

WILLOWTREE PLANNING

PDA CRITERIA RESPONSES

22 Jeays Street, Bowen Hills QLD 4006 (Lot 19 on SL7914)

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BOWEN HILLS PRIORITY DEVELOPMENT AREA – ASSESSMENT CRITERIA

SECTION 2.5 PDA-WIDE CRITERIA

PDA-wide-criteria	Response
Section 2.5.1 Urban Design & Public Realm	
2.5.1.1 Urban Design Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to collectively contribute to the creation of a sense of place by: i. catering for the diverse needs of all community members, including children, elderly and people with disabilities, by applying principles of universal, adaptable and inclusive design ii. creating an attractive and functional relationship between buildings, private spaces and the public realm iii. providing a ground plane that is connected, legible, permeable, inclusive and safe iv. contributing positively to conditions of the urban environment and the visual experience of a place v. allowing for innovative and temporary use of public realm vi. applying Crime Prevention through Environmental Design (CPTED) principles, and vii. promoting identity and distinctive character, by working with the landscape, heritage and cultural features to create places with a strong relationship to their context.	Complies It is considered that the proposed development complies with the criteria in the following ways: ▪ The proposed development caters for the diverse needs of community members. Universal design principles have been incorporated into the building design. ▪ The proposed development creates an attractive and functional relationship between the building and the public realm. ▪ Given the current building form, a superior building design outcome and significant improvement for the street is proposed. ▪ The architectural designs prepared by Hamilton Brown Architects, reduces the quantity of blank walls, provide building articulation, use landscaping to soften the appearance, whilst also considering privacy. ▪ The design creates flexible, contemporary spaces that support a broad range of activities while maintaining clear connections to the existing building fabric. ▪ The proposed development incorporates CPTED principles such as opportunities for passive surveillance, legibility and minimises entrapment locations.
2.5.1.2 Sub-tropical design Development ensures the form, type and arrangement of buildings, streets and the public realm are designed to positively respond to the local climate and improve the urban amenity of Bowen Hills by: i. applying design strategies that maximise natural light and air flow in the public realm and private spaces to reduce energy demand for artificial lighting and mechanical temperature control ii. applying design strategies to reduce the extremes of temperature and direct solar heating in buildings, streets and public spaces	Complies It is considered that the proposed development complies with the criteria in the following ways: ▪ The proposed development creates a more welcoming and engaging public interface addressing the street and creates a human-scale relationship between buildings, streets and the public realm. ▪ The proposed development provides articulation and landscaping to integrate with, complement and articulate the streetscape.

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iii. orientating buildings to optimise seasonal solar gain and loss, and iv. using appropriate landscape, vegetation and large trees to provide shade and shelter for pedestrians and cyclists.	▪ The proposed development incorporates landscaping at the street frontage of the site that will provide shade and shelter for pedestrians and cyclists.
2.5.1.3 Building form Development delivers high-quality built form outcomes by: i. creating human-scale relationships between buildings, streets and the public realm ii. using setbacks and landscape to integrate with, complement and articulate streetscapes iii. using the ground floor of buildings to define the adjacent street or space, deliver a sense of safety, community ownership and promote activation iv. for mid-rise and high-rise buildings, providing tower separations to deliver access to light, promote air circulation, minimise overshadowing and maximise amenity and privacy for both occupants and neighbours, and v. responding to the cultural heritage significance of heritage places.	Complies It is considered that the proposed development complies with the criteria in the following ways: ▪ The proposed development creates a more welcoming and engaging public interface addressing the street and creates a human-scale relationship between buildings, streets and the public realm. ▪ The proposed development provides articulation and landscaping to integrate with, complement and articulate the streetscape. ▪ Rather than simply increasing floor area, the extension has been conceived as a cohesive architectural response that improves the building's performance, longevity, and contribution to the local street scape. ▪ The proposed development does not adjoin any other towers. The proposed development will deliver access to light, will promote air circulation, will minimise overshadowing and will maximise amenity and privacy for both occupants and neighbours. ▪ The subject site is not identified to be a heritage place.
2.5.1.4 Streets and public realm Development delivers high-quality streets and public realm spaces that are: i. attractive spaces embellished with landscape and street furniture to encourage social interaction, healthy active lifestyle and community based activity ii. human-scale spaces that are designed to contribute positively to the environmental and visual experience of Bowen Hills, and iii. universally designed and provide legible, permeable and safe movement for all members of the community.	Not Applicable The proposal does not involve changes to the street or public realm.
2.5.2 Connectivity	
Development: i. delivers a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles.	Complies It is considered that the proposed development complies with the criteria in the following ways

