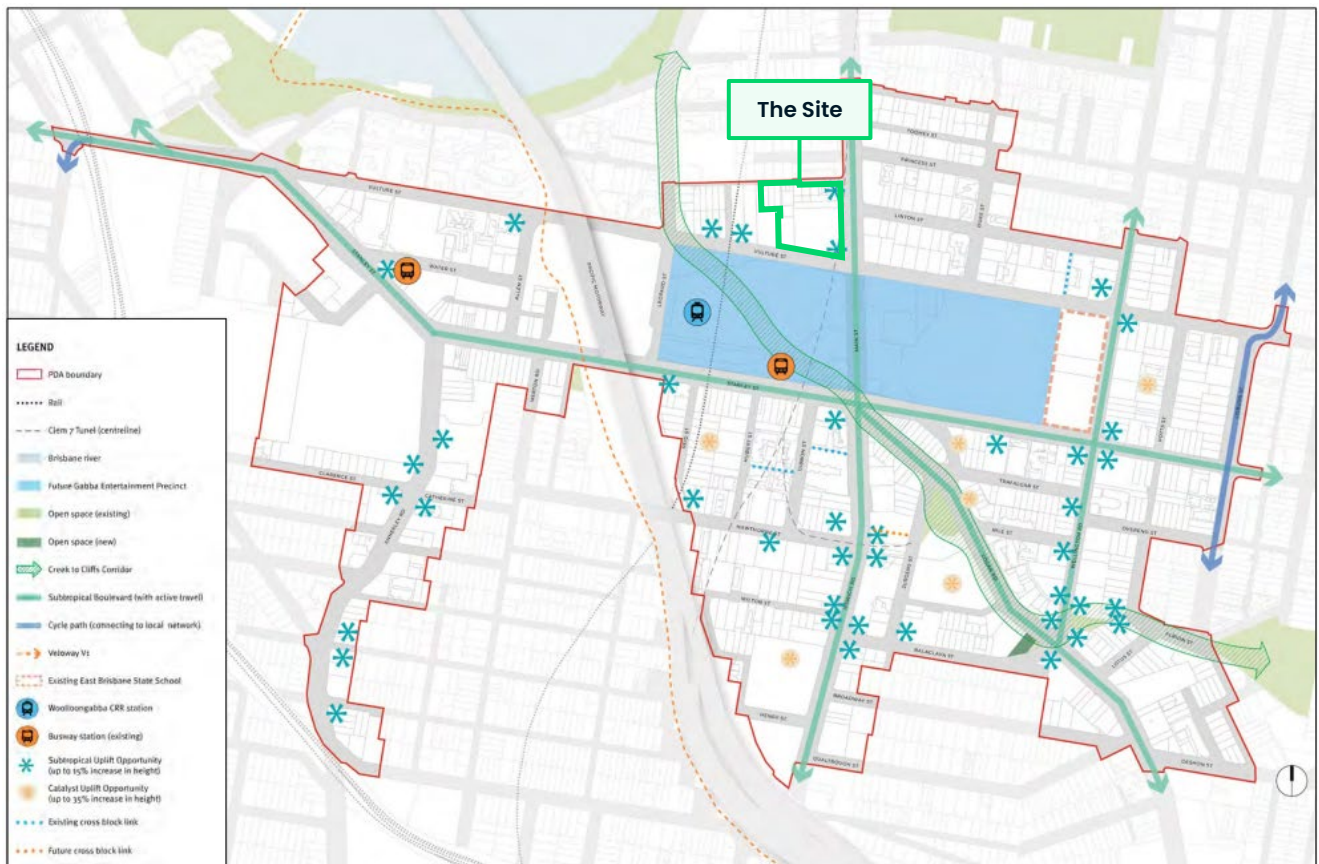
Please refer to the assessment against the Development Scheme Vision provided in **Appendix G** for more information.

#### 6.3.3.2 Structural Elements

**Figure 34** outlines the structure plan for the Woolloongabba PDA. This structure plan represents a spatially indicative depiction of the highest order physical elements described in the vision statement. The proposed development is consistent with this structure plan.

As demonstrated by the above, the proposed development will advance the strategic vision for the Development Scheme. The site and overall masterplan enhance the structural elements including the SUP, Subtropical boulevard (i.e. Main Street) and the Creek to Cliffs Corridor through the Master Plan where proposing a cross block link to ensure open space and pedestrian corridors are achieved.

Figure 34 - Woolloongabba PDA Structural Elements Plan



Source: Development Scheme

### 6.3.3.3 PDA-wide Criteria

An assessment of the proposed development against the relevant PDA-wide criteria of the Development Scheme has been undertaken and is included within **Appendix G**. Noteworthy criteria has been summarised below for sake of completeness:

- **Built form**

- Building height complies with the prescribed maximum building height, where subject to Subtropical uplift. Refer to **Section 6.3.2.2** above.
- In accordance with **Figure 35**, Precinct 1 does not have a minimum street frontage setback for built form up to four storeys as these are subject to detailed design. Due to the site topography, the podium exceeds the standard height of four storeys therefore, the podium's fifth and sixth storeys are non-compliant where setback less than the minimum six metres. The setbacks and streetscape interface are addressed further in **Section 9**.
- The proposed podium height varies between five (5) and seven (7) storeys due to the topography of the site. This has been addressed further in **Section 9**.
- The proposal details three towers which exceed the maximum 1,200m<sup>2</sup> floor plates for mixed use development involving residential uses. The built form has been designed to ensure tower plates do not impact the surrounding properties. This has been addressed further in **Section 9**.

- **Heritage Places**

- A Structural Report has been undertaken by a structural engineer and provided in **Appendix P** for review. The structural report identifies that the heritage terrace is structurally sounds and is in an appropriate state to be relocated.

- **Pre-1911 and commercial character buildings**

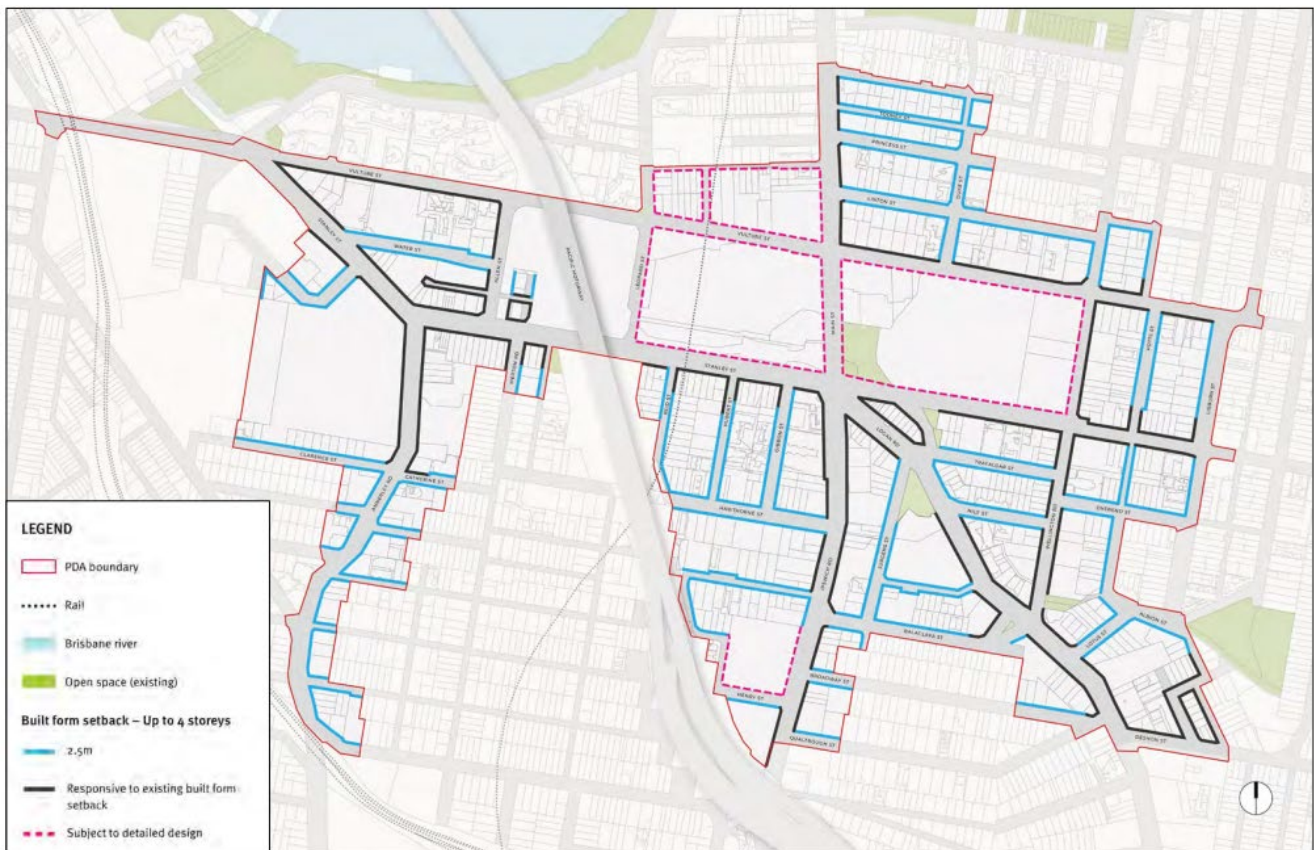
- The Pre-1911 is to be demolished as part of this application in order to facilitate a development that aligns with the PDA Vision and necessary infrastructure upgrades. This has been addressed further in **Section 9**.

