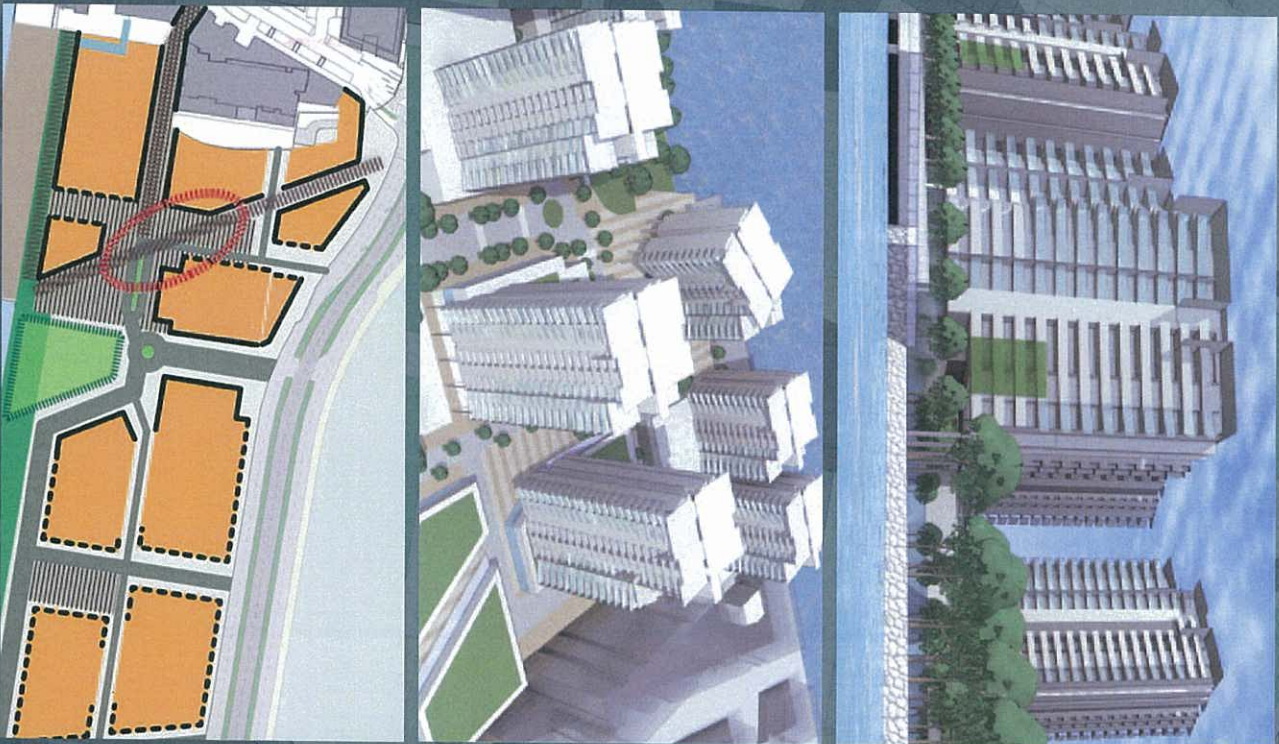




COMPLIANCE ENDORSEMENT
with PDA APPROVAL
9 JUL 2013
MEDQ

AMENDED IN RED
8 JUL 2013
By *Peta Williams*
MEDQ

Sub-precinct 3(d) River Park Precinct Plan Northshore Hamilton UDA

April 2013

Client

This Sub-precinct 3(d) River Park Precinct Plan has been prepared on behalf of Brookfield Residential Properties and ULDA.



Team

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Issue

This Sub-precinct 3(d) River Park Precinct Plan should be referenced as:

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Issue W - 2 April 2013

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1.0 Introduction

1.1 Document purpose

This Sub-precinct Plan (SPP) document has been prepared in support of an application for ROL over Sub-precinct 3(d): River Park, in the Northshore Hamilton Urban Development Area (UDA) - see Figure 1.

This document expands on the requirements and principles set out in the Northshore Hamilton UDA Development Scheme (Development Scheme) and overwrites the development controls within the Development Scheme to the extent set out in this SPP document.

Future development applications within Sub-precinct 3(d) are to be in accordance with the controls and requirements of this SPP and the Development Scheme.

Where this SPP is silent, the Development Scheme applies. Where there is conflict between this SPP and the Northshore Hamilton UDA Development Scheme, the provisions of this SPP will apply.

1.2 Site and context

The site is 13.77 ha in area and is located immediately to the east of the existing Portside Wharf precinct, strategically located between MacArthur Avenue and the River. MacArthur Avenue is the primary east-west route through the Northshore Hamilton area and is intended to ultimately accommodate a bus transit lane as the area develops. MacArthur Avenue currently has a sharp bend near to Remora Road and the entry to Portside Wharf. It is planned to be realigned to form an easier geometry and improved intersection with Remora Road.

A wharf extends along the entire river frontage of the site. The eastern boundary has sites adjacent for development with a bounding street on the neighbouring site identified in the Development Scheme. The western boundary abuts the service lane at the rear of the Portside Wharf precinct for loading and plant room access.

The site accommodates the current Brisbane Cruise Terminal which will remain in operation for most of the development time frames for the sub-precinct. The River Park Sub-precinct service areas become part of the landside restriction zone for service vehicle access between the terminal building and the dock. The restriction zone extends along the wharf as detailed in Section 2.8. The portion of the wharf needed for cruise terminal purposes is retained with the balance of the wharf removed.

The existing Portside residential tower has a panoramic view to the east over the site.

1.3 Development potential

The Development Scheme encourages a high density development with a mix of residential, commercial and retail uses, with a predominantly residential use.

The development potentials for the Sub-precinct are the following:

- the maximum residential GFA for this Sub-precinct will be in the order of 100,000 m²
- the maximum commercial GFA for this Sub-precinct will be in the order of 27,000 m²
- the maximum retail GFA for this Sub-precinct will be in the order of 7,000 m².

The sub-precinct contains three parcels. Parcel A comprises Lots 61 (the present cruise ship terminal) and Lots 62 of SP 224040. Lot 1303 on SP 195300 forms Parcel B. Parcel C is currently part of MacArthur Avenue and will be formed with the planned realignment of this road.

This additional parcel is created from the realignment of MacArthur Avenue. It currently has no additional development entitlements, but can include development associated with the sub-precinct.

The Development Scheme allows for in the order of 134 000 m² of GFA in this sub precinct. The development yield for each parcel is in the order of:

- Parcel A 62 000 m²
- Parcel B 72 000 m²
- Parcel C TBC m².

Uses allocated on the Development Scheme are distributed on a pro rata basis or as otherwise agreed by the land owners.

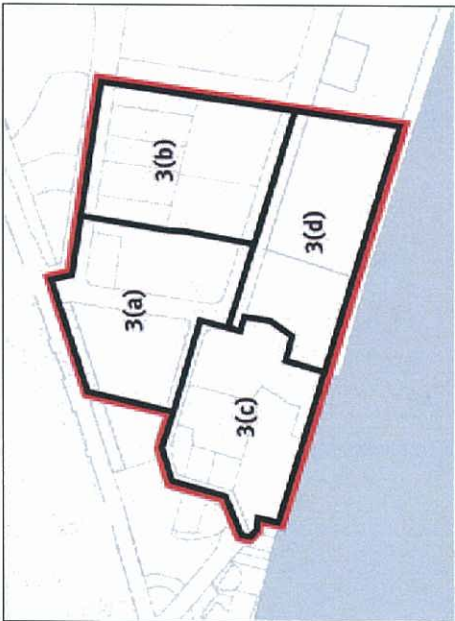


FIGURE 1 - Precinct 3 - SPP



FIGURE 2 - Sub-precinct (3b) lot configurations plan



LEGEND		
	Parcel A	62,000 m ²
	Parcel B	72,000 m ²
	Parcel C	TBC m ²

1.4 Design principles and key elements

This SPP describes a new urban precinct that is a logical extension to the Portside Wharf precinct in the adjoining Sub-precinct 3(c).

The vision for the sub-precinct is to create:

- a high density urban riverside precinct which is an active and vibrant extension of the Portside Wharf node with strong pedestrian connections to Portside Wharf
- a place that celebrates and connects to the river and that continues the Riverwalk along its length
- a place that creates a number of public spaces of differing scales and characters as focal places including a new riverside park
- a high quality public realm of streets and public spaces providing strong connections and views to the river from within and through the sub-precinct
- a place with a legible and interconnected street network which creates sites of a scale for high density residential and mixed-use development
- a built form of towers and podiums with activated podiums that define streets and public spaces and towers located to enable views between buildings for new and existing towers
- a precinct that exemplifies subtropical urbanism with high quality subtropical streets, spaces and buildings
- an urban precinct that can be developed over time which delivers appropriate amenity and function while enabling the existing Brisbane Cruise Terminal to operate, and then delivers further high quality development on the terminal site in a way that integrates seamlessly with the overall sub-precinct.

Specific design elements are described in the illustrative SPP vision at Figure 4.