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ii. provides car parking, access and servicing facilities to meet the necessary functional requirements of development as detailed in schedule 3. iii. ensures universal design principles are applied to access, safety, transport and connectivity within the PDA to ensure that the needs of pedestrians, cyclists and motorists are met. iv. ensures the layout of streets and the public realm prioritise pedestrian and cycle movements and the use of public transport over private vehicles by: a. creating attractive, direct, permeable, legible and connected network of streets, pedestrian and cycle paths and safe crossings points. b. giving high priority to equitable pedestrian connectivity, directness of route and facilities for all members of the community. c. providing convenient through-site connections and cross-block links for pedestrians and cyclists, offering a choice of routes throughout the PDA. d. connecting directly to existing footpaths, cycleways, streets and public transport in surrounding areas; and e. managing potential conflicts between pedestrians, cyclists and other users through appropriate and safe design	▪ The proposed development provides articulation and landscaping to integrate with, complement and articulate the streetscape. ▪ Given the current building form, a superior building design outcome and significant improvement for the street is proposed. ▪ The architectural designs prepared by Hamilton Brown Architects, reduces the quantity of blank walls, provide building articulation, use landscaping to soften the appearance, whilst also considering privacy. ▪ The design creates flexible, contemporary spaces that support a broad range of activities while maintaining clear connections to the existing building fabric. ▪ The proposed development incorporates CPTED principles such as opportunities for passive surveillance, legibility and minimises entrapment locations.
2.5.3 Housing Diversity	
Development for residential uses (including residential components of a mixed use development) provides: i. diverse housing choice to suit a variety of households by offering universal design and variety in dwelling size, configuration and adaptability ii. a minimum of 10 per cent of total residential GFA as dwellings with 3 or more bedrooms iii. a minimum of 5 per cent of total residential GFA as either or a mix of public housing, social housing or affordable housing, and iv. dwellings that are for public housing, social housing and affordable housing are integrated and distributed throughout residential and	Not Applicable The proposal does not involve residential uses.

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mixed-use developments and present high-quality design outcomes to avoid identifying them or setting them apart in the community.	
2.5.4 Sustainable developments	
2.5.4.1 Sustainable buildings Development provides the design, construction and operation of sustainable buildings by achieving either: i. a minimum 6 leaf EnviroDevelopment certification ii. a minimum 4 star Green Star: Design and as Built certification, or iii. an equivalent rating under an alternative rating system.	Complies The proposed development has been designed with sustainability in mind. It is expected that the proposed development will be able to achieve an appropriate rating for sustainability.
2.5.4.2 Self sufficiency Development enables communities to be more resilient and self-sufficient by providing opportunities for: i. food to be grown in private, communal or public spaces ii. water to be locally sourced for appropriate uses, and iii. energy to be locally generated and sourced.	Not Applicable The proposed development is not for a community.
2.5.4.3 Sustainability of infrastructure Development ensures: i. all infrastructure is appropriately designed and delivered to support the needs of development, and ii. existing infrastructure is well used and land that is required for future infrastructure is preserved.	Complies The proposed development will provide all relevant infrastructure that is required to support the development. All infrastructure will be able to be designed and constructed in accordance with the relevant standards.
2.5.4.4 Water management Development provides a stormwater management system designed to deliver the principles of Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) for buildings, streets and public spaces. This can include working with established topography to sustainably manage surface water run-off at the source and deliver improved biodiversity, landscape amenity and recreational resources.	Complies The proposal seeks to utilise the existing stormwater management system at the Site and the proposed development does not put a strain on the existing system.
2.5.4.5 Energy efficiency Development promotes energy efficiency through:	Complies

