



Hon Steven Miles MP
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DECISION NOTICE

ABN 65 959 415 158

Ministerial Infrastructure Designation (MID) for the Pharmacy Australia Centre of Excellence (PACE) precinct

Decision details

Decision:	MID made under section 38 of the <i>Planning Act 2016</i>
Date of decision:	19 March 2021
Type of infrastructure:	Planning Regulation 2017, Schedule 5, Part 2 - • Item 6: educational facilities • Item 12: hospitals and health care services • Item 19: any other facility not stated in this part that is intended mainly to accommodate government functions.
DSDMIP reference:	MID-1020-0452

Premises details

Street address:	20 Cornwall Street, Woolloongabba, QLD, 4102
Real property description:	Lot 1 on SP107652
Local government area:	Brisbane City Council (the council)

Infrastructure entity details

Infrastructure entity:	Translational Research Institute Australia
Infrastructure entity contact details:	c/- Ethos Urban GPO Box 1268 BRISBANE QLD 4000

Requirements

A notice of requirements included in the MID is at **Schedule 1**.

Submissions

A notice of how I have considered submissions is at **Schedule 2**.

Advice to the entity

Despite the MID, the entity is responsible for determining what obligations exist under previous development approvals that apply to the premises.

Effective date

As set out in section 9(3) of the *Planning Act 2016*, the MID will take effect from the date the gazette notice for this MID is published in the Queensland Government Gazette.

Duration of designation

The duration of the MID is set out in section 39 of the *Planning Act 2016*.



STEVEN MILES MP
DEPUTY PREMIER
Minister for State Development, Infrastructure,
Local Government and Planning

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Schedule 1 - Notice of requirements included in the MID

Development under the MID is to be carried out generally in accordance with the plans, reports and documents referenced in the requirements included in Table 1.

Table 1 – Requirements	
Plan of designation	
1.	The 'Plan of designation for the Pharmacy Australia Centre of Excellence precinct, ref. MID-1020-0452 and included at Annexure 1 (Plan of designation).
Future connection	
2.	Prior to the commencement of work, ensure the design of the new building makes provision for the 'Future connection from PACE', as shown on the Plan of designation.
Stormwater management	
3.	(a) Prior to the commencement of use of the new building, implement best practice stormwater quantity and quality measures generally in accordance with the following sections of the Civil Engineering Site Based Stormwater Management Report (reference no. D01183) prepared by Aurecon, dated 10 September 2020 and revision 03, as included at Annexure 2 : i. Section 3.2 – Proposed infrastructure ii. Section 4.3.7 – On-site detention iii. Section 6 – Conclusions.
Active transport	
4.	(a) Prior to the commencement of use of the new building, provide end of trip facilities including a minimum of: i. 32 lockable, secure bicycle parking spaces ii. 1 male and 1 female end of trip change rooms iii. 51 end of trip lockers iv. 2 male and 2 female end of trip showers.
Car parking	
5.	(a) Prior to the commencement of use of the new building, provide a minimum of eight additional on-site car parking spaces, including one designed for a person with a disability (PWD). (b) All new car parking spaces are to comply with the relevant council or Australian standards.
Design/ built form	
6.	(a) The design of the new building should be of a bulk, scale and massing generally in accordance with the Exterior Materiality and Envelope

