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29 AUG 2014

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Northshore Hamilton UDA -

Precinct Plan for Sub-precinct 8a

Revision 11
August 2014



sub
precinct 8a

contents



Prepared by Lat27 for the ULDA
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1.1	Document Purpose	5
1.2	Site Context	6
1.3	Land Use Plan UDA -Wide Development Criteria	8
	<i>Placemaking</i>	
	<i>Subtropical Design</i>	
	<i>Community Safety and Well-being</i>	
	<i>Building Form</i>	
	<i>Relationship between buildings and public realm</i>	
	<i>Open space</i>	
	<i>Access, Transport and Movement</i>	
	<i>Parking</i>	

2.1	Access, Movement and Parking	12
	<i>Design Rationale</i>	
	<i>Design Objectives and Outcomes</i>	
2.2	Land Use and Activation	14
	<i>Design Rationale</i>	
	<i>Design Objectives and Outcomes</i>	
2.3	Urban Structure and Built Form	16
	<i>Design Rationale</i>	
	<i>Design Objectives and Outcomes</i>	
2.4	Open Space and Public Realm	18
	<i>Design Rationale</i>	
	<i>Design Objectives and Outcomes</i>	

Hamilton UDA Northshore

Northshore Hamilton will be:

- *A vibrant Brisbane Waterfront Community*
- *A place of diverse commercial opportunities*
- *An inner city Brisbane transit hub and transit oriented community*
- *A subtropical Brisbane city living environment*
- *A healthy and diverse community*

Northshore Hamilton UDA Development Scheme

Introduction

01

1.1 Document Purpose

This Sub-precinct Plan document has been prepared in support of a development application within Sub-precinct 8a Macarthur North.

This document expands on the requirements and principles set out in the Northshore Hamilton UDA Development Scheme and overwrites the development controls within the Development Scheme to the extent set out in this Sub-precinct Plan document. Future development applications within Sub-precinct 8a are to be in accordance with the controls and requirements of this Sub-precinct plan and the Development Scheme.

Where this Sub-precinct Plan is silent, the Development Scheme applies. Where there is conflict between this Sub-precinct Plan and the Northshore Hamilton UDA Development Scheme, the provisions of this Sub-precinct plan will apply.

The Sub-precinct Plan, in accordance with the Northshore Hamilton UDA Development Scheme, supported by the Air Quality Assessment Report – completed by Air Noise Environment Pty.Ltd., is within the boundaries of the recommended Air Quality Buffer Zones (refer to Figure 2. Air Quality Assessment, Northshore Hamilton ref#2717/ Lot 2 dated 22 July 2011). As a result, all future proposed developments will be required to submit air quality statements to support their suitability within the Sub-precinct.

While the Sub-precinct Plan allows for future residential developments, this is a long-term and ultimate intent, in accordance with the Scheme, to occur in conjunction with the overall improvement of environmental quality in Precinct 8.



Northshore Hamilton (Source: Northshore Hamilton UDA Development Scheme)

1.2 Site Context

A number of key parcels make up Sub-precinct 8a as shown in Figure 2: Sub-precinct 8a development areas. The size and shape of these different parcels are based on a number of key assumptions (refer to Figure 3: Key assumptions).

NOTE: All area dimensions on Figure 2 are approximate only.



Figure 1: Precinct 8 - Sub-precinct Plan
(Source: Northshore Hamilton UDA Development Scheme)