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i. site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating ii. the use of natural light and energy efficient lighting, plant and equipment and at least one of the following: iii. integration of solar generation technology within the built form or public realm, or iv. integration of green roofs, green walls or other sustainable landscape elements within the built form and the public realm, or v. integration of smart technology which passively controls the use of electricity.	The proposed development will be able to be designed and constructed in accordance with the relevant energy efficiency standards.
2.5.4.6 Waste management Development: i. provides facilities for recycling, composting and waste reduction, in addition to the provision of facilities for the removal of waste. Where possible, waste management facilities are centrally located on the site, and ii. ensures that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters to prevent contamination of natural waterways.	Complies The proposed development provides a refuse storage area that is located centrally on site and provides for general and recycling waste. The proposed refuse storage area will be appropriately constructed in accordance with the relevant requirements in order to ensure that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters to prevent contamination of natural waterways.
2.5.4.7 Transport efficiency Development: i. integrates with public transport and active transport infrastructure ii. supports a reduction in car ownership and vehicle trips by providing car share facilities, ride share access, cycle access, cycle storage facilities and pedestrian permeability, and iii. provides facilities to support the charging of electric vehicles including at least one Destination AC charger and the electrical capacity for Basic AC charging on all non-visitor parking.	Complies The proposed development is well connected to nearby public transport infrastructure and integrates with the active transport infrastructure at the site frontage. The proposal also provides cycle parking, as required, and pedestrian permeability through the site. In this regard, it is considered that the proposed development supports a reduction in vehicle ownership and vehicle trips.
2.5.5 Infrastructure planning and delivery	
Development ensures: i. planned future infrastructure is provided or that its future provision is not constrained, and	Not Applicable The proposal does not impact the delivery of future planned infrastructure.

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ii. Infrastructure networks are designed and delivered to meet relevant standards, in a timely and coordinated way which facilitates ongoing development in the PDA.	
2.5.6 Heritage places	
Development promotes the historic identity of the Bowen Hills PDA, by conserving the cultural significance of heritage places ²⁰ and sensitively managing any development and adaptive reuse opportunities by: i. avoiding significant adverse impacts on the cultural heritage significance of the place by protecting the fabric, features and setting of a heritage place when providing for its continued use, interpretation and management ii. where adverse impacts cannot be avoided, minimising and mitigating unavoidable adverse impacts on the cultural heritage significance of the place or area, by adapting a heritage place to a new use in a way that is compatible and sympathetic to its heritage significance, and iii. minimising the detrimental impact of the form, bulk and proximity of adjoining development on heritage places.	Not Applicable The Site is not identified as containing heritage significance.
2.5.7 Environment	
2.5.7.1 Significant vegetation Development: i. avoids impacts on significant vegetation, or ii. minimises and mitigates impacts on significant vegetation after demonstrating avoidance is not reasonably possible²³, and iii. provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in significant residual impact on a prescribed environmental matter²⁴.	Not Applicable The proposal does not impact vegetation.
2.5.7.2 Waterways and riparian areas Development: i. ensures that land along Breakfast Creek within 10m of the high water mark is transferred to Brisbane City Council as publicly accessible open space	Not Applicable The proposal does not impact waterways and riparian areas.