	Composition Plan (ref TRI 2 MID Application Concept Report, Issue C - 23 December 2020) included at Annexure 3 and include/incorporate: i. variation in roof form ii. large vertical glazed panels and perforated aluminium sunshades iii. variation in façade materials, colours and detailing iv. easy to identify building entrances v. well disguised service elements.
Vegetation	
7.	(a) Retain existing mature vegetation unless required to be removed to facilitate the proposed development or it can be demonstrated that the trees pose an unacceptable safety risk, and this is confirmed by a suitably qualified person. (b) Prior to any clearing operations, a suitably qualified wildlife officer or ecologist must undertake a preclearing inspection of trees, wet areas and other vegetation for fauna, hollows, nests and other breeding places and must be present during clearing operations. (c) Protect vegetation that is not required to be cleared from construction impacts in accordance with the AS4970-2009 Protection of Trees on Development Sites.
Refuse and plant screening	
8.	Refuse storage bins and all plant and equipment are to be stored behind fencing or screened from view from roads, adjoining premises and open space.
Construction management	
9.	(a) Prior to the commencement of work, update in consultation with the Cross River Rail Development Authority, the Department of Transport and Main Roads and Queensland Rail the Construction Management Plan (CMP) prepared by Watpac, dated 7 October 2020 and submit to the Department of State Development, Infrastructure, Local Government and Planning (infrastructuredesignation@dsdmip.qld.gov.au). The updated CMP is to include/address the following: iv. construction methodology v. coordination with the construction requirements of Cross River Rail in relation to vehicle (heavy and light vehicles), pedestrian, cyclist, land and car parking requirements vi. traffic management for vehicles, pedestrians, cyclists, car parking, vehicle loading and unloading, major plant and crane movements, site access and the like vii. workforce travel plan addressing the unavailability of on-site and on-street parking viii. temporary active transport arrangements for pedestrian and cyclist access, including disability compliant access

	ix. temporary wayfinding and directional signage to direct drivers, cyclists and pedestrians x. an Erosion and Sediment Control Plan that addresses erosion risk and surface water run-off xi. dust mitigation methods (such as use of water to suppress potential dust) and air quality management measures xii. hours of construction, vibration, and construction noise (including the default noise standards), in accordance with the <i>Environmental Protection Act 1994</i> (s440R & 440S) xiii. waste control and management, in conjunction with a waste management plan if deemed necessary xiv. disposal and management of hazardous materials and regulated waste, including removal by a suitably licenced contractor where deemed necessary xv. access locations for and management of construction vehicle traffic. Any construction parking off-site is subject to engagement with council or other relevant landowners xvi. proximity of works to easements and services and any necessary design measures, additional analysis or safe work methods xvii. other required permits from the council, easement holders or utility providers - xviii. maintenance of safe pedestrian and cyclist access/movement around the site xix. complaint resolution procedures, including who to contact and a record of how complaints have been addressed xx. a construction communication plan including: ▪ how neighbouring properties will be advised of construction activities for each stage ▪ how the appropriate extent of neighbouring properties to be notified will be determined ▪ timeframes for notification of construction activities to occur prior to works commencing xxi. the continued function and pedestrian access to the surrounding public transport facilities. (b) Construction of the development is to be undertaken in accordance with the CMP.
Information signage	
10.	(a) Prior to the commencement of work, place an information sign on the site. (b) The information sign is to: i. include the following details: ▪ a link to where a copy of the designation and Construction Management Plan can be viewed on the DSDLGIP website ▪ the name, postal and/or email address and a contact telephone number for the key contact/principal contractor ii. be positioned on the Cornwall Street/Kent Street intersection and be clearly visible for a pedestrian

	iii. be non- illuminated and maintained at all times during construction.
Public utility services (services)	
11.	(a) Prior to commencement of works, confirm the adequacy, capability and location of services (water, sewer, electricity and telecommunications) for the proposed development. (b) If reasonably required, the infrastructure should be upgraded to cater for the proposed development. (c) Connect the development to all available urban infrastructure.
Geotechnical conditions	
12.	Prior to commencement of work, undertake a geotechnical investigation that confirms the ground conditions and informs building requirements.
Acid sulfate soils (ASS)	
13.	If potential or actual ASS is identified during construction, an ASS investigation is to be carried out and managed in accordance with an ASS management plan.

Schedule 2 – Notice of how submissions were dealt with

Submissions received during Minister's consultation

On 30 November 2020, I gave a notice to the council and the landowner advising that I was proposing to make the designation and inviting final submissions within 25 business days.