FIGURE 3 - Indicative aerial view towards site



FIGURE 4 - Illustrative SPP vision

AMENDED IN RED

8 JUL 2013

By: Petra McQuillan(name)
MEDQ

LEGEND

- 1 The precinct is formed around an interconnected street network linking into the existing streets. Streets create views to the river from the precinct
- 2 The street network and building form create a series of high quality public spaces and parks
- 3 The River Park is located at the end of the primary entry street from MacArthur Avenue and enhances the vista from this street through to the river corridor
- 4 Eastern Plaza: forms a riverside focal place for the eastern sector of the precinct
- 5 Built form comprises clusters of high density towers on landscaped podiums towers are arranged to enable views from towers
- 6 A landmark development forming the western boundary of the River Park
- 7 Development on this site is a redevelopment of the current cruise terminal with a landmark building that addresses MacArthur Avenue. This development creates diagonal pedestrian links and view corridors between MacArthur Avenue and Remora Road and to the existing Portside Wharf retail concourse
- 8 An at-grade connection between Portside Wharf and Portside East via the Riverwalk system is created which activates the water front *during non ship days*
- 9 Upper level connections to and through the existing Portside enables continuing pedestrian access along the river on ship days.

2.0 Movement

2.1 Principles

The movement strategy for access and circulation encourages the provision of sustainable transport and movement options and addresses the following key principles.

- the street network is permeable and accessible and provides direct and legible access to and within the sub-precinct
- the movement network supports public transport, pedestrian and cycle movements as well as vehicles
- footpaths and cycleways link the site to nearby destinations and facilitates the integration of the site into the wider community and transport networks
- the street network creates a series of addresses for development parcels which will overlook the new streets, open spaces and river corridor
- vehicle access to development parcels is direct and connects through the precinct to adjacent precincts while avoiding inappropriate levels of through traffic
- the street network is be developed in stages over time and maintains vehicle access to the Brisbane Cruise Terminal while it remains in operation in the sub-precinct
- the pedestrian network uses both edges of new streets, new civic, community spaces and the Riverwalk along the rivers edge (as outlined in Section 2.6).

2.2 Street network

The SPP provides an interconnected street network. The types and design of streets vary according to their context (see Figure 6). Details of specific street types are listed below:

Street A, a wide short Boulevard, is the primary entry into the precinct from MacArthur Avenue with a signalised all turns intersection. The axis of this street will extend into future development to the north of this precinct. This two way street provides a vista to the Brisbane River.

Street B is a two way esplanade giving high public accessibility and sense of address to the river edge. It extends the esplanade from precincts to the east and is built 10 m into the 20 m riparian setback from the river. It extends along the development frontage and angles to the north west forming a public boundary and interface to the Riverside Park and connects to the Street A at a roundabout.

Street C is a two way intermediate street connecting MacArthur Avenue to the esplanade. This street provides a vista through the site to the Brisbane River and creates significant development parcels.

Street D is a one way street from the roundabout which provides vehicle access to the cruise terminal for passenger drop off and collection. The east west portion of the street is a two way split road from the main roundabout connecting with Street A and provides turnaround opportunities in addition to access to the basement and podium parking areas.

Street E is a two way service lane providing access to existing service area that separates Sub-precincts (c) and (d) and will provide access to basement and podium parking areas.

Street F is a one way service lane running parallel to the river through the centre of the site to provide access parcels on the western side of the sub precinct. This service road may remain a private 'shared service' road providing pedestrian access as well as limited vehicle access.

Refer to Section 2.9 for further details on these streets.

2.3 Parking

Parking for the development is provided in a combination of on site and on street parking.

On site parking is provided in podiums and basements. All podium car parks are screened with active uses fronting the street except where fronting Streets E and Street F (laneways).

Car parking rates are in accordance with the Development Scheme.

On street parking is provided as short term regulated parking. Only limited parking is available on street and its primary purpose is to provide convenience parking for restaurant and retail uses in the sub-precinct.

2.4 Staging

As the terminal facility will remain in place for at least the medium term an staging will need to maintain access for a range of users. The supporting material provides details of indicative staging and access to ensure appropriate access for all users is maintained.

2.5 Alternate street layout

The preferred street layout for the sub-precinct is described in this section of the SPP. Alternate street layouts may be possible on Parcel B, as there are fewer constraints on this portion of the sub-precinct.

Alternative street arrangements must demonstrate how the design objectives and principles within this SPP are achieved. An example of an acceptable alternative street layout is illustrated below in Figure 5.

Should this alternative street layout be adopted frontage types and treatments as shown in Figure 20 will also need to be reviewed.

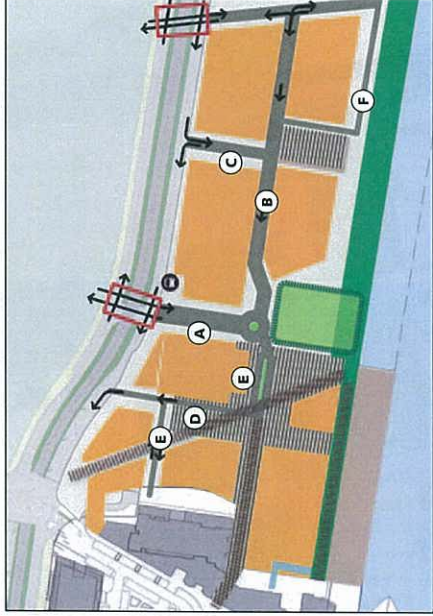
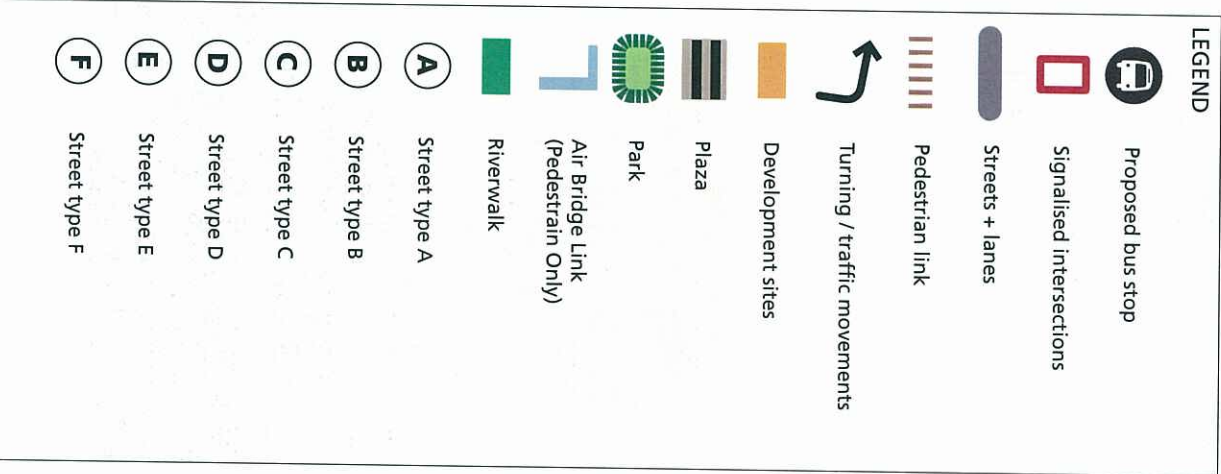


FIGURE 5 - Potential alternate street network plan



FIGURE 6 - Street network plan



2.6 Pedestrian network

The SPP provides pedestrian connections which are vital to the integration with adjoining sub-precincts and assists in providing a finer grain of movement and transition. Key pedestrian linkages are described as follows:

- the Riverwalk extends along the length of the river frontage connecting to the existing Portside Wharf and future development areas to the east. Development in the western portion of this sub-precinct along the riverfront, is setback 10 m

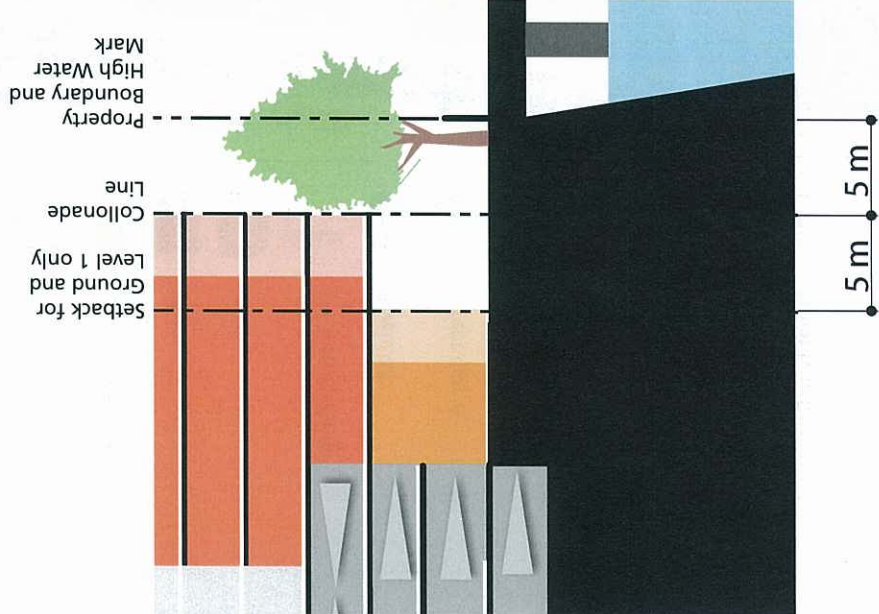


Figure 7 - Frontage setback plan for Lot 62 only

enabling a 5 m wide pedestrian walkway and a 5 m wide landscaped zone between development and the wharf to facilitate a pedestrian connection between Sub-precincts 3(c) and 3(d). These setbacks are detailed in Figure 7