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ii. is located, designed, constructed and operated to avoid, or where avoidance is not reasonably possible, minimises and mitigates adverse impacts on: a. the hydraulic capacity of the waterway²⁵ b. the environmental values of receiving waters²⁶, and iii. protects environmental values of receiving waters by delivering appropriate solutions that achieve an equivalent or improved water quality outcome.	
2.5.7.3 Acid sulfate soils Development: i. ensures acid sulfate soils (ASS) will be treated in accordance with current best practice in Queensland ii. ensures the disturbance of ASS is avoided to the greatest extent practical, then managed to reduce risks posed to the natural and built environments from the release of acid and metal contaminants, and iii. that is operational work will require an ASS investigation if the work involves: a. the disturbance of greater than 100m³ of soil below 5m Australian Height Datum (AHD), or b. the placement of greater than or equal to 500m³ of fill material in layer of greater than or equal to 0.5m in average depth below 5m AHD.	Not Applicable The proposal does not impact acid sulfate soils.
2.5.8 Flood	
Development in a flood hazard area or coastal hazard area: i. is designed and located to avoid, or where avoidance is not reasonably possible, minimise and mitigate the susceptibility to and the potential impacts of inundation ii. ensures underground car parks are designed to prevent the intrusion of storm tide waters or flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level iii. provides measures to ensure critical services²⁸ remain operational in an inundation event. Essential electrical services including substation	Not Applicable The proposal does not impact flood.

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equipment and switchboards must be located above the defined flood level, and iv. ensures any hazardous material manufactured or stored on site is not susceptible to risk of inundation.	
2.5.9 Managing the impacts of infrastructure	
2.5.9.1 Railway environment Development: i. does not create a safety hazard for users of a railway, by increasing the likelihood or frequency of loss of life or serious injury ii. does not compromise the structural integrity of railways, rail transport infrastructure, other rail infrastructure or railway works iii. does not result in a worsening of the physical condition or operating performance of railways and the rail network iv. Construct railways and future railways, or significantly increase the cost to construct railways and future railways v. Does not compromise the state's ability to maintain and operate railways, or significantly increase the cost to maintain and operate railways, and vi. ensures the community is protected from significant adverse impacts resulting from environmental emissions generated by a railway.	Not Applicable Given the low impact nature of the proposal and distance from the Site to the nearest railway environment, the proposal is not expected to introduce any impacts to a nearby railway environment.
2.5.9.2 Sub-surface transport infrastructure Development does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure that is an existing or endorsed proposed tunnel.	Not Applicable The proposal does not impact sub-surface transport infrastructure
2.5.9.3 Noise Transport noise corridors and entertainment venues Development is oriented, designed and constructed to: i. reduce exposure to noise impacts from designated transport noise corridors, and ii. reduce the exposure of residential uses to noise impacts from lawfully operating entertainment venues.	Not Applicable The proposal is not located along a noise transport corridor and entertainment venue.
2.5.9.4 Procedures for air navigation services	Complies

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Development does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport as identified on the Brisbane City Plan Airport Environs overlay mapping.	The proposal does not involve an increase in building height, significant building bulk and does not introduce any new activities which would impede on the air navigational function of nearby airports.
2.5.9.5 Air quality Development must limit exposure and risk associated with pollutants that could have an adverse effect on human health. Development in a transport air quality overlay is designed to: - minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of uses of a childcare centre, multiple dwelling, residential care facility or retirement facility, and - maximise wind movement around buildings and the dispersion of traffic air pollutants. Development within 100m of the Clem Jones Tunnel north ventilation outlet and above RL+45m AHD must be designed and oriented to: - avoid unreasonable impacts on the performance of the ventilation outlet, and - mitigate potential air quality impacts on occupants resulting from the ventilation outputs. Development within 150m of the Queensland Urban Utilities odour control device must be designed and oriented to mitigate: - unreasonable impacts on the performance of the odour control device - potential air quality impacts on occupants resulting from the odour control device - the intrusion of air pollution from the odour control device, and - reverse amenity impacts on the lawful operation of the odour control device³⁸. Development for a sensitive use within 500m of an existing High impact industry identified on Brisbane City Plan Industrial amenity overlay map is designed and constructed to achieve acceptable air quality, odour and health risk standards.	Not Applicable The Site is not identified as any of the listed circumstances.