Public consultation actions were also conducted by the entity inviting submissions between 2 December 2020 and 25 January 2021.

I received four submissions during this period which were from the council, State member, landowner and the native title party.

A summary of how I have considered submissions is provided in the table below.

Matters raised		Response
Planning		
The building entry is not clearly defined	The proposal plans demonstrate that the entry of the building is prominent and is located close to Kent Street to allow easy access via public and active transport infrastructure.	
Traffic and car parking		
The proposed secondary loading dock should be designed in accordance with the Transport, access, parking and servicing planning scheme policy	I have been advised that an updated Traffic Impact Assessment was provided which removed the secondary loading dock.	
The number of car parks is appropriate for the location	I am of the view that the MID proposal includes an appropriate number of car parks, considering the site specific conditions and the nature of the use.	
Cultural heritage		
Overview of the assessment process for future cultural heritage assessment.	The designation does not override any duty of care under the <i>Aboriginal Cultural Heritage Act 2003</i> , which is still applicable in full.	
Miscellaneous		
The MID will result in a loss of greenspace	The site is located in the Boggo Road Cross River Rail Priority Development Area (PDA). I have been advised that the PDA will deliver a high-quality public realm and landscaping (including public art) that is open, engaging and embellished with greenery.	
Consideration should be given to public access including publicly accessible toilets	The publicly accessible toilets sought by the community are acknowledged, however the proposed development is occurring on privately owned land, and public access to	

	the building and facilities is not considered to be a reasonable requirement of the development.
The proposed MID should be refused in its current form	I am of the view that the proposed building is appropriate for the site and locality.
The Boggo Road Cross River Rail Priority Development Area provides an exciting opportunity to transform the area	The MID process includes a comprehensive consultation process which was undertaken for the proposal. In addition, as the site is located in the Boggo Road Cross River Rail PDA the proposal was assessed against the Interim Land Use Plan for the PDA. I have been advised that at the time the proposed development scheme for the PDA is developed, the community will be invited to view the proposed development scheme and make a written submission to the Cross River Rail Delivery Authority.
Alignment with broader community visions and expectations for the precinct should be considered	
There is an urgent need for investment in medical research	I am of the view that community infrastructure provided by the private sector contributes to serving the community and reduces the burden on the public sector.
The proposal, for a private medical research facility, also indicates that there are gaps in government funding for public medical research facilities	

Annexure 1 to Schedule 1 – Plan of designation



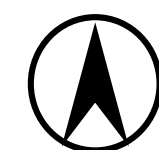
Legend

- Built form envelope comprising buildings and structures not exceeding 4 storeys and excluding plant equipment
- Built form envelope comprising buildings and structures not exceeding 6 storeys
- Ground level and podium car parking and vehicular circulation
- Open space, landscaping and associated structures
- Future connection from PACE
- Vehicle ingress/ egress
- Designation boundary

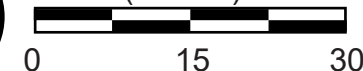
Title: Plan of designation for the Pharmacy Australia Centre of Excellence (PACE) precinct

Address: 20 Cornwall Street, Woolloongabba, QLD, 4102

Reference: MID-1020-0452



Aerial not to scale
Scale (metres)



Annexure 2 to Schedule 1 – Stormwater management

3.2 Proposed Infrastructure

As part of the proposed works, a new stormwater connection will be made to the existing private drainage system which services the development site. This will be constructed by demolishing the majority of the existing pipework and pits within the building footprint and a new pit constructed over the downstream line. Refer to proposed services plan in Appendix A.

The proposed civil stormwater will also incorporate the following assets prior to discharge into the BCC drainage network downstream:

- New 20,000 L detention system
 - System can be internal formed or block tank, or it can be constructed externally under paved areas using large reinforced concrete pipes (RCP) if space becomes constrained. This detention storage cannot be incorporated into rainwater harvesting storage volumes as it must remain empty in anticipation of storm events. Refer to section 4.3.7 for detention sizing.
- New Humeceptor (STC-3 or equivalent alternative product) gross pollutant trap or equivalent for water quality improvement. Refer to section 4.4 of the report for additional details.
 - This system will remove most gross pollutants (litter), hydrocarbons and some sediments and suspended solids. This in conjunction with stormwater harvesting will achieve positive water quality improvement over the current site discharge.