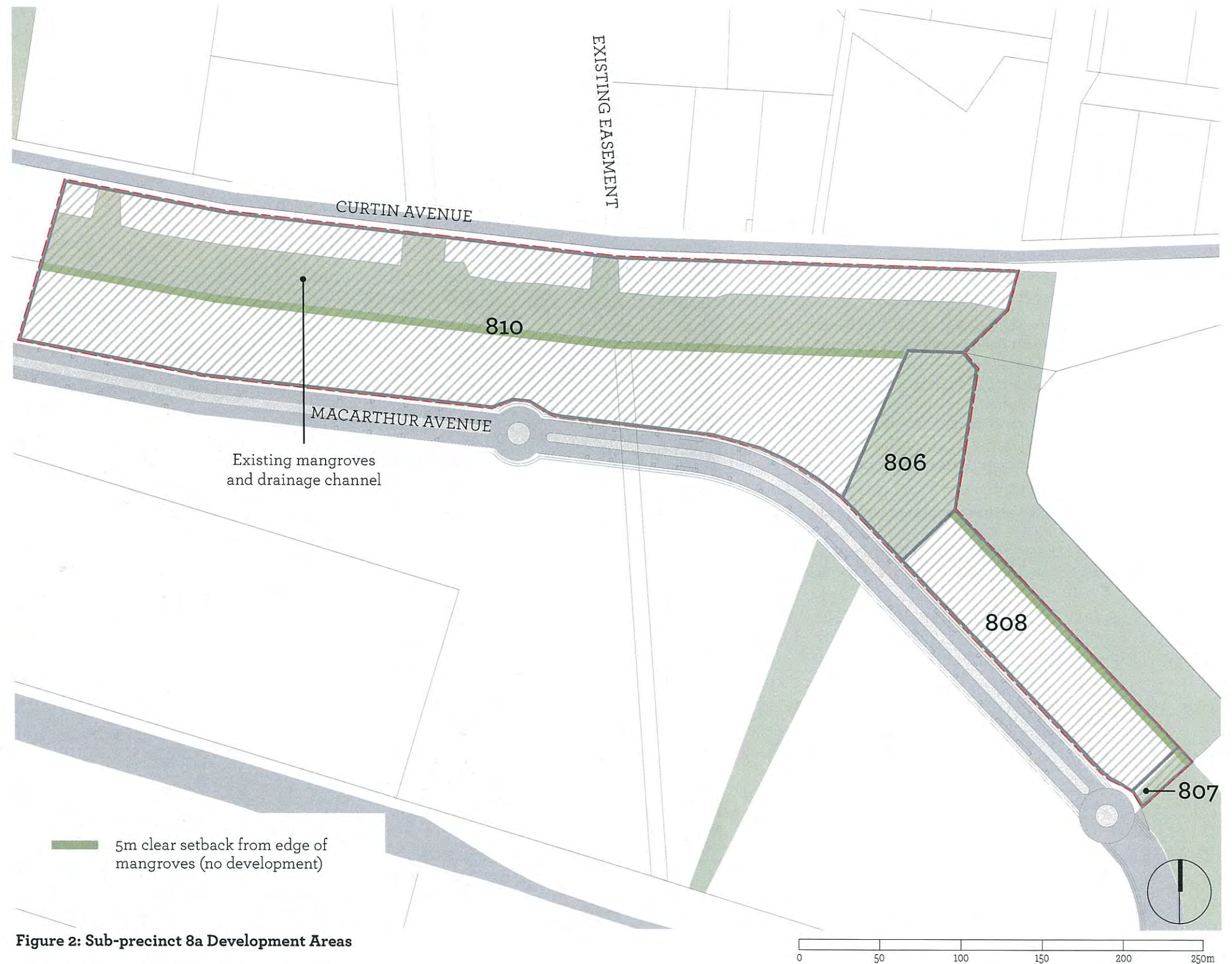


Figure 2: Sub-precinct 8a Development Areas

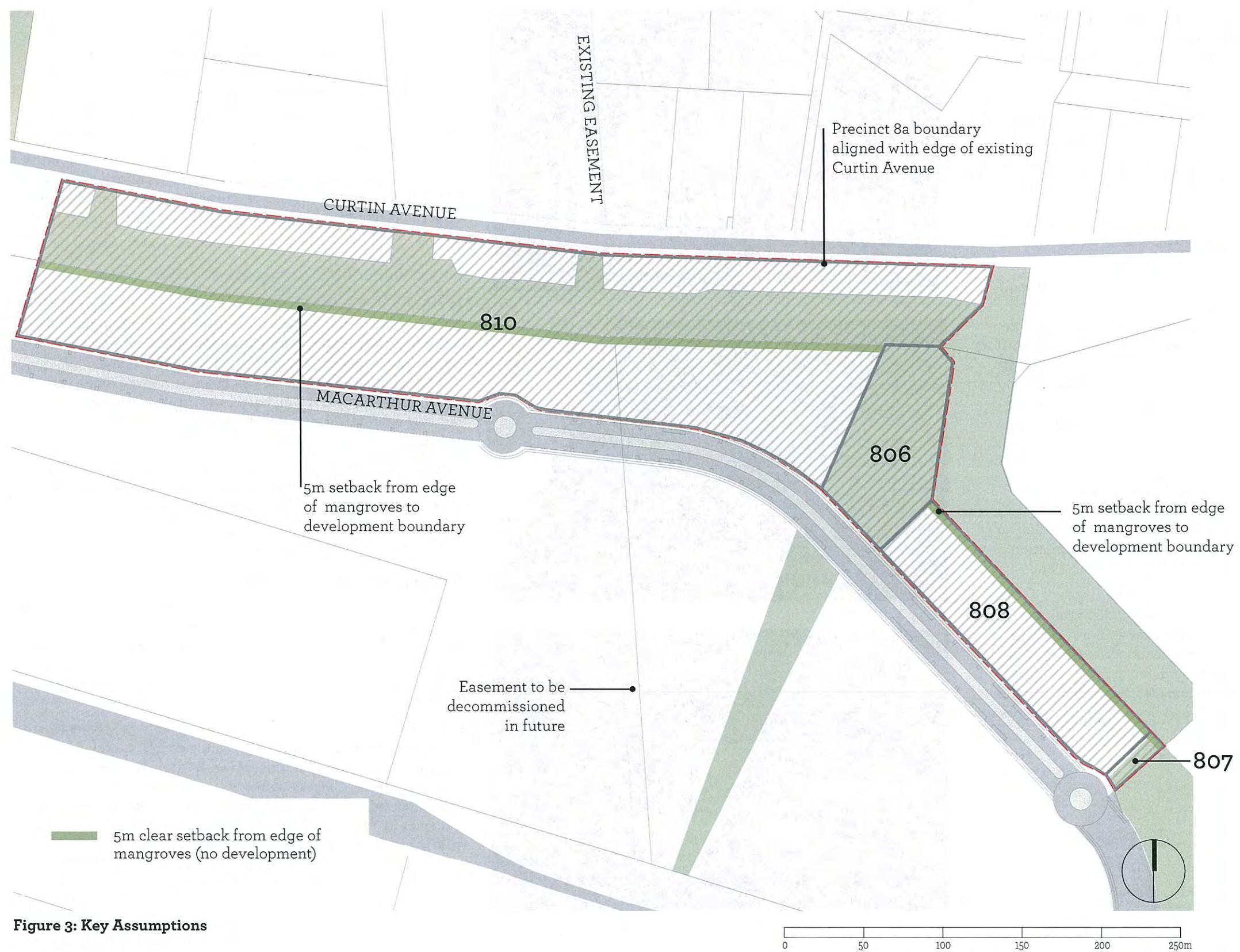


Figure 3: Key Assumptions

1.3 Land Use Plan for Sub-precinct Plan

The following text summarises and highlights the key strategies taken from the Development Scheme. The Development Scheme should always be referred to for more detail.

Development criteria have been devised within the Development Scheme and apply to all development within the Northshore Hamilton UDA. The criteria supports good urban design and sustainability, in terms of form, type and arrangement of buildings, streets and public spaces. Development needs to comply with the following criteria for Sub-precinct (8a).