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SECTION 2.6.3 MIXED USE ZONE

2.6.3.2 Built Form Provisions						Compliance
Maximum plot ratio Excluding areas of communal open space.		Sites 800m² or greater but less than 1,200m²	Sites 1,200m² or greater but less than 1,600m²	Sites 1,600m² or greater but less than 3,000m²	Sites 3,000m² or greater but less than 10,000m²	Not Applicable The Site has an area of 422m².
		2:1	4:1	6:1	8:1	
Minimum Site Area		800m²				Not Applicable The Site has an area of 422m², however the proposal involves extensions to an existing facility at the Site.
Minimum frontage		20m				Complies The Site has approx. 26m frontage to Jeays Street.
Maximum Height Provisions Excluding a space on top of a building used primarily as communal open space whether roofed or not.		Sites 800m² or greater but less than 1,200m²	Sites 1,200m² or greater but less than 1,600m²	Sites 1,600m² or greater but less than 3,000m²	Sites 3,000m² or greater	Not Applicable The proposal does not seek to increase the existing maximum height of the building.
		8 Storeys	16 Storeys	24 Storeys	30 Storeys	
Building envelopes	Street frontage setback	Ground level	3m			Performance Outcome The proposed extensions result in a reduced frontage setback within the first storey from 6m to a built to boundary outcome. Noting no other existing setbacks are impacted as a result of the proposed development.
		Up to 4 storeys	0m to balconies. 3m to external walls.			
		Above 4 storeys	6m			
	Side setback	Up to 4 storeys	0m where a podium. 6m to habitable rooms. 4m to balconies. 3m to non-habitable rooms.			

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	Development in the mixed use zone on sites >800m ² but	Above 4 storeys	9m	Accordingly, the proposal seeks a performance outcome. Further justification has been prepared within Part F of the Planning Assessment Report.
	Rear setback	Up to 4 storeys	0m where a podium. 6m to habitable rooms. 4m to balconies. 3m to non-habitable rooms.	
		Above 4 storeys	9m	
Building form	Scale and bulk	Maximum tower footprint of 1,200m². Any part of a building above the podium has a maximum site coverage of 60%, and a maximum horizontal dimension of 50m. A maximum length of 30m on any one outer building wall. A maximum wall length of 10m between building articulations.		Not Applicable The proposal does not involve a tower or podium and does not increase the length of any walls beyond 30m.
	Orientation	Development is oriented to the street frontage and activates the public realm. Development on a corner lot is oriented to address both street frontages. Development optimises seasonal solar gain and loss, taking into consideration major site views and vistas. Development is located and designed to minimise impacts from surrounding uses and infrastructure and maintain reasonable levels of amenity.		Not Applicable The proposal does not alter the buildings existing orientation.
	Separation distances	A minimum 12m separation distance between balconies or windows in habitable rooms up to level 4. A minimum 18m building separation above level 4.		Not Applicable The proposal does not reduce the building existing separation distances.
	Fences	Side and rear boundary fencing is 1.8m in height, if buildings are not built to boundary.		Not Applicable The proposal does not involve or require fencing.

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	Rooftops	Roofs are designed to ensure plant and equipment are screened or otherwise integrated with the overall roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building. Roof top areas may be utilised for communal open space and other passive recreation uses.	Not Applicable The proposal does not involve a rooftop.
Communal open space and facilities		Development provides universally accessible communal open space as follows: i. Development which includes a multiple residential component provides communal open space equivalent to a minimum of: a. 80% of the site area, or b. 15% of the multiple residential Gross Floor Area. ii. a minimum of 10% of the site area for non-residential developments iii. a minimum of 60m², having a minimum dimension of 6m iv. as a mix of ground level, vertically integrated or roof top settings v. respects the privacy of both users and those overlooking from neighbouring properties vi. includes landscape and deep planting shade trees or structures suited to the subtropical environment vii. is positioned for good solar orientation and minimises water use, and viii. does not include driveways, storage or turning areas.	Not Applicable The proposal being for Indoor sport and recreation use does not involve the relevant communal open space and facilities.
Private open space		Development provides all dwellings with private open space or balconies at the following rates: i. 1 bedroom dwellings - 9m² with a minimum dimension of 3m, or ii. 2 or 3 bedroom dwellings - 12m² with a minimum dimension of 3m.	Not Applicable The proposal being for Indoor sport and recreation use does not involve the private open space.