- **State and major transport corridors**

- A Tunnel Impact Assessment and Geotechnical Report have been obtained and provided in **Appendix L** and **M**. Both reports determine that the proposed development does not impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure, namely the Clem 7 tunnel.

This assessment reveals that the proposed development will facilitate an outcome consistent with the relevant criteria detailed in Section 4.3 of the Development Scheme. All performance outcomes are discussed in greater detail in **Section 9** of this report.

**Figure 35** – Road frontage setback plan



Source: Development Scheme

### 6.3.3.4 Precinct Provisions

The site is identified within Precinct I: Woolloongabba Core. An assessment of the proposed development against the relevant precinct provision has been undertaken and is included within **Appendix G**.

### 6.3.3.5 Guidance Material

The Development Scheme confirms that 'guidance material' is also a component of the development scheme for the purpose of assessing this development application. Guidance material includes any EDQ guidelines and any other documents or guidelines referenced in the development scheme.

The following EDQ Guidelines and Practice Notes are relevant to the proposal and why the proposed development:

- PDA Guideline 8 – Medium and High-Rise Buildings
- PDA Guideline 16 – Housing

The applicant confirms that the above guidelines have informed the proposed development. The proposed development complies with the intent and provisions of these guidelines, to the extent they are relevant to the proposed development (and where they are not inconsistent with the Development Scheme).

#### 6.3.3.6 Infrastructure Plan

The purpose of the Infrastructure Plan is to ensure that the vision is achieved through the following aspects:

- Integrating infrastructure planning with land use planning identified in this development scheme;
- Identifying the infrastructure requirements which may be delivered by the relevant infrastructure provider i.e.: state government, BCC, Queensland Urban Utilities ('QUU') or applicants;
- Providing a basis for imposing conditions on development approvals; and
- Responding to the increased demand on relevant infrastructure networks.

The above is not applicable, as there is no planned future infrastructure at the site based on the information provided in the Development Scheme.

#### 6.3.3.7 Implementation Strategy

The ED Act requires a development scheme to include an implementation strategy to achieve the main purposes of the ED Act for the PDA, to the extent that they are not achieved by the land use plan or infrastructure plan.

The main themes relate to the following objectives:

- Place renewal area and place renewal framework;
- Public realm;
- Connectivity;
- Supporting transport modal shift;
- Sustainability;
- Flood and climate resilience;
- First nations engagement;
- Signage and wayfinding strategy;
- Planning for development over the busway;
- Community hub; and
- Infrastructure planning.

The proposed development will facilitate an outcome consistent with all of the above themes. Further detail is provided throughout this report and associated assessment against the development scheme in **Appendix G**.

## 6.4 Woolloongabba Priority Development Area Development Charges and Offset Plan

The Woolloongabba Priority Development Area Development Charges and Offset Plan ('**DCOP**') provides guidance to the MEDQ on infrastructure matters for development and includes the following information for the PDA:

- i. the Development Charge for the provision of Trunk Infrastructure for the following networks:
  - a. *water supply*
  - b. *sewerage*
  - c. *stormwater*

- d. *transport*
  - e. *parks and open space*
  - f. *community facilities*
- ii. the Trunk Infrastructure plans and schedules of works, and
  - iii. matters relevant to calculating a credit, offset or refund for the provision of Trunk Infrastructure.

Development Charges contribute to funding the cost of Trunk Infrastructure, which is proposed to service development within the PDA. On and from the date the DCOP takes effect, the Infrastructure Funding Framework has no application for the PDA. Additionally, to the extent of any inconsistency, the DCOP prevails over other MEDQ instruments concerning charges, credits, offsets and refunds.

### 6.4.1 Development Charges

In accordance with Section 2.4 of the DCOP, the Development Charges payable is calculated by multiplying the proposed development demand for each relevant use type by the Development Charge Rate in accordance with section 2.3. The development demand for each use type is determined in accordance with Table 3 – Development Charge Rates for material change of use and the applicable demand unit including gross floor area (GFA), number of dwellings and or suites.

The proposed development seeks approval for a Material change of use for land uses including Multiple dwelling, Short-term accommodation, Food and drink outlet, Shop, Childcare centre and Community use. To determine the applicable development demand in accordance with Table 3, the applicable GFA or demand unit is outlined in **Table 12** below.

**Table 12** – Summary of GFA and demand units

Land Use	Total GFA/demand unit
Multiple dwelling	953 units
Short-term accommodation	177 rooms
Food and drink outlet	711m <sup>2</sup>
Shop	679m <sup>2</sup>
Childcare centre	1,151m <sup>2</sup>
Community use	1,805m <sup>2</sup>

### 6.4.2 Credit for Development Charges

In accordance with Section 2.5 of the DCOP, a Credit may be applied to the calculation of a Development Charge. A Credit for a Development Charge is an amount which is the greater of the following:

- iv. the Development Charge for each existing lot, calculated using Table 2
- v. if the premises are subject to an Existing Lawful Use and is serviced by Trunk Infrastructure, the Development Charge for the Existing Lawful Use calculated using Table 3, or
- vi. if the premises were subject to a Previous Lawful Use and is serviced by Trunk Infrastructure the Development Charge for the Previous Lawful Use calculated using Table 3.

However, a Credit is not available where:

- vii. the Existing Lawful Use or Previous Lawful Use commenced since the declaration of the PDA as accepted development, and charges were not levied
- viii. the Existing Lawful Use or Previous Lawful Use was an interim use approved by the MEDQ and charges were not levied.

As per the DCOP, an applicant seeking a credit must provide evidence of the Existing Lawful Use, Previous Lawful Use, creation of the lot or payment of charges for accepted development or an interim use.

The Applicant submitted a *Precinct Wide Infrastructure Charges Credit Register* (the **Register**) to EDQ on 15 December 2025. The Register outlined the applicable Credit for each existing lot across Mark Lane Precinct 1, 2 and 3 in accordance with section 2.5 of the DCOP.

Formal endorsement of the Register was received by EDQ on 16 March 2026 and confirmed the Master Lots are entitled to a Credit Allocation of \$2,916,399.32 (Financial Year 2025/2026). In accordance with section 4 of the DCOP, these credits and the applicable development charge will be indexed at the time that the charges for the master lots become payable.

# 7

## Specialist Information

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# 7 Specialist Information

The design of the proposed development has carefully considered specialist advice and been informed by numerous technical investigations. A summary of the key findings of each of the technical reports is provided below.

In addition to the Architectural Plans, Design Report and Master Plan Document prepared by Woods Bagot, the following specialist reports have been prepared in support of the proposed development. The complete list of specialist reports are included in the following appendices and summarised in the sections below.

- **Appendix H** – Statement of Landscape Design Intent, prepared by *Urbis*;
- **Appendix I** – Transport Engineering Report, prepared by *Colliers*;
- **Appendix J** – Operational Waste Management Plan, prepared by *Colliers*;
- **Appendix K** – Engineering Services Report, prepared by *Van Der Meer Consulting*;
- **Appendix L** – Tunnel Impact Assessment, prepared by *Robert Bird Group*;
- **Appendix M** – Geotechnical Report, prepared by *EDG Consulting*;
- **Appendix N** – Acoustic Impact Assessment, prepared by *Acoustic Works*;
- **Appendix O** – Heritage Statement, prepared by *Urbis*; and
- **Appendix P** – Structural Technical Memo (Heritage), prepared by Michael Bale & Associates.

## 7.1 Statement of Landscape Design Intent

*Urbis Ltd* have prepared a Statement of Landscape Design Intent for the proposed development, enclosed in **Appendix H**. The design incorporates vertical subtropical planting that extends the landscape presence beyond the ground level and responds to cues from the local context. This approach helps to moderate the scale between the proposed development and neighbouring buildings and reinforces a strong sense of place.