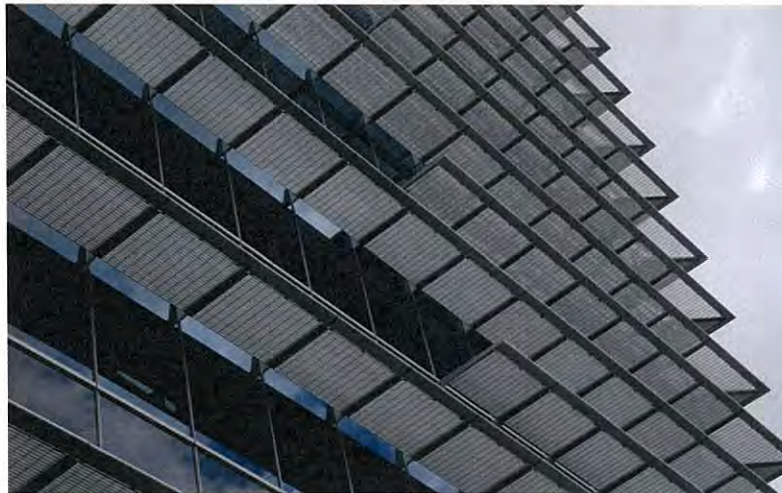
1.3.1 Placemaking

The key aim is to create a place with distinctive character and identity through the integration of building forms, as well as public and private realms. Well designed public spaces create attractive and appealing places for residents, workers and visitors as well as the opportunities for formal and informal gathering and interaction. The network of streets and pedestrian paths must reinforce the permeability and legibility for the site and surrounding areas. On street visitor car parking should be minimised in the public realm and streets.