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	Balconies are appropriately screened to maximise privacy between buildings and the public realm, without compromising CPTED principles. Ground floor private open space must provide privacy but still allow overlooking of the street to promote passive surveillance.	
2.6.3.3 Urban design		
Building elements and appearance	High-rise buildings must have distinct lower, middle and upper sections, including the ground floor, podium and tower levels, providing for variation in the built form. Buildings are to be well articulated with varied materials and design details, external balconies, verandas, terraces, recessed doors and doorways, windows, shade and screening devices and outdoor planting. Residential building design ensures visual and noise privacy, adequate storage space, adequate room sizes, functional room relationship and the provision of useable and well connected common outdoor spaces. Development provides a well-defined entry point for pedestrians. Building form allows for cross ventilation and supports a naturally ventilated and comfortable environment. Buildings incorporate appropriate weather protection, eaves and overhangs, screening, and shading structures on the building facades to channel breezes, filter sunlight, block out night lighting and provide rain protection.	Complies The proposal does not involve a high-rise building. The proposal seeks to extend the existing building design and treatment across the extension to ensure quality articulation is continued. The proposal does not involve a residential building The proposal does not seek to alter existing building entry. The proposed extensions include windows to extend ventilation across the building. Windows will be appropriately screened for weather protection.
Basements	Basements are within property boundaries. Basement level 1 is clear of street alignments to allow areas for deep planting at the street level.	Not Applicable The proposal does not involve a basement.

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Ground level treatment	Street activation is achieved through a variety of measures, including varied design concepts and providing a high frequency of foyers, front entries, windows or doors to commercial, retail, community, communal and residential uses. Mixed-use developments provide a predominantly commercial and retail character at the ground floor level, which activate the street. Front entries to all buildings are emphasised through architectural and landscape treatment, pedestrian paths, appropriate lighting and the provision of continuous awnings. Foyers open toward the public realm and contain active spaces that engage people, such as reception desks, seating areas, cafes and display spaces. Non-residential uses at ground level provide: i. a minimum 4.5m ground level ceiling height ii. continuous 3m wide awnings⁴⁶ over the footpath with integrated lighting to provide shelter and protection from the elements iii. a variety of building elements, details, finishes and setbacks on the ground floor to create plazas, outdoor dining areas, landscape spaces or open vistas, and iv. places for a wide range and rich variety of activities and uses, formal and informal gathering and interaction. Residential uses at ground level provide: v. direct street access to each ground level dwelling vi. landscaping, including deep planting, along a minimum length of 50% of street frontages vii. front fences or walls to which are at minimum 50% visually permeable and no higher than 1.5m, and	Not Applicable No changes to the ground level are sought.
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	viii. a minimum 4.5m ground level ceiling height.	
Podium treatment	Podiums are designed to address, activate and provide a visual appeal to street frontages. Any parking included in a podium must be sleeved with active uses fronting the street. Development must ensure safe access to active uses within the podium. Podiums include articulations in building facades and landscape treatments to reduce the visual bulk of the building and provide an appropriate transition between the ground floor and upper storeys. Podiums maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy. Development of podium levels facing street frontages or public spaces include windows, doors and balconies that allow for activity, visual connection and passive surveillance. Development of the lower 4 storeys of the building includes variation in plan shape and vertical profile, balconies, display windows and the like orientated to the street. Podium tops provide valuable space for communal open spaces and roof gardens.	Not Applicable The proposal does not involve a podium.
Tower treatment	Towers include articulations and varied design details to create visual appeal. Residential towers include balconies and other external protrusions which separate the core from direct solar heating.	Not Applicable The proposal does not involve a tower.