- a number of pedestrian routes align with key view corridors including the 25 m wide view line along Street A which extends through the River Park to the river
- a 20 m view line along Street C to the river provides access to the river and a potential focus for the Eastern Plaza
- a view line from the intersection of Remora Road and MacArthur Avenue, diagonally through Development Site 8 (refer Figures 4 & 10) to the riverfront, is maintained as a pedestrian path through the proposed buildings. The view line has a minimum height of 9 m and a minimum width 10 m. The view corridor is also maintained through Development Site 2 (refer Figures 4 & 10)
- In conjunction with the delivery of the River Park, the western section of Riverwalk, linking to Portside Wharf, will be undertaken when Development Site 1 or 2 (see Figure 10) is developed, whichever is first. The eastern section of Riverwalk, linking to the adjoining Precinct 5 will be delivered when Development Site 3 or 4 is developed, whichever is first.

Pedestrian connections through the site are detailed in Figure 9.

2.6.1 Preferred Option

During ship days, when the terminal facility is in operation, an upper level air bridge will link the River Park Precinct and Portside Wharf on Level 3, viewing deck level, as shown in Figure 8. This pedestrian linkage will be accessible from ground level via stairs and a lift, providing continuous waterfront access during ship days. The connection will be delivered upon completion of Development Site 1. This link will traverse a service area for Portside Wharf, so will need to be carefully considered to enable pedestrian legibility, shelter and safety.

2.6.2 Alternative Option

Where agreed in writing by MEDQ's Manager - Development Assessment an alternative pedestrian access link may be achievable between the River Park Precinct and Portside Wharf where it can be demonstrated that visitor access, ship servicing access, construction traffic and visitor movement can be accommodated at all times. Alternate pedestrian arrangements will provide continuous pedestrian access from sub-precinct 3(d) to Portside Wharf at all times. This connection will be delivered upon completion of Development Site 1. This link will traverse a service area for Portside Wharf, so will need to be carefully considered to enable pedestrian legibility, shelter and safety

2.7 Cycleways network

The cycle network for the sub-precinct utilises the Riverwalk connection providing continuous movement along the waterfront.

At this stage the extent of cycle lane provision along MacArthur Avenue is unknown, however a cycle connection, via dedicated cycle lanes on Street A, will provide a connection from MacArthur Avenue to Riverwalk as shown in Figure 10.

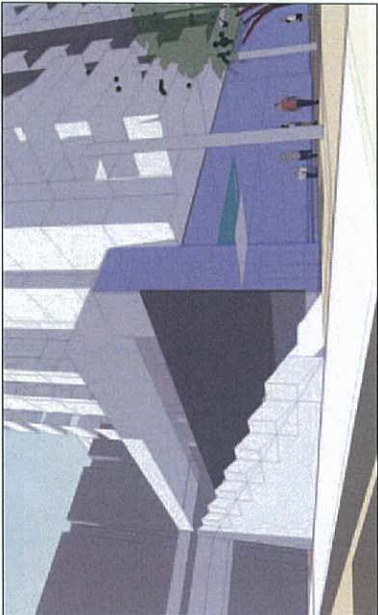


FIGURE 8 - Indicative design of the upper level connection to Portside Wharf

2.8 Landside restriction zone

In accordance with the Maritime Transport and Offshore Facilities Security Regulations 2003, the terminal facility and associated wharf is a Security Regulated Port for the purposes of establishing a Landside Restricted Zone (LRZ). The current LRZ is illustrated in Figure 9 below. The LRZ is defined and regulated by the Maritime Security Plan (MSP) as approved by the Office of Transport Security (OTS).

The air bridge linking to Portside Wharf, as detailed in Section 2.6, will be established at the time that Development Site 1 (see Figure 11) is developed. The creation of this link will provide continuous pedestrian access from sub-precinct 3(d) to the Portside Wharf.

As described in Section 2.6, alternate pedestrian access arrangements may be possible between Portside Wharf and the River Park Precinct where endorsed by the MEDQ's Manager - Development Assessment. Alternative pedestrian linkages must demonstrate how the design objectives and principles within this SPP are achieved, in addition to seeking all necessary approvals from the OTS for a variation to the MSP as per Section 52A of the Maritime Transport and Offshore Facilities Security Act 2003.