The proposed development provides a total planting area of 4,676m<sup>2</sup> at the ground floor and vertically across the building, representing 43.9 % of the total site area (post-dedication). Key features of the proposed landscape concept design are summarised below:

- **Ground Plane and Streetscape Landscaping**
  - The ground plane delivers a generous subtropical landscape outcome, with approximately 360 m<sup>2</sup> of at-grade planting and 243 m<sup>2</sup> of deep planting provided along the Vulture Street and Mark Lane frontages. The design retains significant existing trees where feasible, reinforcing landscape continuity and maturity within the streetscape.
  - A major shaded intersection is created at the Vulture Street and Main Street corner, defined by large canopy trees and layered understorey planting in deep soil zones. This landscaped uplift clearly marks the precinct's primary arrival point and establishes a recognisable 'front door'. Signature fig trees frame views into the internal courtyard, while maintaining visual permeability. A prominent arrival stair connects the street to the main public realm level, with steps arranged in three clusters to provide a gentle and accessible transition.
  - A centrally located precinct courtyard incorporates lawn areas, deep planting and shaded seating, supporting passive recreation and informal gathering.
  - Little Lahey Lane is designed as a subtropical cross-block link and pocket park, enhancing pedestrian permeability and offering a high-quality, green laneway experience.

- Deep planting along street edges establishes Vulture Street and Main Street as subtropical boulevards. Existing verge trees are largely retained, with limited removals only where required to facilitate access and road widening, ensuring a net positive streetscape outcome.
- **Podium**
  - The podium incorporates approximately 1,797 m<sup>2</sup> of planting, including 1,172 m<sup>2</sup> of large planting areas. Podium edge planting is expressed vertically through cascading species and low shrubs, softening the built form and contributing to streetscape greening while maintaining clear sightlines for passive surveillance.
  - Level 5 includes a leisure lawn and extensive planting that define and divide usable spaces. Landscape design for the childcare area will be coordinated with the operator to ensure functional, safe and engaging outdoor environments.
  - Level 33 introduces lush subtropical planting around the podium edges, contributing to visual amenity at height and reinforcing the building’s green character.
- **Rooftops**
  - Rooftop levels incorporate generous perimeter landscaping to enhance the visual quality of the rooftop caps as viewed from the surrounding streets and public spaces.
  - Levels 34 and 49 include large feature trees and cascading planting, contributing to skyline greening and improving amenity for occupants while reducing the visual bulk of the towers.
- **Tower planting**
  - Approximately 1,103 m<sup>2</sup> of tower planting is distributed across the built form, with cascading plants and small shrubs integrated into tower edges. This planting softens the interface with the public realm, particularly along the laneway, while maintaining visibility and supporting casual surveillance.

In addition to the above, the Statement of Landscape Design Intent identifies the intended soil depths, planting species and irrigation and landscaping maintenance methodologies.

## 7.2 Transport Engineering Report

A Transport Engineering Report has been prepared by *Colliers* and is included as **Appendix I**. The report has been prepared to assess the perceived impacts the development has on the surrounding transport network, car parking, and access provisions for the site. The development proposal includes the following transport elements:

### Car Parking

- The proposed development includes a multi-level parking arrangement in both Basement and Podium levels. The proposed parking levels, along with the users served, are outlined below
  - Basement Level 2: resident parking for Towers 1 and 2;
  - Basement Level 1: resident parking for Towers 1 and 2, and visitor parking for Tower 1;
  - Lower Ground Level: Shared parking for childcare, library and retail uses, and visitor parking for Tower 2;
  - Plaza Level: parking for hotel use;
  - Podium Levels 1 – 4: resident parking for Towers 1 and 2.
- The development scheme proposes 43 spaces for the hotel use, demonstrating alignment with the maximum EDQ rate (45 spaces).
- 858 residential parking spaces and 144 residential visitor parking spaces are proposed. This proposed parking supply meets the minimum visitor car parking supply and complies with the maximum car

parking supply for residents (904 spaces). Of the 858 residential units, 764 are dedicated standard parking spaces and 94 are tandem parking spaces. The 2-bedroom, 3-bedroom, and 4+-bedroom units will have up to one standard parking space allocated, while tandem parking spaces would need to be assigned to the 3-bedroom and 4-bedroom units.

- 24 parking spaces are proposed for the publicly accessible, non-residential uses (child-care, community use, and retail uses). While this marginally exceeds the maximum EDQ rate (13 spaces), this supply will be able to cater for short peak demands and ensure that parking demands do not impact residential visitor parking.
- The development plan includes allowance for four (4) PWD parking spaces, satisfying the requirements of the TAPS PSP.
- The car parking layout generally complies with the Australian Standards, EDQ and Council requirements. Any inconsistencies will be addressed during the detailed design stage.

### **Access Arrangements**

- The proposed development seeks to rationalise the existing access arrangements. Accordingly, five (5) distinct vehicle access locations are proposed:
- Vulture Street access will be a modified 7.0m wide Type B2 crossover for service vehicles only, providing Left-in / Left-out only connection to Vulture Street.
- Main Street access will be a 7.0m wide Type B2 crossover for service vehicles only, providing Left-in / Left-out only connection to Main Street
- Mark Lane access will be a 7.0m wide Type B2 crossover for cars (residents) only, providing all turn movements to Mark Lane.
- New Lane, northern access, is located at the western side of the subject site. This will be a 7.0m wide Type B2 crossover for cars (hotel) only, providing all turn movements to the New Lane.
- New Road, southern access, is located at the western side of the subject site. This will be a 7.0m wide Type B2 crossover for cars (residents and visitors) only, providing all turn movements to the New Lane.

### **Active Transport Provision**

- A quantum of 1155 bicycle spaces, including 924 residential and 231 visitor spaces are provided, which suitably satisfy the minimum provisions of the TAPS PSP.
- Formal pedestrian footpaths are provided on both sides of Main Street, Vulture Street and Lahey Lane, facilitating safe and convenient pedestrian access to and from the subject site to nearby destinations and transport nodes.

### **Servicing**

- The development provides onsite servicing facilities suitable for service vehicles and routine deliveries without disrupting general traffic or pedestrian movements. Dedicated loading areas are provided via Vulture Street and Main Street, and an internal porte cochère for the Hotel is provided via the new road.
- The internal servicing areas and porte cochère will be designed to comply with EDQ's PDA guidelines, Council's Planning Scheme Policy (PSP) and other relevant guidelines.

### **Traffic Generation**

- The Vulture Street / Main Street intersection is forecast to marginally exceed the generally accepted 90% DoS threshold during the PM peak period in future year scenarios; however, this exceedance occurs in the base case scenarios prior to the inclusion of development traffic.
- The additional traffic generated by the proposed development results in only minor incremental increases, and does not materially alter overall intersection capacity, delays, or queue lengths.

## 7.3 Operational Waste Management Plan

An Operational Waste Management Plan (OWMP) has been prepared by *Colliers*, provided in **Appendix J**. The OWMP concludes that the waste facilities provided as part of the proposal are considered appropriate for the type of development proposed. The following key outcomes are identified in the report:

- A collection frequency of three (3) days per week has been adopted for all residential and non-residential uses.
- The bin rooms have been appropriately sized to accommodate all bins required for the development under any operating scenario.
- Designated tenancy staff or precinct cleaners will transfer all refuse generated from the non-residential uses to the retail refuse room directly. For residential uses, general waste and commingled recycling will be transferred by residents to dual chute access hoppers available on each habitable residential level in each tower.
- The residential uses in Tower 1 are expected to generate a total of 163,920L of general waste and 163,920L of commingled recycling per week. All refuse generated will be collected three (3) times per week and will be stored within the following arrangements:
  - General waste: 7 + 1 x 1,100L bins
  - Commingled recycling: 20 + 1 x 1,100L bins
- It is expected that residential uses in Tower 2 will generate a total of 64,800L of general waste and 64,800L of commingled recycling per week. Refuse will be collected three (3) times per week and will be stored within the following arrangements:
  - General waste: 7 + 1 x 1,100L bins
  - Commingled recycling: 20 + 1 x 1,100L bins
- The childcare use is expected to generate 11,975L of general waste, requiring 6 x 1,100L bins, and 5,748L of commingled recycling per week, requiring a 3 x 1,100L bins.
- The community use is expected to generate 838L of general waste, requiring 2 x 240L bins, and 1,975L of commingled recycling per week, requiring a 4 x 240L bins.
- The retail uses on the upper ground are expected to generate 31,794L of general waste per week, 4,211L of commingled recycling, and 6,317L of cardboard. Refuse will be stored in accordance with the following arrangement:
  - General waste: 4 x 1,100L bins
  - Commingled recycling: 2 x 1,100L bins
  - Cardboard: 1 x 1,100L bin
- The hotel, including ancillary uses, is expected to generate 32,823L of general waste per week, 8,687L of commingled recycling, and 6,155L of cardboard. Refuse will be stored with the following arrangement:
  - General waste: 5 x 1,100L bins
  - Commingled recycling: 4 x 1,100L bins
  - Cardboard: 1 x 1,100L bin