1.3.2 Subtropical Design

Buildings will be designed to respond appropriately to their solar orientation, and where practical provide for cross ventilation through building design that allows for a comfortable and naturally ventilated environment.

Facades and roof forms must incorporate weather protection and sun shading to reduce direct solar heat and provide rain protection. Developments will integrate indoor/outdoor uses with appropriate weather protection through balconies, courtyards, roof gardens and large windows. Consideration should also be given to capitalising on both local and broader high level views and vistas.



1.3.3 Community Safety and Well-being

All development within the Sub-precinct Plan must be underpinned by the *Crime Prevention Through Environment Design (CPTED) Guidelines* for Queensland. All buildings, as well as public and private spaces will be designed in accordance with these principles.

Development must be designed in a way to promote community health and well-being that supports healthy and active lifestyles. Development must also incorporate appropriate safety features and use current standards for fire safety and flood immunity.

1.3.4 Building Form

To create a distinctive Northshore Hamilton character, building materials and design details are to contribute both individually and collectively to the overall development. Buildings are to respond to local microclimate conditions and should be well articulated with external balconies, windows, shade and screening devices. Covered balconies are expected to provide versatile external spaces. Residential buildings balconies must be designed to ensure appropriate visual and noise privacy.

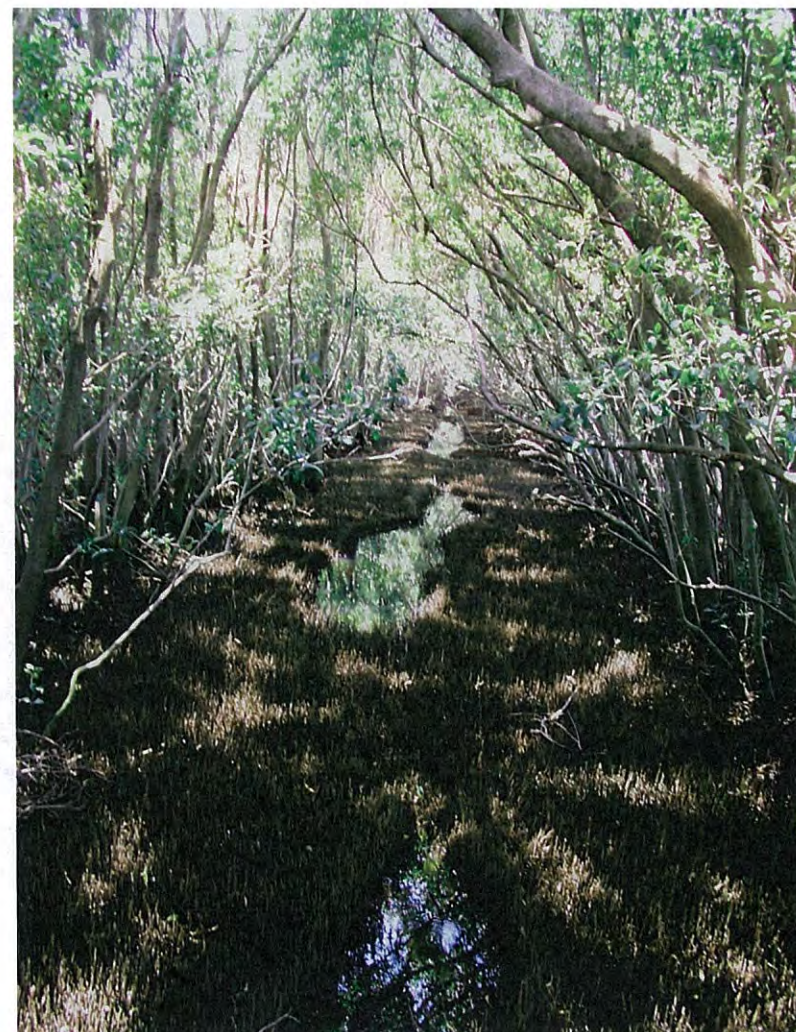
Commercial buildings must respond to their climatic context. The integration of solar shading screening devices is encouraged to provide articulation to the buildings. Expressive and well articulated roof forms should also be incorporated. The use of varying materials and highlight vibrant colours is encouraged.