FIGURE 9 - Landside Restriction Zone

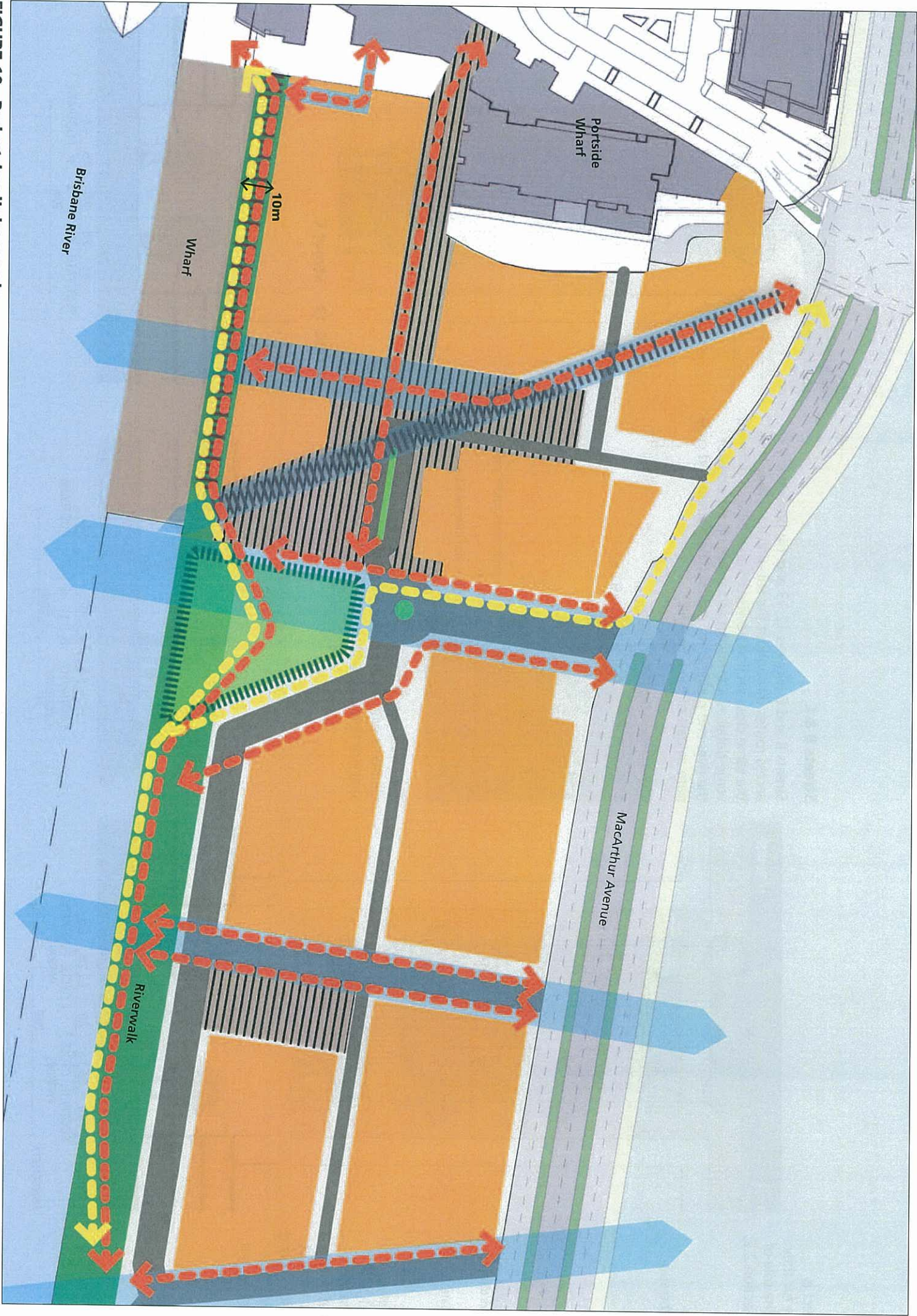


FIGURE 10 - Pedestrian linkages plan

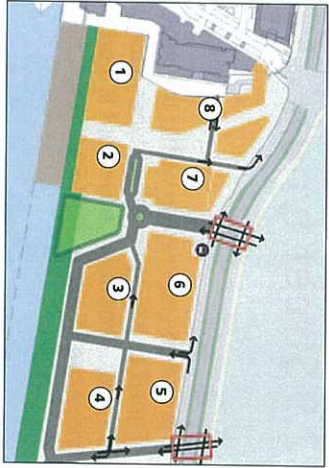
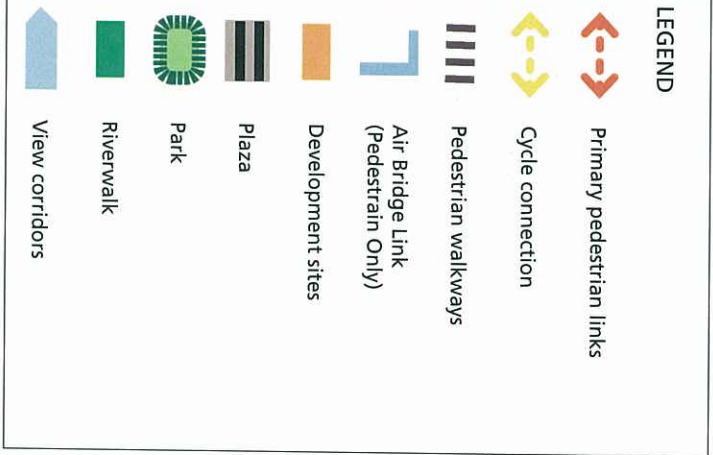


FIGURE 11 - Development Sites key plan



2.9 Street types

The movement strategy within the sub-precinct is aligned to a range of street types appropriate for their purpose. Pedestrian movement is a priority. The role of the range of streets has been introduced in Section 2.2.

Street A

This street (Figure 11) is the main entry into the sub-precinct from MacArthur Avenue.

Reserve width	25 m
Movement lanes	2 x 3.5 m
Designated cycle lanes	Yes
Verge	5 m
Footpath	5 m
On street parking	2.5 m wide lanes, short term parking
Pedestrian crossings	Corners and intermediate
Posted speed	40 kph

The short term nature of the parking will result in parking spaces turning over relatively quickly contributing to on street activity. On street parking is maintained through peak periods as this street does not carry high volumes of traffic. The street is a mix of visually and physically tight elements with buildings and street trees enclosing the street space. This street is a very active pedestrian space so pedestrian crossing are frequent.

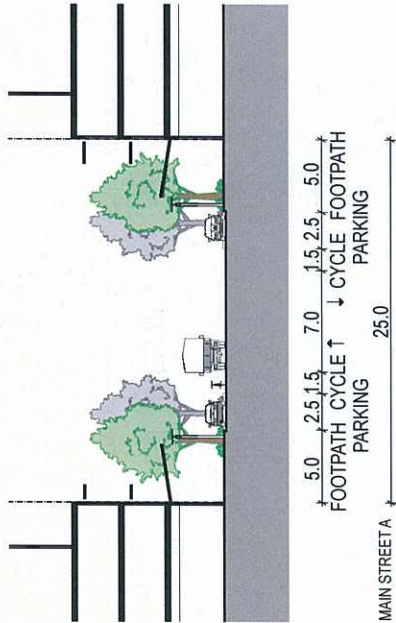
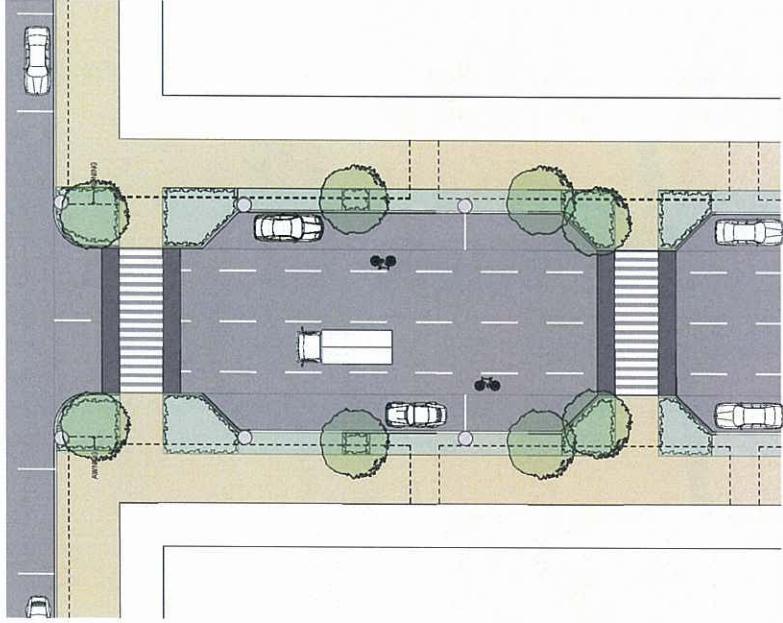


FIGURE 11 - Main Street - Street A

Streets B & C

Streets B and C (Figures 12, 13 and 14) provide key access routes throughout the sub-precinct. They have the same cross section however Street B has a different verge detail as it forms an esplanade on the edge of the river and provides for a shared pedestrian and cycle path as part of the Riverwalk.

Reserve width	20 m
Movement lanes	2 x 3.0 m
Designated cycle lanes	No
Median	No
Verge	4.5 m
Footpath	4.5 m
On street parking	2.5 m wide lanes, short term parking
Pedestrian crossings	Corners and intermediate
Posted speed	40 kph

The streets are a mix of visually and physically tight elements with buildings and street trees enclosing the space or reinforcing the river aspect.

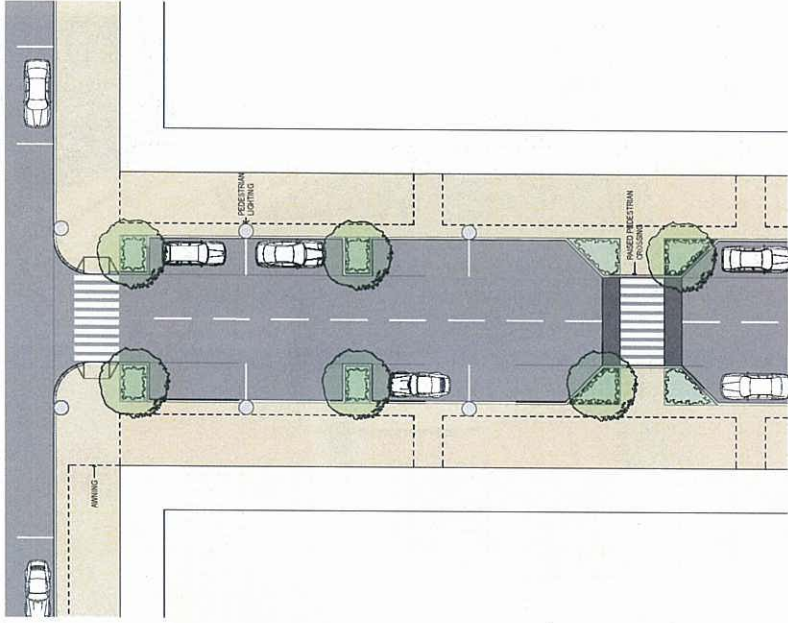


FIGURE 13 - Street C

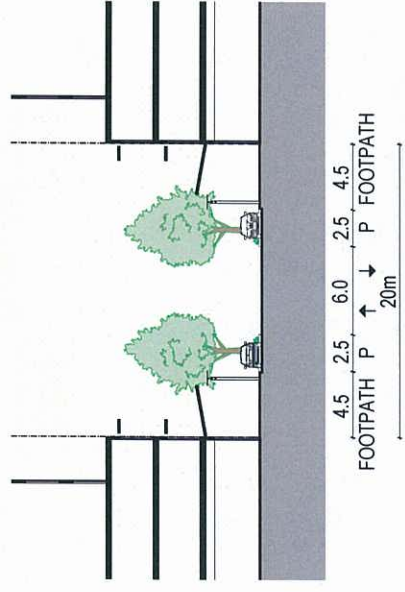


FIGURE 14 - Cross section & verge detail Street C

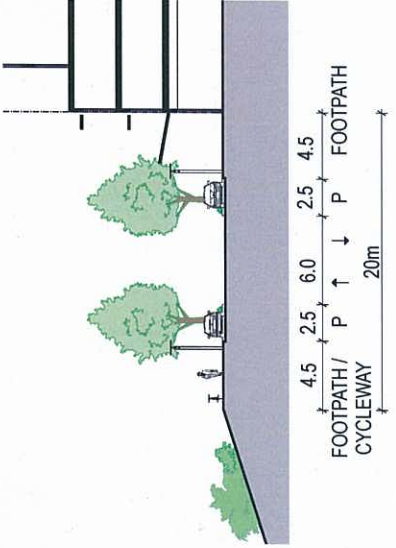


FIGURE 12 - Cross section & verge detail Street B



Laneways D & F

These one way service laneways (see Figure 15) are shared pedestrian and vehicle areas providing access to buildings. Car parking is provided on both sides of the street.