## 7.4 Engineering Services Report

*Van Deer Meer Consulting* have prepared an Engineering Services Report (ESR) for the proposed development, provided at **Appendix K**. The report identifies the existing and required service infrastructure for the development. Key features relating to future development on the site is outlined below:

## **Stormwater**

- The site is currently serviced by stormwater infrastructure. The existing lawful point of discharge is located on Main St and Vulture Street, with stormwater conveyed via connections and sheet flow to existing infrastructure, including gully pits within the roadway and the kerb and channel.
- Roof runoff is direct to Vulture Street through kerb and channel adaptors, with sheet flow discharging to the existing downstream gully pit at Vulture Street.
- The proposed development discharges to the existing drainage infrastructure within Vulture Street and surface runoff continues to sheet flow in accordance with existing conditions.
- A new inlet pit located along the southern site boundary is proposed to collect and convey roofwater. The inlet pit will discharge to the existing gully pits via a new piped drainage system. Redundant stormwater connections will be removed as part of the proposed development.

## **Water Supply and Reticulation**

- The site is currently serviced by water infrastructure.
- To meet the expected water supply demands, a new water service connection is proposed from the existing DN300 CI water main in Vulture Street. A master meter will be installed to service the site, with sub-meters provided for each proposed tower as required. All redundant water service and metres will be removed as part of the construction works.

## **Sewerage**

- To address the sewerage demand for the proposed development, the sewer main connecting Mark Lane and Vulture Street is to be retained. Additionally, a new connection to the proposed development from the main in Vulture Street is proposed. Redundant sewer connections for the reconfigured lots are to be removed as part of the construction works.

## **Electricity and Telecommunications**

- Electrical and telecommunication infrastructure is provided in the vicinity of the site. To determine the location and capacity of these existing services, relevant consultants will be engaged prior to construction.

## **Vehicular Access and External Verge Works**

- The proposed vehicle crossovers to Mark Lane, Main Street, and Vulture Street will be constructed as part of the development. All other existing vehicle crossovers will be made redundant as part of construction works, with kerbs reinstated in accordance with Council standards.
- Internal driveways and parking areas will be designed and constructed in accordance with Council standards.
- A future land dedication at the intersection of Vulture Street and Main Street is provided to accommodate potential road widening and/or a new turning lane. This dedication is consistent with the existing 'Triology' development approval granted by Council over 352-364 Vulture Street and 819-833 Main Street, Kangaroo Point (Council Ref.: A005344952).

## **Earthworks**

- Filling and excavation works are required to facilitate the construction of the basement parking structure. Proposed earthworks quantities will be confirmed during detailed design phase of the development.

## **Erosion and Sediment Control**

- Sediment generated during the construction phase shall be dealt with in accordance with an Erosion and Sediment Control Plan and kept on site during the construction phase.

## 7.5 Tunnel Impact Assessment

A Tunnel Impact Assessment has been prepared by *Robert Bird Group* and is provided at **Appendix L**. The report assesses the proposed development against the Design Criteria for development above the Clem 7 Tunnel.

The analysis confirms that the proposed development will not exceed the 50 kPa limit of additional pressure at 1m above the Clem 7 Tunnel crown. Moreover, the proposed excavation does not extend within the nominated 7m tunnel exclusion zone, thereby satisfying the Clem7 Design Criteria.

Robert Bird Group recommend that calculated design loads are reviewed prior to milestone drawing submissions to ensure that the loadings do not exceed those used to inform this assessment. At the completion of design, the tunnel impact assessment will be repeated to ensure that compliance with the relevant Design Criteria is maintained.

## 7.6 Geotechnical Report

A Geotechnical Report has been prepared by *EDG Consulting* and has been included as **Appendix M** to this report. The report provides an assessment of the site's soil composition, groundwater levels, and stability, with regard to the Clem7 infrastructure. The geotechnical aspects of the works are expected to comprise approximately 12 rotary cored boreholes and in situ and laboratory testing, however, this will need to be confirmed during the geotechnical investigation phase. Key geotechnical risks and recommendations associated with this stage of geotechnical assessment are provided below:

- To help reduce uncertainty and risk associated with the interpretation of ground conditions, additional geotechnical investigations are recommended in subsequent design stages.
- The extent of groundwater drawdown is unclear due to the construction of the adjacent Woolloongabba Station Cavern. Accordingly, it is recommended that local groundwater conditions are confirmed during subsequent design stages.
- It is recommended that ground surface settlements are assessed in subsequent design stages to determine the performance of sensitive buried infrastructure.
- The proposed construction works may cause ground-borne vibrations that have the potential to affect the tunnel linings. It is recommended that specialist advice is sought on ground-borne vibrations during the detailed design stage.

## 7.7 Acoustic Impact Assessment

An Acoustic Impact Assessment has been prepared by *Acoustic Works* and is included in **Appendix N**. The findings from the report are outlined below:

The assessment recommends the following:

- Hours of operation for the childcare centre are between 6am and 7pm and windows to the childcare centre will remain closed during operation.
- Hours of operation for the Café/Restaurant and Foot & Drink Outlet are limited to 7am to 12am.
- Hours of operation for the Function Room is limited to 7am to 2am and windows and doors will remain closed during operation. Additionally, it is recommended that all doors are fitted with automatic door closers.
- Hours of operation for the Hotel rooftop pool and the pool and communal areas for Towers 1 and 2 are limited to 6am to 10pm.
- Hours of operation for the gyms are between 5am and 10pm.

## 7.8 Heritage Statement

*Urbis Ltd* have prepared a Heritage Statement, provided in **Appendix O**. This assessment relates to the Local Heritage Place located at 38 Mark Lane and the pre-1911 dwelling is located at 52 Mark Lane. Key findings from the memo are summarised below:

### Local Heritage Place

- The Local Heritage Place contains three attached houses in the form of terrace housing, separated by timber party walls. Each of the houses have been subject to extensions to the rear, of which do not form part of the site's heritage significant.
- To facilitate access to the proposed development via Mark Lane, the existing carriageway will be widened. The proposed road widening will extend into the footprint of the Local Heritage Place meaning the terraces cannot be retained in their current location.
- In view of this, the Development Application seeks to relocate the Local Heritage Place and remove non-significant rear extensions. As outlined in the Heritage Statement, this approach enables the conservation of the heritage place while supporting the delivery of infrastructure and development envisaged by the PDA. The receiving site is not yet confirmed, and no proposed land uses have been identified for the terraces at this stage.

### Pre-1911 Dwelling

- The dwelling at 52 Mark Lane is included in the Pre-1911 Building Overlay of the Brisbane City Plan 2014 and is identified as a Pre-1911 building in the Woolloongabba PDA.
- The Heritage Statement asserts that the imposition of provisions for the regulation of demolition and removal of Pre-1911 Buildings in the PDA is inconsistent with the facilitation and delivery of the major urban densification and the revitalisation that the Development Scheme seeks to achieve. In this regard, the demolition of the pre-1911 building is sought.

## 7.9 Structural Technical Memo

A Structural Technical Memorandum has been prepared by Michael Bale & Associates and is provided in **Appendix P**. The memo confirms that the Local Heritage Place at 42 Mark Lane is suitable for the proposed relocation, provided adequate temporary support and care during reassembly is provided. Lifting methodology and temporary framing plans shall be submitted for review of a structural engineer prior to work being undertaken.

# 8

## **Summary of Compliance**

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# 8 Summary of Compliance

Section 86 of the ED Act states that the MEDQ “cannot grant the PDA development approval applied for if the relevant development would be inconsistent with the land use plan for the relevant priority development area”.

Section 2.2.4 of the Development Scheme states that:

*“PDA assessable development is consistent with the Land Use Plan if it is consistent with all relevant PDA development requirements ...*

*Development that is inconsistent with any of the relevant PDA development requirements may be consistent with the Land Use Plan if the development is consistent with the PDA Vision (section 2.3) and:*

*the development is an interim use; or*

*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.”*

This report provides a detailed assessment of the relevant assessment benchmarks. A summary of these assessments is provided in **Table 13** below.