Building Forms and Arrangements

Appropriate massing techniques must be applied to low/medium rise buildings to maintain a strong relationship to the street. Setbacks should be provided in accordance with the Development Scheme.

Building Frontages

Primary active frontages will address and activate streets where applicable, and support a variety of mixed uses, as well as being visually and physically permeable with extensive windows and entrances. Vehicle access points will be minimised to reinforce pedestrian priority and reduce the negative impact on the safety and amenity of the public realm. Secondary active frontages will also address the street and public realm and provide casual surveillance, but need not be activated by retail or commercial uses.



1.3.5 Relationship between Buildings and Public Realm

The public streets will be reinforced by strong built form. Streets and public / private spaces will incorporate established street trees to provide shade. The public realm and the buildings will be designed to integrate ground level activities.

1.3.6 Open Space

Residential developments are to include private open space and allow for a mixture of outdoor uses and activities. Private open space will be positioned for good solar orientation, and landscaped appropriately for the subtropical climate.

For residential development, landscaping must constitute 30% of the site area and provide on site usable and well connected recreational opportunities and common outdoor spaces. Landscaping must address streets and open spaces, and contribute positively to the amenity of the public realm.

For commercial developments, campus style planning and the integration of high quality public landscaped areas is desirable. The provision of recreation areas opening out from the buildings at ground floor level to the mangroves is encouraged to provide passive surveillance.