Reserve width	Varies (generally 14 m)
Movement lanes	3.0 m (one way)
Designated cycle lanes	No
Median	No
Verge	Varies (min 3.0 m)
Footpath	Varies (min 3.0 m)
On street parking	2.1 m wide lanes, short term parking
Pedestrian crossings	None required
Posted speed	10 kph

These laneways provide on street parking, access for service vehicles and to basement parking areas.

These laneways are visually tight with narrow widths and street tree planting. Although accessible by pedestrians, they are not intended as significant routes within the pedestrian network.

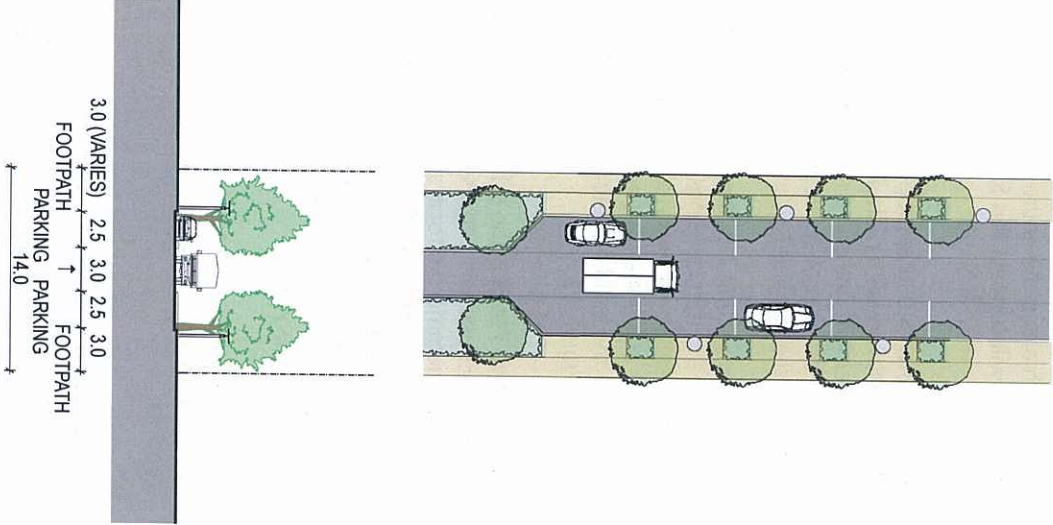


FIGURE 15 - Laneways D & F

Laneway E

This two way laneway (see Figure 16) is a shared pedestrian and vehicles area providing vehicle access to buildings. No on street car parking is provided.

Reserve width	Varies (generally 11 m)
Movement lanes	5.0 m (two way)
Designated cycle lanes	No
Median	No
Verge	Varies (up to 3.0 m)
Footpath	Varies (up to 3.0 m)
On street parking	None
Pedestrian crossings	None required
Posted speed	10 kph

This laneway provides access and set down areas for service vehicles. It also provides access to basement parking areas and links with existing service lanes.

This laneway is visually tight with narrow lane widths. Although accessible by pedestrians, it is not intended to form a significant part of the pedestrian network.

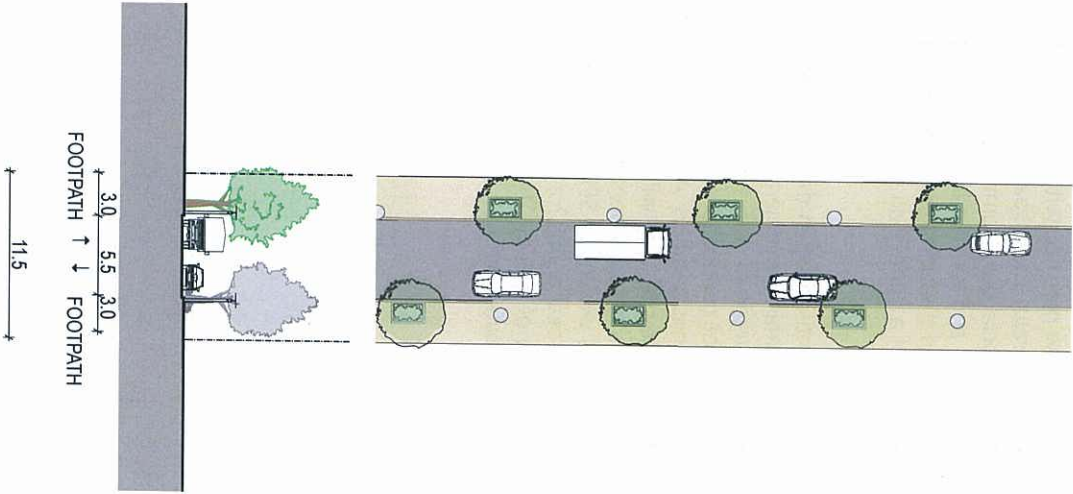


FIGURE 16 - Laneway E



3.0 Open space and public realm

3.1 Principles

The aim of the SPP is to create a high quality, sustainable environment that provides the community with a strong sense of place and a rich variety of public open space experiences.

The public spaces defined in the SPP will become the heart of the new precinct, with designs that are both active and vibrant. These spaces will provide opportunities for social development and interaction between both local and surrounding communities. This will be achieved through innovative design and a strong promotion of a pedestrian scale throughout the precinct.

The overall design intent within the SPP places an emphasis on pedestrian movement and connection. This makes the provision of sufficient and attractive pedestrian and cyclist connections across the SPP and beyond a key consideration. As these movement corridors traverse the site, they will link into the major public open spaces and movement paths beyond the precinct. The spaces within the SPP provide pockets of activity that create focal points for the community. The SPP creates a variety of spaces. The role and function of these spaces is explained below.

1

The River Park is the primary civic open space for the precinct on the river's edge. It is narrow in the more urban part of the precinct and opens out with a generous angle (consistent with the diagonal view corridor) to the river creating long views downstream to the south-east.

The park extends into the riparian corridor in the eastern part of this sub-precinct. Its central location makes it an accessible high-amenity place along the river edge. The park has a high quality civic landscape design appropriate to a significant place providing passive and active opportunities.

The River Park landscape respects the visual corridors described in Section 2.6 on Street A and the diagonal vista from the intersection of MacArthur Avenue and Remora Road.

The River Park seamlessly connects to the adjacent public realm plaza areas to the west as the park is a continuation of this space. It has plaza spaces closer to the urban frontages with grassed areas towards the centre and river.

As described in Section 4, primary active frontages frame the park. Adjoining buildings overlook the park and provide casual surveillance of the space. Entries to buildings face the park, creating fine-grained activated frontages, enhancing the vitality and social function of the plaza. The design of the River Park creatively and efficiently resolves issues of differences in levels between adjoining development, streets and public realm spaces.

2

The Riverwalk provides continuous public space at the River's edge, providing both a linking function as well as being a key linear open space for the UDA.

The Riverwalk is a continuous pedestrian and cyclist path along the entire length of the River and will connect this SPP area to Portside Wharf.

Shade is provided at appropriate locations along the Riverwalk's path. Respite areas away from movement paths and nodal places are located at the end of street alignments with adequate seating and lighting.

As noted in Section 2.6, through the western portion of the site, buildings maintain a 10 m setback for the first two storeys to facilitate movement along the river edge. From levels 3 and above the building setback is only 5 m as shown in Figure 17.

3

The Central Plaza is the urban heart of the sub-precinct and will become, over time, the retail and commercial focal place for the sub-precinct. It connects to MacArthur Avenue along the post-terminal diagonal visual corridor. It extends and seamlessly integrates with the River Park and has a direct view corridor to the river.

This plaza also connects with a post-terminal diagonal arcade to the existing Portside Wharf precinct.

4

The Eastern Plaza forms a riverside focal place for the eastern sector of the precinct. It is closely framed by buildings and opens to the river on the southern side.

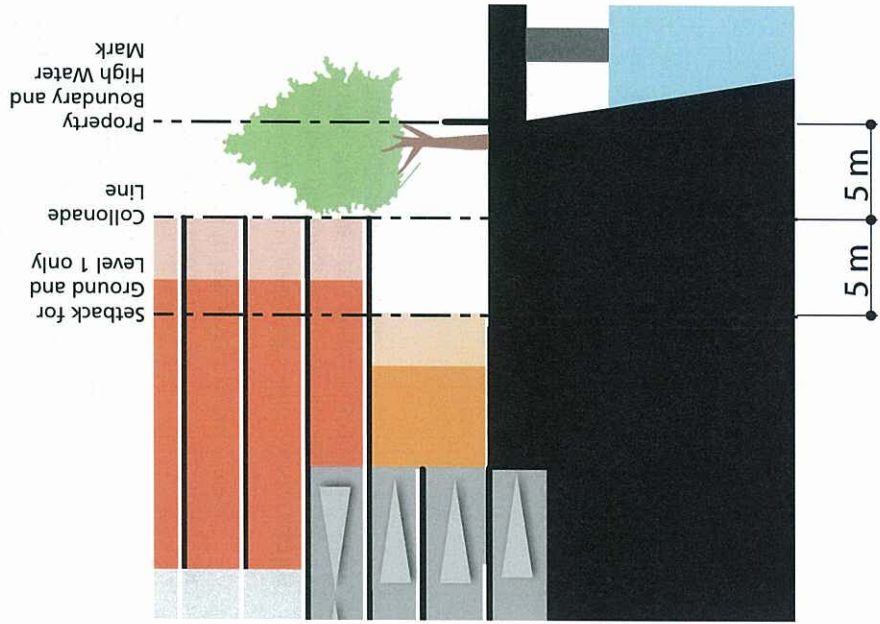


Figure 17 - Frontage setback plan for Lot 62 only



FIGURE 18 - Open space & public realm plan

LEGEND

1

The River Park

2

Riverwalk

3

Central Plaza

4

Eastern Plaza

4.0 Urban form

4.1 Principles

This section creates a framework that will enable a variety of innovative building responses that exemplify subtropical principles in an intense urban environment.