Building stormwater from structures, landscape and rainwater collection overflow will be treated in accordance with the site-based Stormwater Management Plan, and discharge to the existing infrastructure located along Kent Street.

All new stormwater drainage will be designed and constructed in accordance with BCC City Plan – Infrastructure Design Planning Scheme Policy, Australian Rainfall and Runoff (AR&R) and the Queensland Urban Drainage Manual (QUDM). All references to water quality designs and requirements will be made to Queensland Water Quality Guidelines and Department of Environment and Resource Management's State Planning Policy 2017.

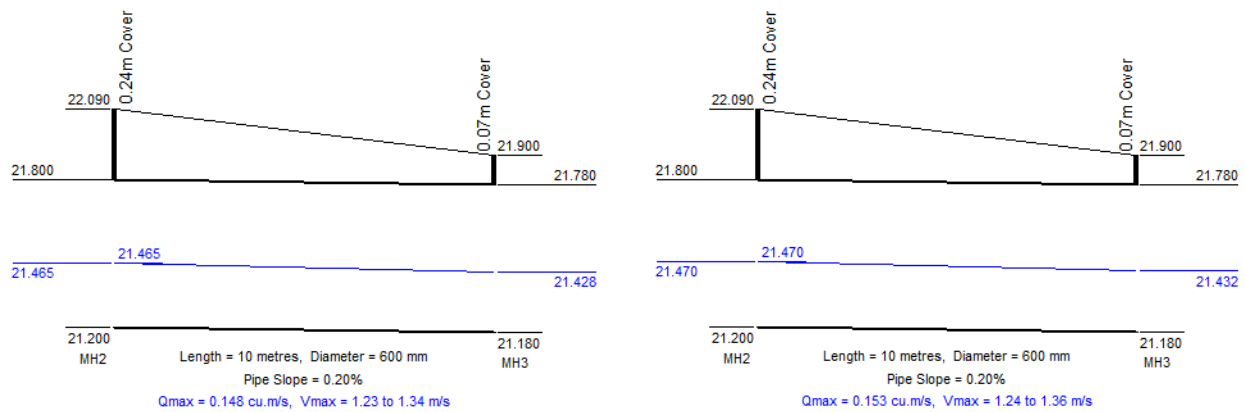


Figure 14 – Existing case (left) & Developed case (right) maximum water levels at pipe P5 (Kent St)

The comparison of these two outlet pipes do not take into account the overland flow which is greater in the developed case. Due to the detention system included within the developed case, the higher volume running towards the Kent Street P5 infrastructure has been mitigated to pre-developed levels.

4.3.7 On-site Detention

To mitigate the expected increase in peak flows from the development site, a detention basin is proposed. This basin volume, inlets and outlets will be sized to ensure that there is no increase in peak flows for all storm events from AEP1% (1 in 100 year) to AEP65% (1 in 1 year) inclusive. To demonstrate compliance with the requirement to mitigate developed flow rates to existing levels, the developed Drains model has included the detention node applied to the development site. The detention system initial sizing was adopted from a rational method assessment and was determined to be 15m³.

Detention Sizing

DRAINS modelling has revealed this size is slightly under required volume, where a detention system 1.25m in height and 12m² will overflow to a height of 1.64m (refer to Figure 15). The maximum volume utilised within a 1% AEP storm is 15.8m³.