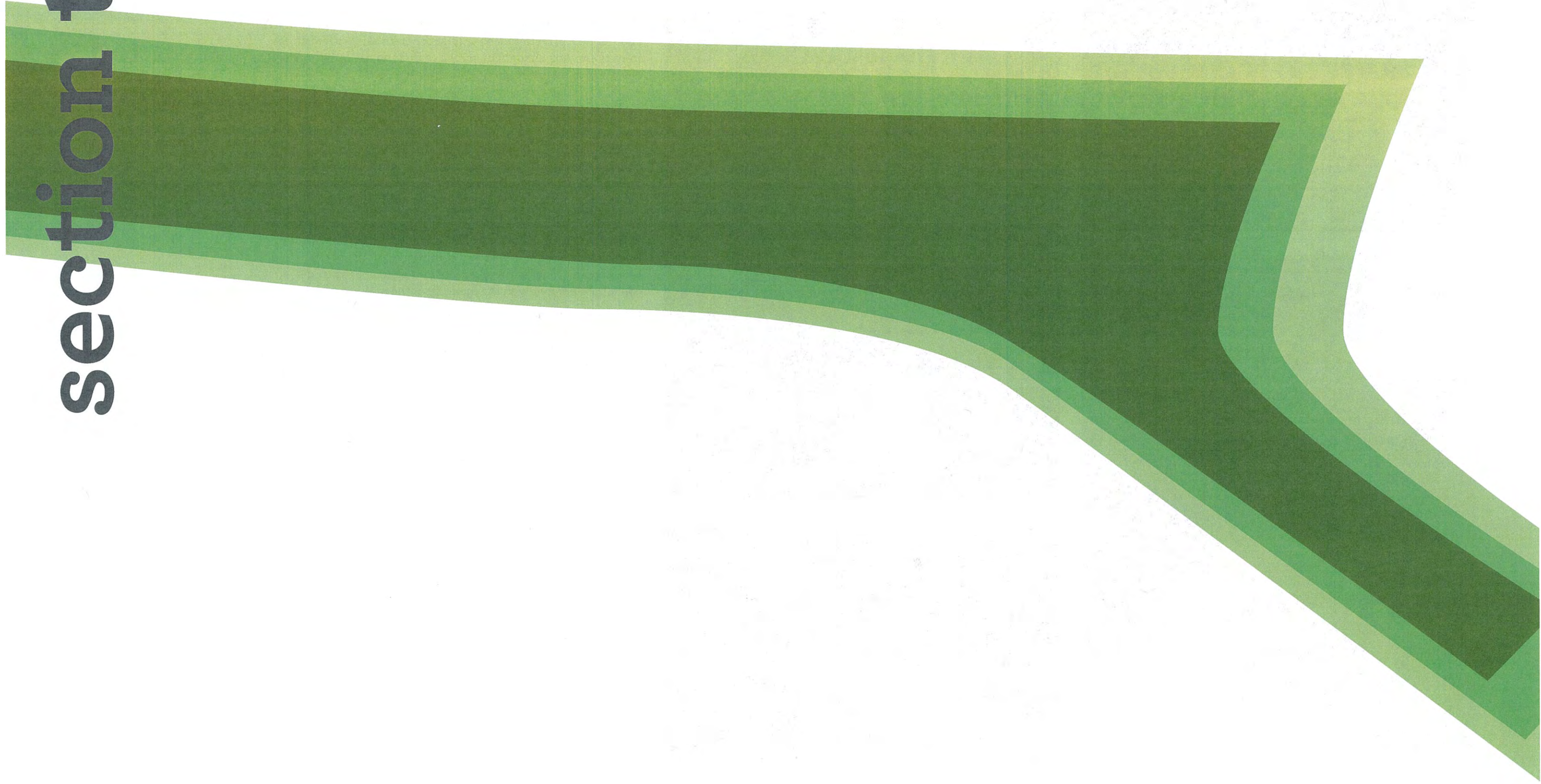
1.3.7 Access, Transport and Movement

The Development Scheme prioritises pedestrian, cycle and public transport modes of transport over the use of private vehicle use. The Sub-precinct Plan creates a number of key connections between sub-precinct 8a, Business Enterprise Precinct to the north, as well as Macarthur South. Safe and legible connections must also be provided to bus stops and through adjoining sub-precincts to the waterfront.

1.3.8 Parking

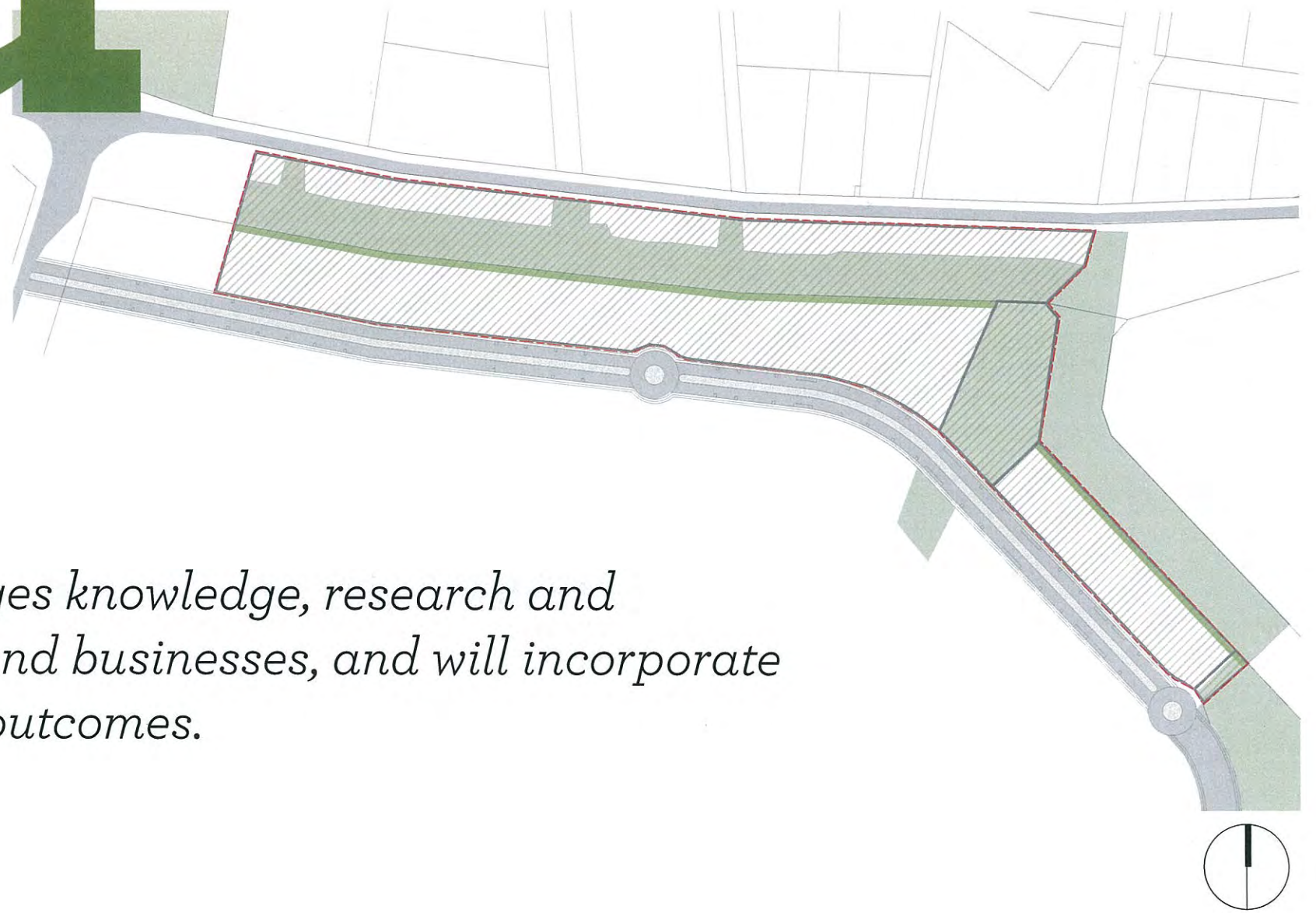
On-site carparking accessed from Macarthur Avenue should be either integrated within the buildings, not visible from the street or provided underground. Any above ground and or podium parking accessed from Macarthur Avenue is to be sleeved by development uses to create high quality urban form and provide passive surveillance of the adjoining public realm.