The urban form principles for the development are:

- the scale and height of buildings in a podium and tower form contributes to a high quality public realm. This promotes legibility within the sub-precinct. Built form reinforces the structure of the street system through aligning building fronts parallel to streets
- higher intensity development is located around the existing Portside Wharf precinct at the western edge of the sub-precinct
- the tallest buildings are located on MacArthur Avenue
- landmark buildings are located in strategic locations to reinforce the urban identity and legibility
- buildings have a distinct base, middle and roof.

4.2 Frontages

Frontage types

The sub-precinct includes the frontage types illustrated in Figure 19 and defined below.

Primary active frontage

Within the SPP primary active frontages are generally concentrated around the plazas and parks. Buildings on primary active frontages:

- activate the street for extended hours of the day and night by building up to or near the street edge, generally parallel to the street alignment and supporting a mix of uses
- have continuous awnings for shelter and shade
- are visually and physically permeable containing many windows and entrances, displaying activities and/or facilitating surveillance and interaction
- reinforce the priority of the pedestrian by addressing the street and including strongly expressed pedestrian entrances and contributing to comfort for pedestrians by delivering continuous awnings providing shelter over footpaths
- incorporate car parking that is located below ground or where at grade or podium car parking is proposed it must be sleeved with active uses to ensure overlooking of the street increasing surveillance and reinforcing the active frontage, particularly from upper floors
- no vehicle access points to development for car parking or servicing.

Secondary active frontages

Buildings with secondary active frontages need not be activated by continuous retail and commercial uses but must be respectful of the pedestrian public realm and:

- address the street and public realm providing casual surveillance
- provide facades that contain well-detailed and articulated access points at frequent intervals along pedestrian networks, and do not include blank walls
- provide awnings located at key entry points
- allow vehicle access points but locate and design them to minimise impacts on the public realm.

Other frontages

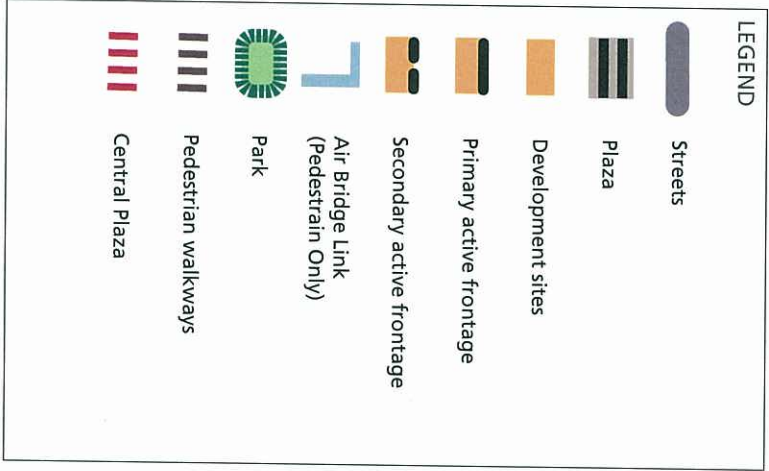
Building edges on other frontages:

- address the street and public realm but may have a wider variety of setbacks to allow for privacy to be maintained between street and dwelling and cater for courtyards, balconies and deep planting areas
- locate basements, where provided, within building footprints and set back from street alignments to allow areas for deep planting
- emphasise entries through architectural and landscape treatment, pedestrian movement paths, awnings and height
- contain vehicle entry points for car parking and servicing
- are not required to contain any sleeving and may be built to the street alignment.

Frontage types for the sub-precinct are shown in Figure 19.



FIGURE 19 - Frontages





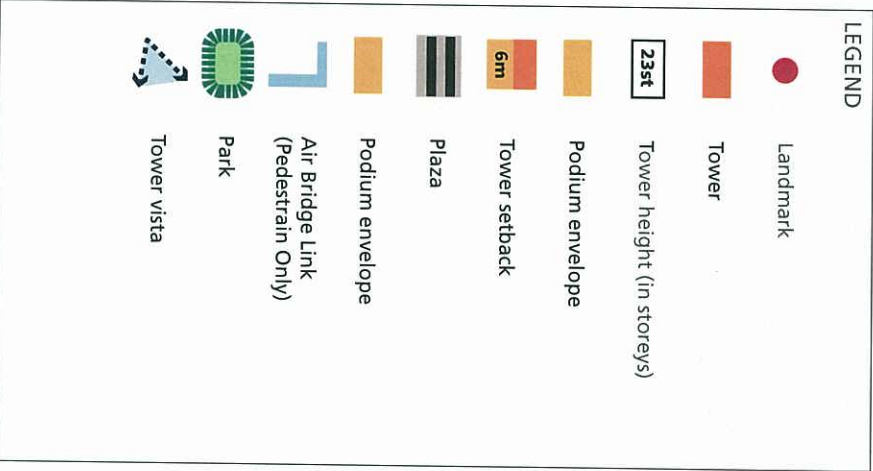
4.3 Built form and development intensity

Development form and intensity			
The built form of the sub-precinct comprises towers and podiums. Maximum building heights and indicative floor space distribution for each development site within the sub-precinct are set out in Figure 20. In general, more intense forms of development are expected towards the western edge of the sub-precinct to support the expanding Portside Wharf in that location. Taller buildings are located along MacArthur Avenue to define this corridor, while smaller residential mixed-use buildings take advantage of their riverfront location. Indicative cross sections through the sub-precinct are shown in Figures 21 and 22.	Podiums are the primary elements that define streets and public spaces, providing ground floor activity and overlooking above for casual surveillance. Podium facades are generally built to street boundaries and public spaces. Podiums may be setback to create plaza spaces on strategic corners and more generous entry plazas to towers above. Above ground podium car parking is required particularly in the western portion of the precinct and is sleeved by street facing uses. Commercial or residential uses may occupy these spaces and should be flexible in design allowing for either commercial or residential uses. Where residential uses are located above podiums, it is expected tower footprints will be smaller, with opportunities for roof terraces, pergolas and green roofs. These elements can be visible on the edges of the building creating softer, more feathered edges to podiums. Podiums are three storeys in scale with ground floor heights of 4.5 m to accommodate a variety of retail, commercial or residential uses.		
	Towers Tower envelope locations, heights and required setbacks are shown indicatively on Figure 20. Towers have various footprint sizes and are generally located towards specific podium edges on street corners and major corners. Setbacks are specified in locations to reduce the impact of the towers on adjacent public spaces, particularly the River Park, to avoid overlooking of service areas, creating a variety of street setbacks and enhancing views from adjacent towers. An 18 m wide separation is required between residential towers where buildings and balconies directly overlook each other. Where two towers occur in the same envelope the setback may be reduced to 6 m where the towers are built side by side and do not directly overlook each other. Suitable orientation of windows and screening must also be provided. The tower on Development Site 2 (refer figure 10) is the only tower for the full height of the structure with no podium level extending through to the eastern face of the building. This will create a landmark building overlooking plaza, park and the river (refer Figure 20). The tower on the south west corner of Lot 62 overhangs the podium by 5 m to create the River Walk below. Generally apartments in towers face north or south, minimising east and west orientations. Consideration should also be given to the placement of primary living areas and balconies to not look directly onto living spaces in adjacent towers.	Towers Tower envelope locations, heights and required setbacks are shown indicatively on Figure 20. Towers have various footprint sizes and are generally located towards specific podium edges on street corners and major corners. Setbacks are specified in locations to reduce the impact of the towers on adjacent public spaces, particularly the River Park, to avoid overlooking of service areas, creating a variety of street setbacks and enhancing views from adjacent towers. An 18 m wide separation is required between residential towers where buildings and balconies directly overlook each other. Where two towers occur in the same envelope the setback may be reduced to 6 m where the towers are built side by side and do not directly overlook each other. Suitable orientation of windows and screening must also be provided. The tower on Development Site 2 (refer figure 10) is the only tower for the full height of the structure with no podium level extending through to the eastern face of the building. This will create a landmark building overlooking plaza, park and the river (refer Figure 20). The tower on the south west corner of Lot 62 overhangs the podium by 5 m to create the River Walk below. Generally apartments in towers face north or south, minimising east and west orientations. Consideration should also be given to the placement of primary living areas and balconies to not look directly onto living spaces in adjacent towers.	Landmark corners The location of the buildings and spaces on the site combined with the characteristics of access to the site creates some buildings and corners that are more visually prominent. Landmark corners extend to podium edges, with taller, more vertical facade treatments. Away from these locations, setbacks can be increased, walls angled and a greater variety of plan forms introduced. Key landmark corners are located around major entry points and public spaces shown in Figure 20.