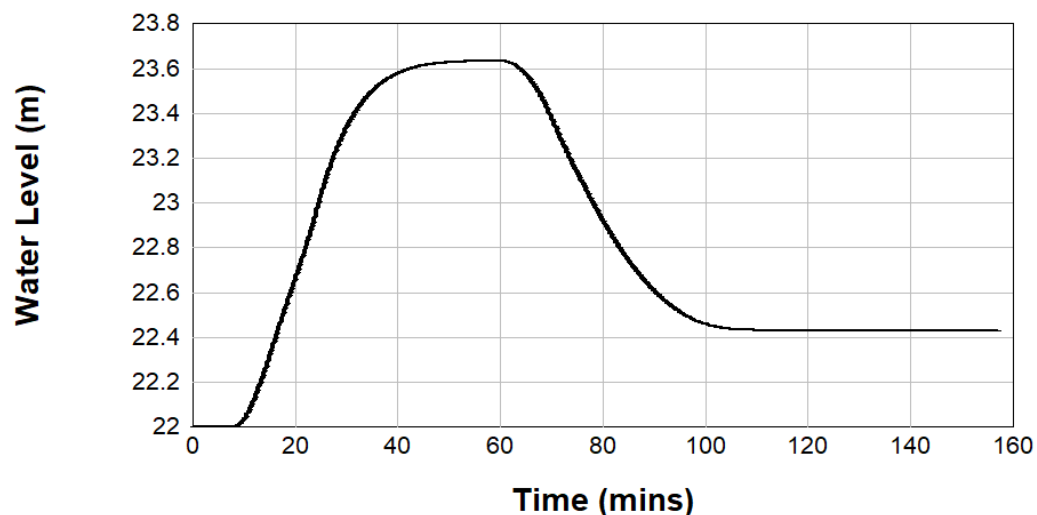


Figure 15 – 15m³ detention tank storage graph

Increasing this height to 1.65m in the DRAINS model has proved sufficient and will increase the tank capacity to 19.8m³.

Detention Outlet Arrangement

The outlet arrangement modelled included one orifice outlet in order to mitigate minor as well as major storm events. The outlet arrangement was a single pipe - 75mm diameter outlet from tank invert level 22.2m

Peak Flow Mitigation

The resulting discharge flow rates from the system downstream to P5 for the assessed storm events are as follows:

Table 6 – Pre Vs Post Development Discharge

Storm Event - AEP	10%	1%
Existing Scenario (L/s)	121	185
Developed Scenario (L/s) without detention	137	209
Developed Scenario (L/s) with detention	110	185
Flow Difference (L/s)	-11	0

As shown in Table 6, the addition of the detention system into the development proposal effectively mitigates the peak discharges for all storm events as required. With a 1% AEP storm, the detention system effectively mitigates excess stormwater from flowing into the existing infrastructure on Kent Street.

4.3.8 Future Driveway Scenario

The developer may include an additional driveway for access to the southern side of the new TRI2 building in future. The driveway would be accessed from Kent Street and pass along the southern boundary providing vehicle access to the storage areas in the southeast corner of the proposed TRI2 building. In order to provide suitable infrastructure to support this future ultimate developed state, an additional DRAINS model scenario has been created. Refer to Figure 16 and Appendix B for preliminary sketch of proposed driveway with altered catchment areas.