**Table 13** - Summary of Compliance

Benchmarks	Summary of Compliance
<b>Vision</b>	The proposed development is fully consistent with the vision for the PDA. This is demonstrated in <b>Section 6.3.3.1</b> of this report.
<b>Structural Elements</b>	The proposed development is fully consistent with the structural elements sought for the PDA. This is demonstrated in <b>Section 6.3.3.2</b> of this report.
<b>PDA-Wide Criteria</b>	The proposed complies with, or can be conditioned to comply with the majority of relevant PDA-wide criteria. Items requiring additional justification demonstrating why the proposed development should be supported is provided in <b>Section 9</b> of this report.
<b>Precinct Provisions</b>	The proposed complies with, or can be conditioned to comply with, most relevant precinct provisions. Sufficient grounds demonstrating why the proposed development should be supported is provided in <b>Section 9</b> of this report.
<b>Guidance Material</b>	The proposed development is fully consistent with the relevant Guidelines and Practice Notes, as outlined in <b>Section 6.3.3.5</b> of this report.

Additional information regarding the key planning matters requiring further discussion is provided in **Section 9** of this report.

# 9

## **Key Planning Matters**

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# 9 Key Planning Matters

Section 3.2.4 of the Development Scheme states that:

*“PDA assessable development is consistent with the Land use plan if it is consistent with all outcomes of the relevant PDA development requirements.*

*However, development that is inconsistent with any of the outcomes of the relevant PDA development requirements, may be consistent with the Land use plan if the development is consistent with the vision, and:*

*i. the development is an interim use; or*

*ii. there are sufficient grounds to justify the approval of the development despite any inconsistency with the relevant PDA development requirements.”*

The assessment undertaken in **Appendix G** demonstrates that the proposed development is generally compliant with the Development Scheme. However, the key matters pertaining to the proposed development are summarised below:

1. Podium Height
2. Tower Floor Plates
3. Setbacks
4. Local Heritage Relocation
5. Pre-1911 Demolition
6. Communal Open Space
7. Deep planting
8. Car Parking

The following sections of this town planning assessment report provide further discussion and additional explanation of the key planning considerations for the proposed development to assist EDQ and the community to appreciate, understand and assess the design and operation of the proposed development.

## 9.1 Podium Height

The Development Scheme prescribes a maximum podium height of four (4) storeys or a podium height consistent with and complimentary to the height of heritage facades where on or adjoining a heritage place. The intent of this acceptable outcome is to manage streetscape scale and pedestrian amenity.

The proposed development seeks a podium presenting as five (5) storeys along Mark Lane, increasing to seven (7) storeys along Vulture Street, in response to the site’s topography.

The podium has been deliberately designed to respond to the established and emerging Vulture Street streetscape and is consistent with the stepping podium form evident across the wider precinct, including the transition from Aria’s approved Cliff development. This stepping arrangement is clearly illustrated in the Masterplan documentation and **Figure 37** below. When viewed in this context, the podium height reads as a continuation of the broader streetscape rhythm rather than an isolated exceedance.

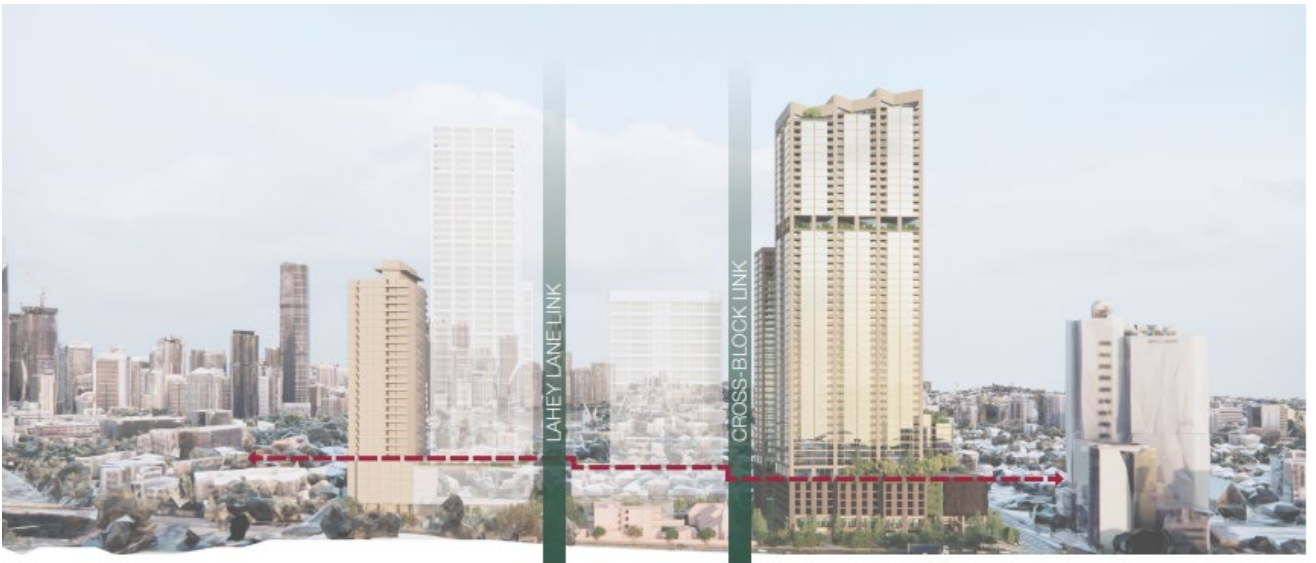
Importantly, the podium maintains an appropriate human scale at street level, with active frontages, façade articulation and architectural features ensuring pedestrian comfort and visual interest. The additional height does not result in a visually bulky or overbearing street edge and instead contributes to a consistent and legible urban form along Vulture Street, Main Street and Mark Lane.

Figure 36 – Vulture Street Podium Interface



Source: Woods Bagot

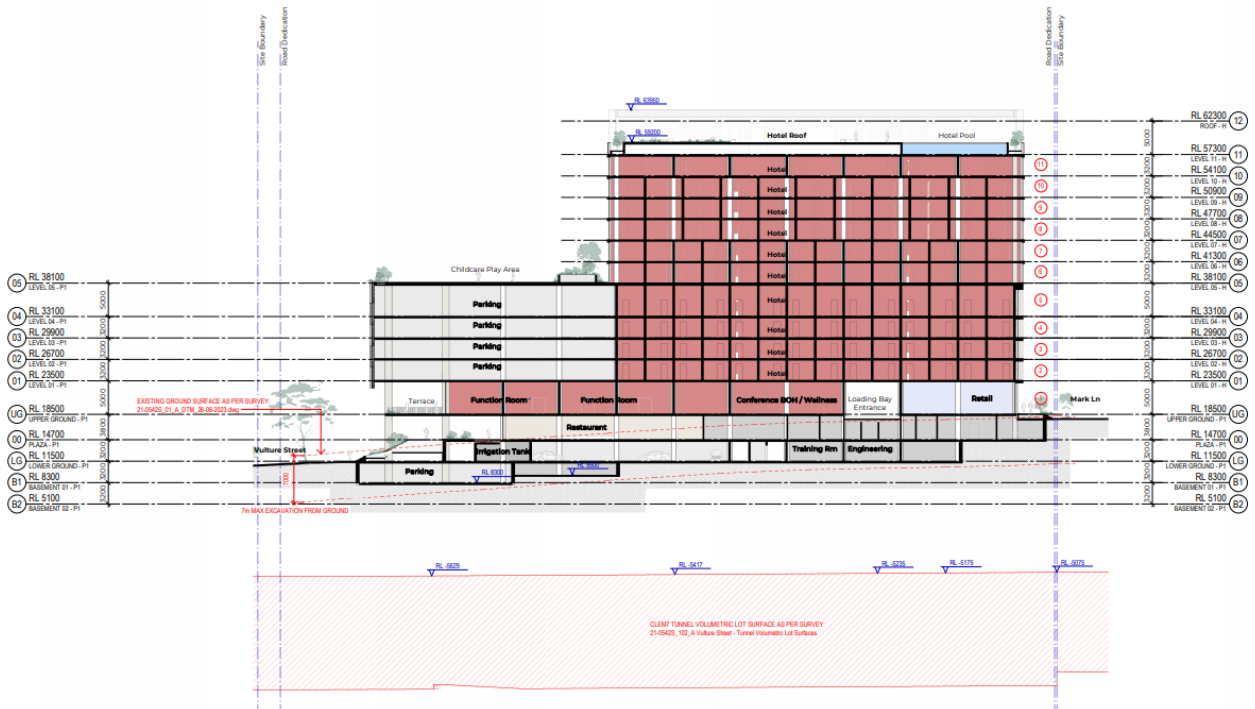
Figure 37 – Podium Articulation (Relationship to Aria Cliffs)



Source: Woods Bagot

The proposed podium height is also functionally necessary to deliver sufficient on-site parking, particularly given constraints on basement excavation associated with underground infrastructure (refer to Figure X). This outcome supports efficient use of the site while maintaining high-quality urban design outcomes.