FIGURE 20 - Podium, tower and landmark corner location plan (NOTE: Tower heights and GFA allocations are indicative only)

* The building for Development Site 8 (see Figure 10) may straddle both Parcel A and C, as such it has been allocated a reduced GFA figure. The ULDA may reassess the development yield of Parcel C in the future and assign additional GFA to this building to achieve the development outcome outlined in this document.





Views and vistas

The configuration of development parcels and accesses (pedestrian and vehicular) through the sub-precinct establish a range of views and vistas to be capitalised on as part of the development of the site.

Both long views from adjoining precincts and in particular from MacArthur Avenue are maintained through the site to enhance the sites visual connectivity with the riverfront (see Figure 21). Development parcels which front onto MacArthur Ave maintain view corridors to the river. This visual connection is assisted by the River Park running parallel rather than perpendicular to the river.

Towers are arranged to take advantage of view corridors and will orientate for views and aspect. The tower arrangement makes provisions for shared views throughout the site.

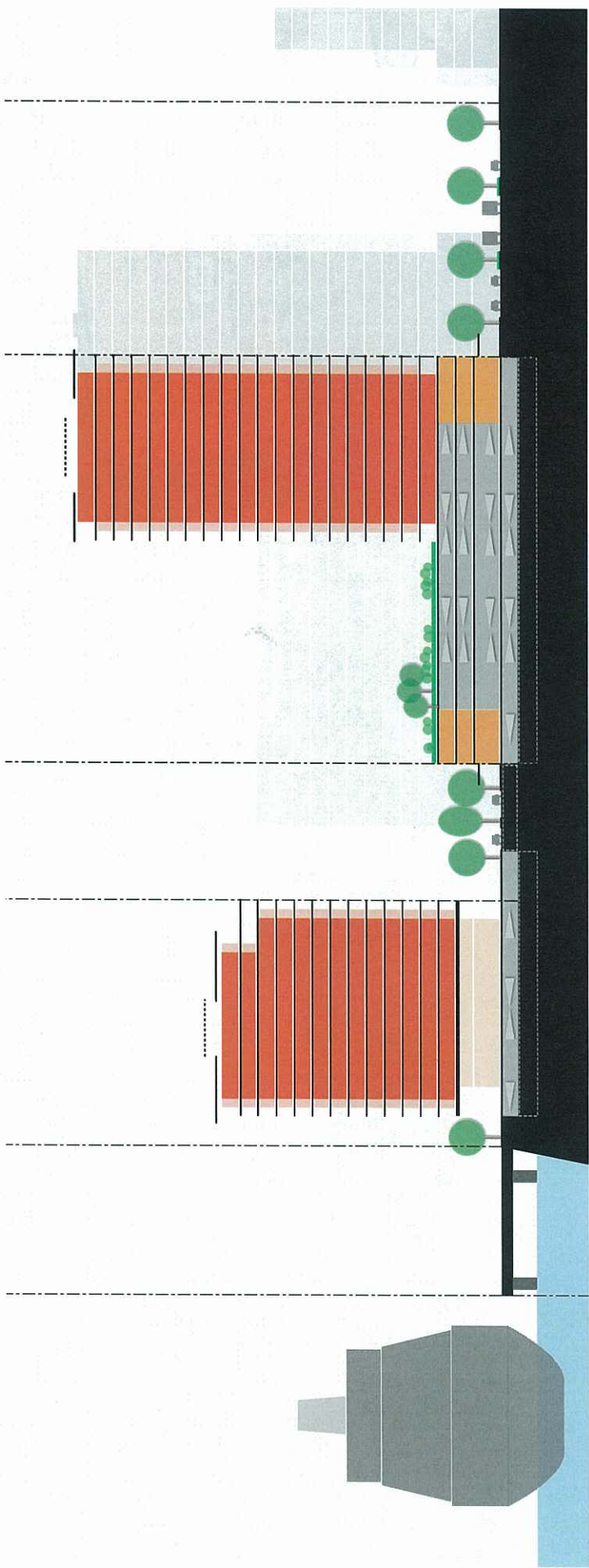
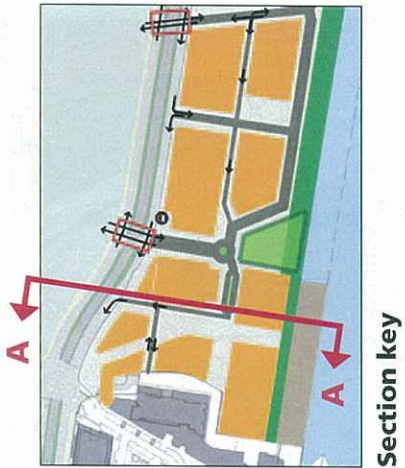
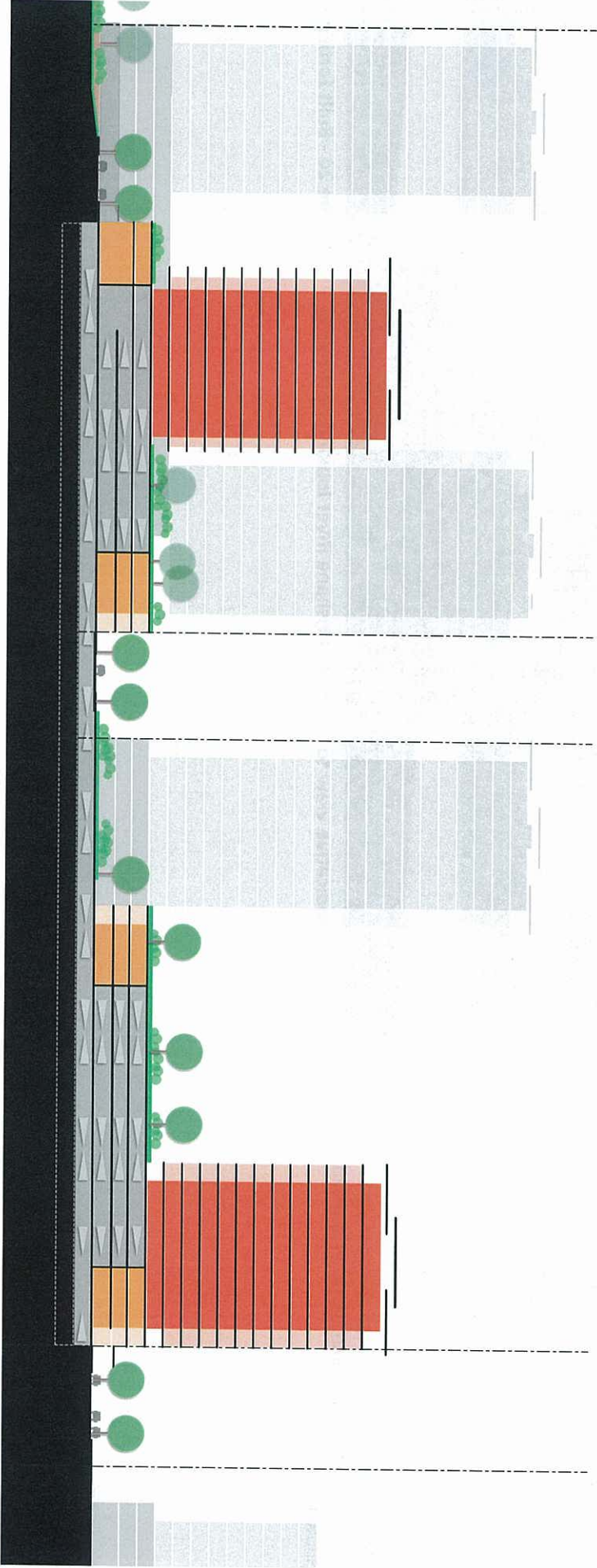
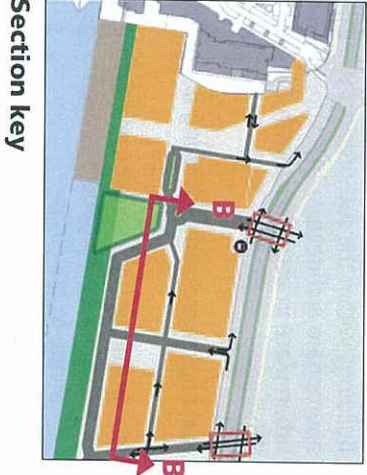


FIGURE 21 - Section A-A



4.4 Building character

Buildings within the sub-precinct will express an appropriate architecture that supports a subtropical urban place in accordance with the Development Scheme.