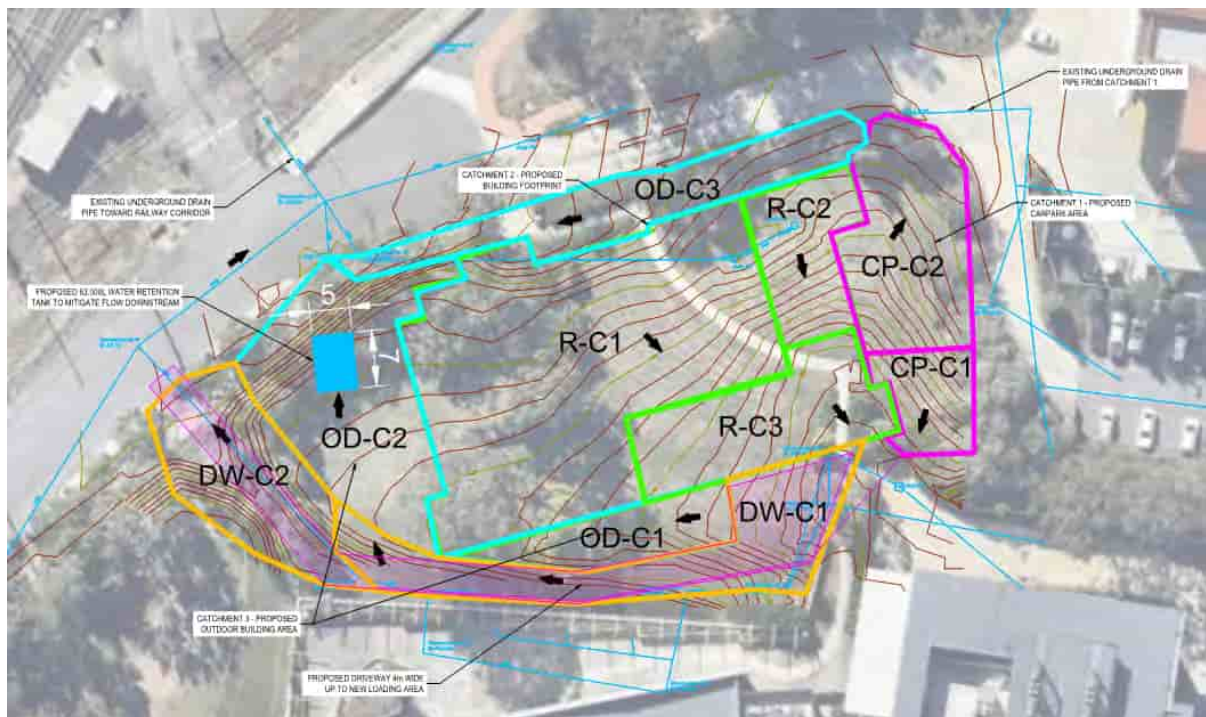


Figure 16 – Proposed driveway inclusion with updated catchments and flow direction

The proposal would cause additional runoff to discharge from the site and as a result require additional detention allowance to comply with Brisbane City Council City Plan Guidelines. In order to facilitate the future driveway, the detention system would need to be moved to the western side of the new building to allow the driveway runoff to be captured for mitigation.

6 Conclusions

From the investigations conducted, it has been shown that the proposed building development for TRI2 has been developed in accordance with Engineering Best Management Practice, Brisbane City Council guidelines, State Planning Policy – Water Quality and State Development Assessment Provisions. The following points summarise the findings and recommendations;

- A significant cut operation including earthworks and retaining structures are required for the proposed lower ground floor and ground floor of the proposed building.
- The existing stormwater infrastructure within the proposed building footprint will be removed with the outlet pipe maintained for the new developed discharge point.
- A water quality improvement treatment train including below ground, proprietary stormwater quality improvement device will be provided for the development site to achieve green star objectives. Several options have been investigated to enable a choice of the available proprietary devices at the time of construction.
- An internal drainage system will be provided which will capture and convey all roofwater drainage to an internal detention system. The detention system will comprise of a volume of 16.8m³ with restricted mid-level outlet. The detention system arrangement and size has been designed to ensure no increase in peak discharge from the development site from the existing to developed scenarios in accordance with State Code 2: PO16 – PO 17.

Annexure 3 to Schedule 1 – Design/ built form

Exterior Materiality and Envelope Composition

- 1 Opening in screen aligning internal collaboration spaces
- 2 Brickwork to match colour of TRI planter walls
- 3 Covered entry courtyard garden addressing Kent Street
- 4 Removable cladding to Level 4 for installation and removal of cleanroom pods
- 5 Metal cladding to match colour of sunshades
- 6 Perforated & powdercoated aluminium sunshades
- 7 Covered access to End of Trip facilities