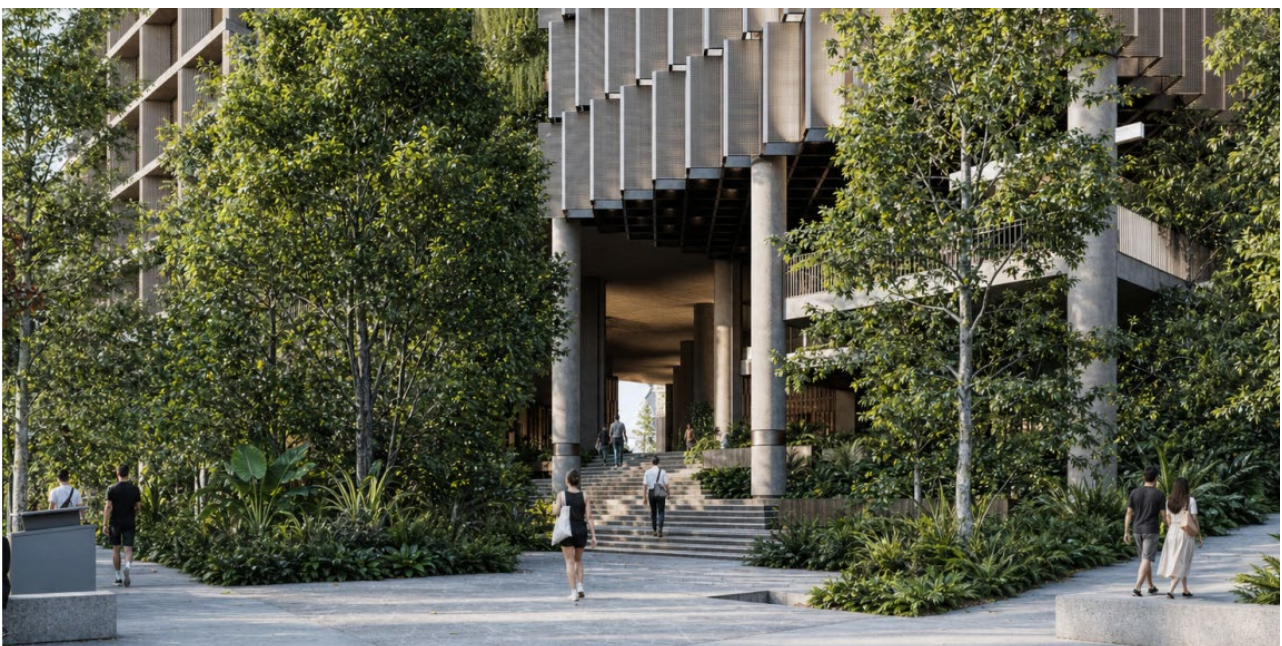
**Figure 38 – Building Section (Clem 7 Tunnel)**



Source: Woods Bagot

In addition, the podium facilitates a highly activated ground plane, accommodating active uses, pedestrian entries and landscaping that enhance street vitality and improve safety and comfort for users of the public realm. The strategic openness and plaza proposed under the podium parking aligns with the intent of the Development Scheme and PDA-wide criteria to promote active, engaging and walkable streets for the community as shown in **Figure 39**.

**Figure 39 – Vulture Street/Main Street SUP Corner**



Source: Woods Bagot

Mark Lane Precinct 1

Overall, while the proposed podium height exceeds the acceptable outcome, the proposal responds to site conditions, streetscape context and functional requirements. The podium design achieves the PDA wide criteria by delivering an appropriate streetscape interface, supporting activation and contributing positively to the character and amenity of the precinct.

## 9.2 Tower Floor Plate

The Development Scheme seeks to ensure that tower floor plates are of a size and configuration that manage bulk and scale, provide adequate building separation, protect residential amenity and contribute positively to the skyline and streetscape.

The proposed maximum tower floor plates comprise 1,606m<sup>2</sup> (Tower 1), 1,145m<sup>2</sup> (Tower 2) and 946m<sup>2</sup> (Tower 3). Acknowledging Tower 1 floor plate exceeds prescribed maximum (acceptable outcome) for residential development (1,200m<sup>2</sup>), compliance with the PDA wide criteria is achieved for the following reasons:

- The Development Scheme permits non-residential floor plates of up to 2,000m<sup>2</sup>, demonstrating that a comparable level of built form is anticipated and supported; when assessed in this context, the proposed tower scale is reasonable and appropriate for this strategic location.
- The tower design incorporates a high level of articulation, modulation and façade variation, which breaks down perceived bulk, ensures slender and well-proportioned forms, and contributes positively to the skyline, achieving the intent of the Performance Outcome.
- Adequate building separation is achieved through the distribution of three towers across Precinct 1, representing a significantly improved outcome compared to the previously approved Trilogy scheme on a small site.
- The distributed tower arrangement reduces visual dominance, improves view sharing and ensures the towers function as part of a coordinated masterplanned development rather than isolated forms.
- Floor plates are designed to support high-quality residential amenity, with dwellings achieving good access to natural light, breezes, outlook and views, consistent with sub-tropical design principles and Development Scheme objectives.
- The proposal is located within an area intended to accommodate increased residential density and does not exceed 75 per cent podium coverage.

Having regard to the strategic context, architectural response and demonstrated amenity outcomes, the proposed tower floor plates satisfy the relevant PDA wide criteria.

## 9.3 Street Frontage Setbacks

The proposed setback strategy has been developed in response to the site's prominent location, varied street conditions and surrounding context, and seeks an alternative approach to the minimum podium street frontage setbacks while fully achieving the intent of the applicable development benchmarks.

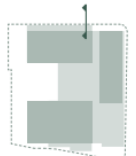
For tower elements above the podium, the proposal achieves the required separation distances to support visual privacy, access to light and air, and mitigation of visual bulk. Tower 2 provides a 6-metre setback to habitable room windows along Mark Lane. The hotel tower provides a 6-metre setback to habitable rooms along Main Street and a near-equivalent 5.7-metre setback along Mark Lane. Tower 1 is significantly set back from Vulture Street, with setbacks ranging from 3.49 metres to 14 metres and an average setback of approximately 9.12 metres, reinforcing the civic scale of this frontage.

At podium level, the proposal adopts reduced street frontage setbacks to establish a strong and legible urban edge. This approach supports a continuous colonnade, fine-grained activation and human-scaled interfaces along Vulture Street, Main Street and Mark Lane, contributing positively to streetscape character and pedestrian comfort (as shown in **Figure 40, Figure 41, Figure 42**).

**Figure 40 – Mark Lane Interface**



- Legend**
- 1 Tower 2 Arrival
  - 2 Tower 2 Lobby
  - 3 Retail/F&B
  - 4 Mark Lane
  - 5 New Lane
  - 6 Podium
  - 7 The Establishment Apartments

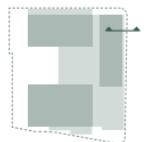


Source: Woods Bagot

**Figure 41 – Main Street Interface**



- Legend**
- 1 Retail/F&B
  - 2 Retail Outdoor Seating
  - 3 Mark Lane
  - 4 Main Street
  - 5 Sleeved Hotel Rooms

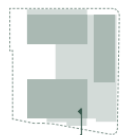


Source: Woods Bagot

**Figure 42 – Vulture Street Interface**



- Legend**
- 1 Community Use Auditorium
  - 2 Community Use
  - 3 Outdoor Entry Folly
  - 4 Courtyard
  - 5 Vulture Street
  - 6 Podium



Source: Woods Bagot

The setback strategy ensures lower building levels respond to human scale through active frontages, generous floor-to-ceiling heights, awnings, landscaping and seating opportunities. Car parking and servicing are consolidated and screened within the podium, minimising visual dominance and reducing the number and scale of vehicle access points to protect pedestrian priority and adjacent amenity.

Across all interfaces, setbacks enable effective separation between areas of differing scale and form, providing visual privacy for residents and neighbours, accommodating private balconies and terraces, and supporting universally accessible communal open spaces at ground, podium and rooftop levels. These spaces are well landscaped, receive good access to daylight and ventilation, and are directly connected to primary living and communal areas.

The podium is articulated through modulation, material variation and vertical rhythm, mitigating visual bulk and scale and maintaining important views to major destinations including The Gabba. The proposed setbacks also respond to Brisbane’s subtropical climate by enabling shade, cross-ventilation and light penetration to the public realm. Building edges are defined by awnings, colonnades, canopy trees and deep planting, creating comfortable microclimates and supporting passive surveillance of streets, lanes and publicly accessible spaces in accordance with CPTED principles.