Buildings express the following design principles:

- buildings have varied roof forms and expressed roof lines with generous overhangs providing shade to buildings
- skyline articulation is achieved with stepping in roof line of at least two floors
- floor plan stepping creates building articulation and a vertical expression
- visual interest is enhanced with a variety of balustrading expressions with solid, glazed, angled, curved treatments. Balconies are discontinuous
- podium active frontages define streets and public spaces
- contrasting materials and colours on facades create visual interest, a vertical emphasis and visually reduce the bulk of taller buildings.

The built form principles are demonstrated in Figures 23–25. Indicative building character and expression are shown in Figures 26–28.

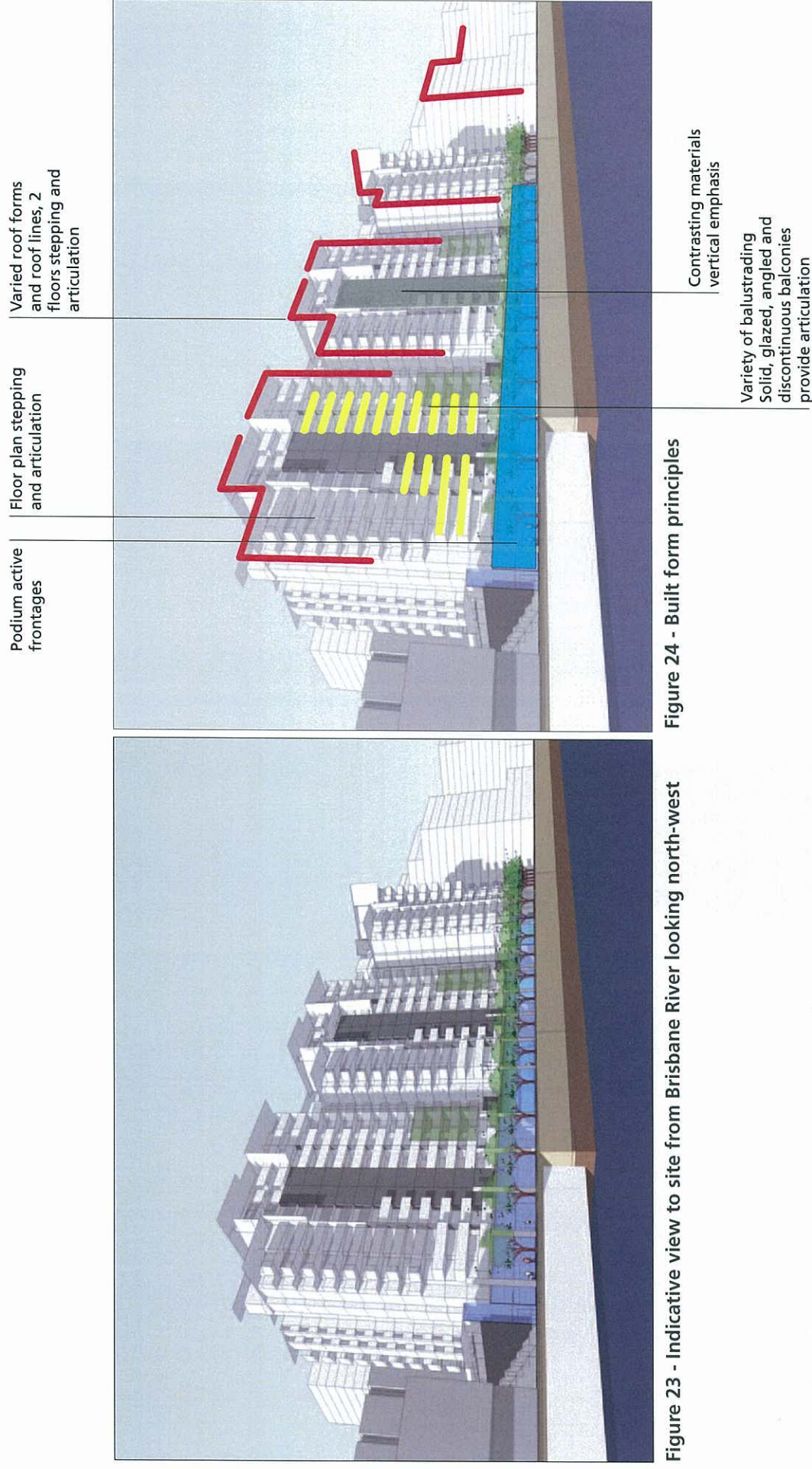


Figure 23 - Indicative view to site from Brisbane River looking north-west

Figure 24 - Built form principles



Varied roof forms provides variety to the skyline

Stepping in floor plan provides articulation and vertical expression to the tower

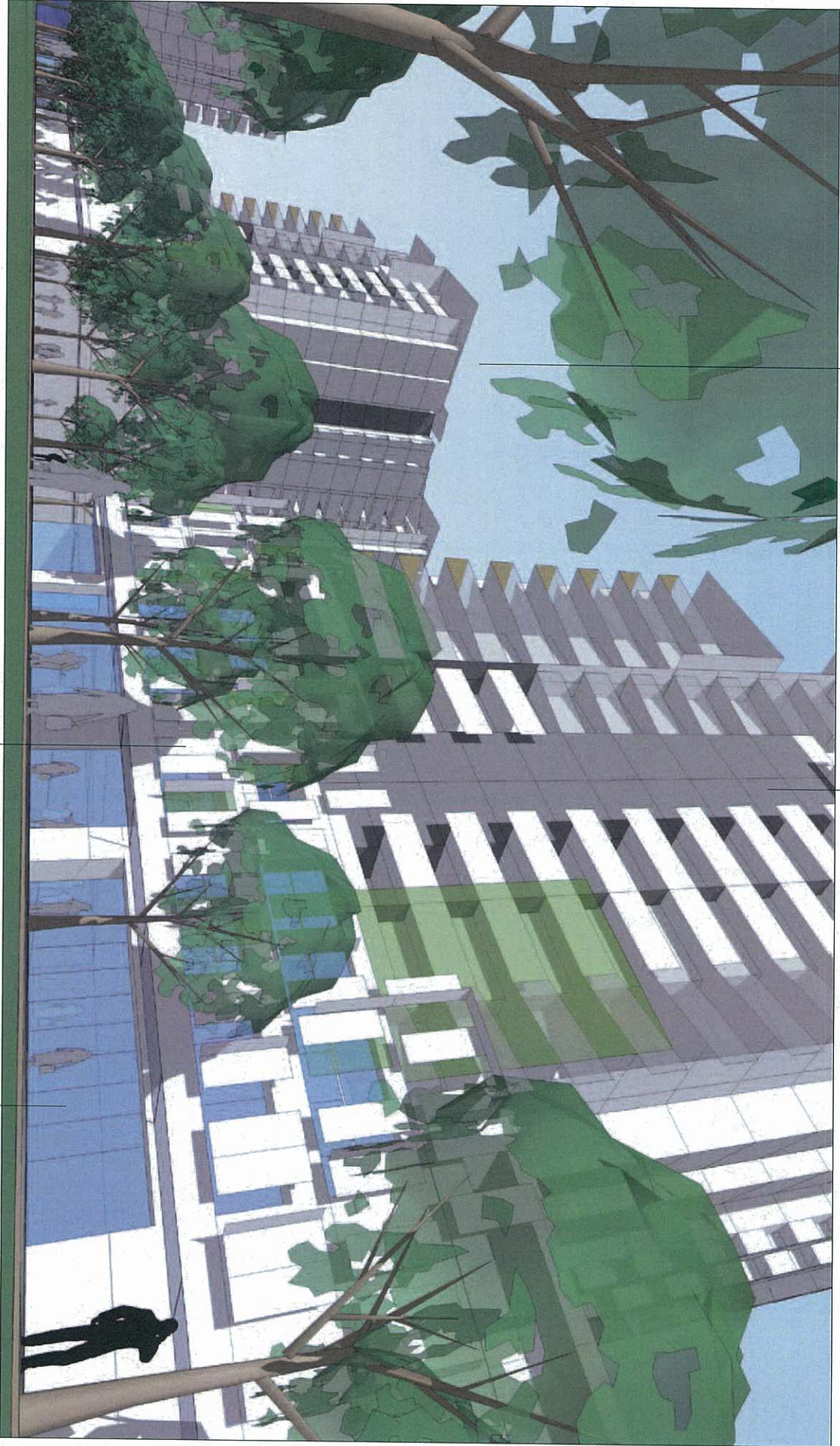


Figure 25 - Indicative eye level view activated podium and tower built form

Podium are expressed differently to the tower with solid and glazed treatments. The contain a mix of uses which overlook the street and activate the facade

Active frontages at ground level define the streets and public space



Figure 26 - Indicative aerial view towards site



Figure 27 - indicative view across site towards Brisbane River



Figure 28 - Indicative eye level view towards plaza & river