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	Balconies on towers are offset so that they maintain privacy of habitable rooms or outdoor spaces and provide visual variety and articulation in the built form.	
Landscape	Development provides consistent and cohesive landscape and streetscape treatments, including deep planted feature trees, seating and public art, that contributes to the area's streetscape and urban character.	Not Applicable The proposal does not involve any changes to the existing landscaping.
Public realm	Mixed-use developments provide privately owned plazas and public spaces for social connectivity, meeting points and other temporary uses and displays. Development addresses and provides passive surveillance of its interface with the street and other adjoining public spaces. Streetscape treatments facilitate pedestrian and cycle amenity and safety.	Not Applicable The proposed extensions support greater casual surveillance to Jeays Street and the adjoining Jeays Street Park and Community Garden to encourage public use and safety. The proposed extensions do not extend to the ground level streetscape treatments.

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SECTION 2.7.1 PRECINCT 1 – MIXED USE ZONE

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

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Landscaped verges, street furniture, public art installations and pavement treatments are established at Streetscape treatment locations identified on map 8. Retail tenancies have a visible presence and interaction with the street and open on to the park at the intersection of Mayne Road and Hudd Street. Parks are developed as attractive community focal points with spaces and facilities for recreation, pathways, landscape and park furniture. Ground level building and landscape design contributes to the identification of Bowen Hills as a distinct destination at Significant corner locations.	
Infrastructure	
Parks and plazas A new park is located on the southern side of the Mayne Road and Hudd Street intersection. The park collocates with activated retail frontages, cycling routes and streetscape treatments along Mayne Road and Hudd Street. Parks are located at Jeays Street and Hurworth Street. A major new civic plaza west of Mayne Road will deliver a multi-purpose community and cultural hub providing space for social interaction, community and group activities, information, art and cultural activities and events.	Not Applicable The proposed development does not involve a new park or a major new civic plaza west of Mayne Road.
Community facility Development provides a multi-purpose community hub within proximity of the Bowen Hills Railway Station. Community facilities are provided as an integrated component of mixed-use developments. Community facilities are accessed directly from street frontages and are clearly signed and identifiable to visitors.	Not Applicable The proposed development does not involve community facilities.
Connectivity	Not Applicable

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22 Jeays Street, Bowen Hills QLD 4006 (Lot 19 on SL7914)

Development provides publicly accessible cross block links providing pedestrian connection: - between Brookes Street and the Jeays Street park - between Mayne Road and the Tufton Street extension - to the Bowen Hills railway station from Abbotsford Road - between Hudd Street and Edgar Street, and - between Mayne Road and Edgar Street. The precinct will accommodate a new local street network which will include: - widening of Mayne Road (western side) to accommodate vehicular and cycle traffic - widening of Hudd Street (southern side) to accommodate vehicular traffic - a two way vehicle and pedestrian bridge spanning the railway corridor between Hudd Street and Abbotsford Road, providing improved connectivity across the railway corridor - a new street linking Hudd Street and Mayne Road through to O'Connell Terrace, via Tufton Street. This street will be a principal means of access into the precinct from the area south of Campbell Street - Hazelmount Street extended through to Hudd Street - Edgar Street extended through to Mayne Road - Closure of Jamison Street between Hudd Street and Edgar Street⁴⁸, and - cycle infrastructure that provides safe and efficient cycle connection through the precinct.	The proposal makes no changes to the built form of the ground level, which public access is relevant to. The proposal does not limit the Sites capacity to accommodate future road infrastructure.
Public transport Development is coordinated to provide: - pedestrian concourse delivering safe and improved access to the Bowen Hills Railway Station between Hudd Street and Abbotsford Road - upgrades to the Bowen Hills Railway Station including improved platform access and potential corridor widening, and	Not Applicable - The proposed development is not located near the Bowen Hills railway station between Hudd Street and Abbotsford Road. - The proposed development is not located at Bowen Hills railway station. - The proposed development does not involve providing a rail and bus interchange as it is not located adjacent to the Bowen Hills railway station on Abbotsford Road.

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iii.	a rail and bus interchange is located adjacent to the Bowen Hills Railway Station on Abbotsford Road.	
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