Overall, the proposed setback strategy achieves the intent of the built-form parameters by balancing urban definition, amenity, climate responsiveness and public-realm quality, delivering a cohesive and enduring precinct outcome.

## 9.4 Local Heritage Relocation

The site contains three (3) attached timber terrace houses at 38 Mark Lane, identified as a Local Heritage Place (refer to **Figure 43**). The terraces date to the Federation period (circa 1890–1914) and have been subject to rear extensions undertaken relatively recently, likely in the 1990s or 2000s. These later additions do not form part of the building’s primary heritage significance.

The proposed relocation and partial demolition are driven by the need to widen Mark Lane as part of the redevelopment and master planning of the wider precinct. The Mark Lane roadway is narrow in width and requires upgrading to support safe access, servicing and pedestrian movement within the emerging high-density urban context. As demonstrated in **Figure 44**, the required road widening extends into the footprint of the heritage place, encroaching almost to the main ridge line of the original building. As a result, retention of the terraces in their current location is not feasible.

**Figure 43** – Local heritage Place

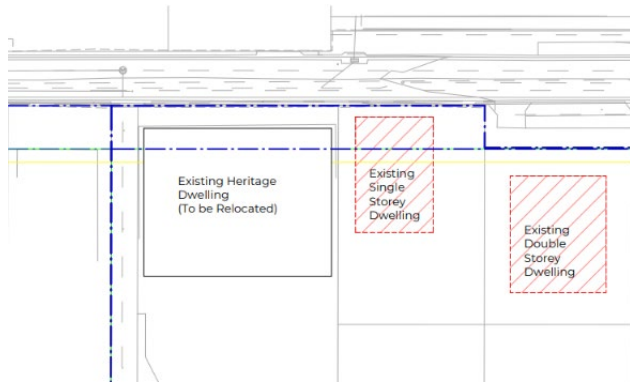


Picture 13 – Heritage Overlay (48 Mark Lane)  
Source: City Plan

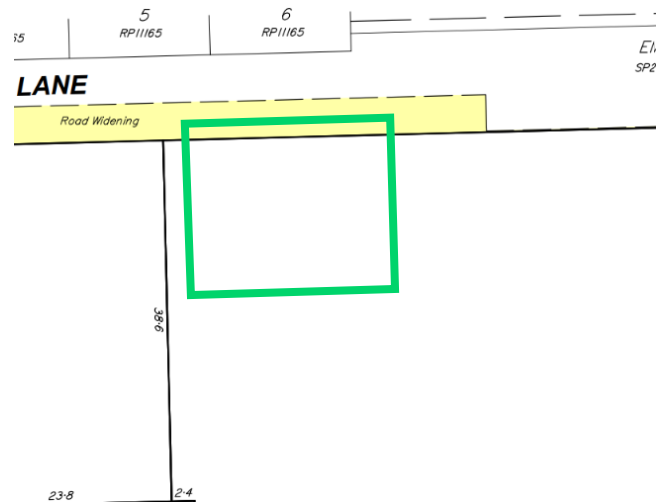


Picture 14 – Heritage Terraces (48 Mark Lane)  
Source: BCC Heritage Register

**Figure 44** – Road dedication vs Local heritage Place



Picture 15 – Demolition Plan (Local heritage place)  
Source: Woods Bagot



Picture 16 – Road Opening Plan (Local heritage place)  
Source: Therefor Group (annotated by Urbis)

From a broader precinct planning perspective, higher density development is proposed to the north, east and west of the heritage place. Retaining the terraces in situ would isolate the building between significantly taller built forms and expose it to ongoing construction impacts. Depending on staging, this could necessitate multiple relocations to facilitate basement excavation, which would increase physical risk to the building fabric and undermine sound heritage outcomes.

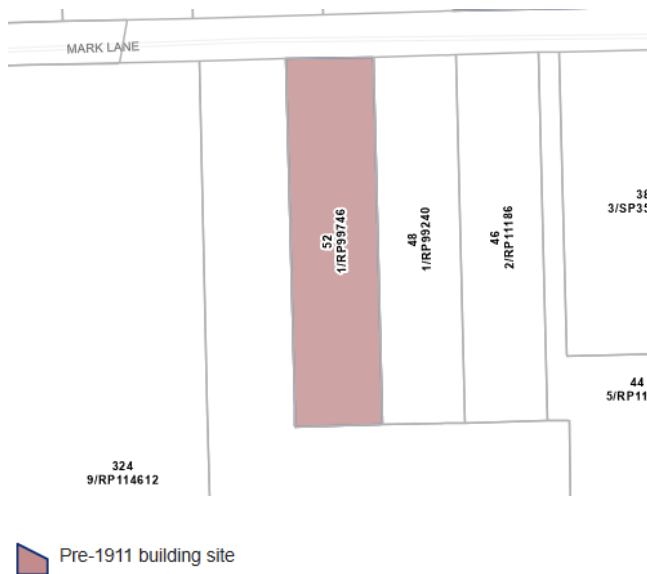
Relocation, accompanied by the removal of non-significant rear extensions, enables the conservation of the heritage place while supporting the delivery of infrastructure and development envisaged by the PDA.

As a final relocation site has not yet been confirmed, the Applicant is prepared to accept the imposition of a relevant and reasonable condition of approval that ensures a suitable location is provided for EDQ's approval prior to relocation. This approach ensures that the relocation is consistent with the intent of the PDA and the recommendations of the Heritage Statement provided in **Appendix O**.

## 9.5 Pre-1911 Building

The broader site accommodates a pre-1911 building, situated at 52 Mark Lane, Kangaroo Point more formally described as Lot 1 on RP99746 (see **Figure 45**). Whilst the building is located within Precinct, outside the extent of the proposed development, removal of the pre-1911 dwelling is required in order to facilitate the widening and delivery of road upgrades along Mark Lane to cater for the proposed development.

**Figure 45 – Pre-1911 Building**



Picture 17 – Pre-1911 Building Overlay (52 Mark Lane)  
Source: City Plan



Picture 18 – Pre-1911 Building Streetview (52 Mark Lane)  
Source: Google Streetview (2022)

Retention of the Pre-1911 building would significantly compromise the ability of the proposed development to achieve the PDA Vision where straddling Mark Lane. The cottage is setback approximately two metres from the Mark Lane road frontage which constrains the ability to achieve an appropriate and compliant road width for Mark Lane. The proposed demolition would allow for necessary upgrades to the road to support safe, functional access and servicing consistent with contemporary standards for development within the PDA therefore, stifling development of the precinct.

It is also noted that the Woolloongabba PDA Development Scheme is unique in requiring retention of pre-1911 buildings. However, as this requirement does not fully align with the boarder intent of the PDA, the Development Scheme supports the demolition of a pre-1911 building where it *significantly compromises the ability of development to achieve the PDA Vision*. In this regard, the demolition of the pre-1911 building is sought.

delivery of the major urban densification and the revitalisation that the Development Scheme seeks to achieve. In this regard, the demolition of the pre-1911 building is sought.

The proposed demolition will enable necessary road upgrades and support redevelopment that is consistent with the strategic intent of the Woolloongabba PDA. This approach allows for a contemporary urban outcome while ensuring that the setting and values of nearby local heritage places are appropriately considered and prioritised.

## 9.6 Communal Open Space

The proposed development delivers a high-quality, diverse and well-distributed suite of communal open spaces that respond directly to the scale, density and mixed-use nature of the development. While the overall quantum of communal open space is reduced relative to the upper numerical benchmarks of the Development Scheme, the proposal provides a total of approximately 7,610m<sup>2</sup> of communal open space, equating to around 67.39%, and achieves the performance intent of the Scheme through quality, functionality and accessibility.

The Development Scheme requires residential development to provide communal open space equivalent to the lesser of 80% of the site area or 15 per cent of GFA, alongside minimum dimensional standards. For non-residential uses, between 7 and 10% of GFA is required depending on building height. Rather than relying on a single, expansive space, the proposal adopts a distributed model of communal amenity that integrates indoor and outdoor spaces across multiple levels, improving accessibility and supporting a wider range of user needs.

The development includes approximately 2,072 m<sup>2</sup> of public realm which enhances pedestrian amenity within the precinct. For residents, approximately 2,987m<sup>2</sup> of indoor communal space and 2,551m<sup>2</sup> of outdoor communal space are provided. These spaces accommodate an extensive range of uses, including large communal dining rooms, catering kitchens, resident lounges, work-from-home facilities, game rooms, cinema spaces, gyms, wellness areas, saunas and infrared saunas, as well as pool and sky lounge facilities. Dedicated outdoor amenities are provided for both Tower 1 and Tower 2, including terraces and landscaped recreation areas.

This breadth of communal facilities delivers a level of amenity that far exceeds typical residential expectations and supports daily living, social interaction, health and wellbeing. Importantly, many of these spaces are climate-responsive and designed for year-round use, offering shaded, sheltered and indoor alternatives that enhance usability in subtropical conditions.

When considered holistically, the proposal prioritises functional, high-quality communal spaces over sheer area, ensuring that spaces are actively used, well-located and integrated into residents' daily patterns of movement. The reduced numerical provision of communal open space is therefore offset by the exceptional quality, diversity and usability of the communal amenities provided, resulting in a development that strongly aligns with the intent of the Development Scheme and delivers substantial community and resident benefit.

## 9.7 Deep planting

The proposed development delivers a substantial landscaped outcome, with a total landscaped area of 4,676m<sup>2</sup>, representing approximately 41% of the site area. This significantly exceeds typical minimum landscape expectations and demonstrates a strong commitment to high-quality public and private realm outcomes. Of this total, 243m<sup>2</sup> (approximately 2%) is provided as deep planting. While this is below the usual 10 per cent deep planting requirement for subtropical planting, the shortfall is directly attributable to site-specific constraints associated with the scale and complexity of the development.

**Figure 46** – Communal Plaza Planting



Source: Urbis

The building footprint, basement extent, access arrangements and the need to protect underground infrastructure limit the ability to provide large contiguous areas that meet the minimum 4-metre dimension

and 1.5-metre soil depth required for deep planting. Notwithstanding these constraints, the proposed deep planting areas have been strategically located where appropriate clearances can be achieved, ensuring trees can grow to maturity without compromising building performance or services whilst achieving the intent of the SUP. For example, **Figure 46** shows shade trees provided within the courtyard which are proposed within 1200mm containerised planters due to the basement parking underground.

Each deep planting zone is designed to fully comply with the subtropical planting definition, including the provision of suitable soil media, minimum soil depths of 1.5 metres, and integrated irrigation and maintenance regimes to support long-term tree health. The areas will accommodate large canopy trees with associated understorey planting, adequate spacing and access to sunlight to support healthy growth and meaningful canopy development. To offset the reduction in deep planting, the proposal has been purposely embellished with ample landscaping through the ground plane, podium and communal spaces within each tower. Figure X provides an example of the

Beyond the deep planting areas, the landscape strategy incorporates extensive soft landscaping, additional tree planting in raised planters, and green elements throughout the site. These measures collectively contribute to urban cooling, improved microclimate, visual amenity and enhanced pedestrian comfort. When considered holistically, the landscape response achieves the intent of the subtropical planting controls and delivers significant environmental and community benefit, notwithstanding the reduced numerical provision of deep planting.

## 9.8 Car Parking

The proposed development has been informed by the Transport Engineering Report prepared by Colliers and has been designed to align with the transport and movement objectives of the Woolloongabba Priority Development Area (PDA) Development Scheme (refer to **Appendix I**).

The proposal includes 43 spaces for the hotel, aligning with the EDQ maximum rate of 45 spaces. Residential parking is provided within the maximum allowance for residents and meets the minimum visitor requirement, with a total of 1,002 spaces, including 858 residential and 144 residential visitor spaces, compared with an indicative maximum requirement of 1,047 spaces. Importantly, the distribution of parking reflects dwelling mix, with higher rates assigned to larger units and a reduced provision for one-bedroom units, consistent with EDQ maximum rates.

While the proposed car parking provision marginally exceeds the maximum rates identified in the Development Scheme, this is appropriately justified by the site's scale, the integrated mix of residential, hotel, retail and community uses, and the need to manage peak and overlapping demand without adverse impacts on the surrounding precinct.

Car parking is distributed across basement and podium levels in a multi-level arrangement that is fully integrated within the built form. This approach ensures parking infrastructure is not visually dominant and is consistent with the intent of the Woolloongabba PDA.

The parking supply has been carefully allocated to reflect the operational needs of each use. Residential parking is provided primarily in the basements and upper podium levels, hotel parking is contained at plaza level, and shared parking for the childcare, library and retail uses is consolidated at lower ground level. This arrangement enables efficient shared use, reduces conflict, and supports the activation of the ground plane.

A total of 24 spaces are proposed for publicly accessible non-residential uses. While this marginally exceeds the maximum (13 spaces), the additional provision is limited in scale and is necessary to accommodate short-term peak demand associated with community uses, ensuring these demands do not displace residential visitor parking or impact the surrounding street network.

Cumulatively, the proposed car parking provision responds directly to the unique mix of uses on the site, and remains generally consistent with the maximum parking rate and the strategic intent of the PDA.

# 10 Conclusion

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# 10 Conclusion

*Urbis Ltd* has been commissioned by *Phillip Usher Constructions* to prepare this development application for a proposed development at 18, 26, 26A, 32, 32A, 38, 44, 46, 48 and 52 Mark Lane, 803, 807 and 811 Main Street, and 350 and 352 Vulture Street, Kangaroo Point formally described as Lot 3 on SP352812, Lot 1 on RP99746, Lot 1 on RP99240, Lot 2 and 5 on RPII186, Lot 1 on RPII182, Lot 1 and 2 on RPII180, Lot 1 and 2 on SP260456, Lot 10 on SP352833, Lot 9 on SPI84393, Lot 8 on SPI84392, Lot 2 on RPII188, Lot 1 on SP328486.

The proposal delivers a landmark mixed-use development that responds to its strategic inner city location adjoining the Gabba Stadium, future Woolloongabba Cross River Rail Station, Brisbane Metro, BNE Arena and Kangaroo Point Cliffs, and contributes positively to Brisbane's evolving cityscape.

The development has been carefully designed through a rigorous and collaborative process, drawing on the expertise of a world-class project team with significant experience on similar developments within Brisbane. This process has ensured that the proposal is not only responsive to site and context but also sets a new benchmark for design quality within Brisbane's inner city. The outcome reflects a balance between bold architectural form, subtropical liveability, and a sensitive response to site constraints such as cultural heritage and underground transport infrastructure.

In support of the proposal, the following key points are highlighted:

- The proposed development is consistent with the Vision, PDA-wide criteria, and the outcomes established by the Development Scheme, as demonstrated through this town planning assessment report. The proposal has been informed by extensive pre-lodgement engagement and ongoing collaboration with Economic Development Queensland, ensuring a development outcome that is closely aligned with EDQ's vision for the site and the broader precinct.
- The site is located approximately 400 metres from the Woolloongabba Busway Interchange, the future Woolloongabba Cross River Rail Station, Brisbane Metro Woolloongabba Station and BNE Arena. The development will therefore deliver new housing in a highly accessible location well served by existing and planned high-frequency public transport and community facilities.
- The proposed development represents a high-quality architectural design that responds to the subtropical context of the locality. The proposed development exhibits architectural excellence through building form, articulation, materials and finishes, together with integrated subtropical landscaping, collectively achieve a high standard of design and a positive contribution to the streetscape.
- The proposed development provides substantial deep planting areas and extensive landscaping throughout the precinct, supporting amenity, environmental outcomes and subtropical character.
- The development responds positively to the site's unique context and topography, with a form and scale that is appropriate to the site's attributes and surrounding built environment, resulting in a well-considered and balanced planning outcome.
- The application is supported by a suite of technical assessments, provided as appendices to this town planning report, demonstrating compliance with relevant design and technical standards.
- The proposal appropriately responds to nearby cultural heritage places, including the Russian Orthodox Church (State Heritage Place) and the Heritage Terraces (Local Heritage Place). The development incorporates suitable setbacks to protect the setting and significance of the Russian Orthodox Church, while the Heritage Terraces are to be relocated to a suitable nearby location to support their ongoing retention and enable redevelopment consistent with the PDA vision.

Accordingly, the development achieves the intent of the Development Scheme delivering a mixed-use precinct that supports the needs of Brisbane's inner city, while minimising impacts and maintaining consistency with the site's existing character.

This assessment demonstrates that the proposal complies with, or can be conditioned to comply with, the relevant assessment benchmarks and should therefore be approved.

# Disclaimer

This report is dated 8 May 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Philip Usher Construction (**Instructing Party**) for the purpose of Town Planning Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

# A EDQ Development Application Form

## **B Property Searches**

## **C Landowner's Consent**

## **D Master Plan Document**

# E Architectural Report

## **F Architectural Plans**

## **G Assessment against Development Scheme**

# H Statement of Landscape Design Intent

# I Transport Engineering Report

## **J Operational Waste Management Plan**

# K Engineering Services Report

## **L Tunnel Impact Assessment**

# M Geotechnical Report

# **N Acoustic Impact Assessment**

## **O Heritage Statement**

## **P Structural Technical Memo (Heritage)**



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and communities  
for a better future.**