section two



sub
precinct

8a



Sub-precinct 8a encourages knowledge, research and development industries and businesses, and will incorporate well designed built form outcomes.

Design Principles

The opportunity to develop Sub-precinct 8a and ensure that it will work towards achieving the overall design intent for the Northshore Hamilton UDA has with it a number of key opportunities and challenges. To ensure the design is successful and meaningful the following design objectives and outcomes will guide the design for Sub-precinct 8a.

2.1 Access, Movement and Parking

Design Rationale

Pedestrian / Cycle Access

Good access to facilities, services and places is one of the key aspects of creating a sustainable community. A permeable movement network creates an accessible and well connected community that offers a choice of routes. Site design must aim to achieve sustainable transport modes.

Pedestrian flow must be maximised within and around the site, providing key connections to open space and onto other key surrounding destinations. Key linkages will promote the use of pedestrian, cycle and public transport modes rather than private vehicle use.

Public Transport

Development must consider existing and future provision of public transport facilities, and ensure connections to these public transport options.

Carparking

Parking for the development will be provided in a combination of on site and on street parking, and as per the criteria outlined in the Northshore Hamilton UDA Development Scheme.

Design Objectives and Outcomes

Design objectives and outcomes have been prepared to provide guidance for any future application for Material Change of Use within Sub-precinct 8a.

Objective 1 Street network and car parking	
Key Design Outcomes	+ Utilise the already upgraded Macarthur Avenue + Consider providing internal vehicular access to buildings to provide accessibility within the development and minimise the number of connections to Macarthur Avenue + Basement carparking is acceptable + Above ground carparking on primary frontages must be sleeved by mixed use development uses + Local on street parking will be located along Macarthur Avenue and within each development parcel + Provide for additional street tree planting on both sides of Macarthur Avenue to provide shade and comfort + Ensure carparking requirements are in accordance with the Development Scheme
Objective 2 Support sustainable transport modes	
Key Design Outcomes	+ Ensure the layout and design of the built form provides key linkages and pathways to and from public transport options + Other cycling is provided for on the existing road network + Incorporate high quality public transport, cycle and pedestrian connections + Provide pedestrian permeability and legibility through internal pathways + Ensure pedestrian and cyclist facilities and paths are planned and designed in accordance with CPTED principles

Objective 3 Provide safe, direct and legible routes between key places, services and facilities	
Key Design Outcomes	+ Provide key connections through the Park to the Riverwalk Park, as indicated on Figure 4 + Provide north-south connections to Business Enterprise Precinct and Brisbane River, as indicated on Figure 4 + Provide east-west pedestrian connections to adjoining Northshore Central precinct, as indicated on Figure 4 + Create safe and legible pedestrian connections / crossings across Macarthur Avenue to sub-precinct 8b, as indicated on Figure 4 + Reinforce significant views and sight lines through mangroves as identified in Figure 4 by providing connections and walkways + Ensure pedestrian and cycle routes provide direct links to adjacent places, services and facilities, as indicated on Figure 4 + Provide appropriate signage, street furniture and way finding elements along pedestrian and cycle paths + Provide safe on road cycle routes + Ensure that all paths are well lit, have natural surveillance and are well maintained + Design all paths and routes to ensure safe sight lines are maintained at all times

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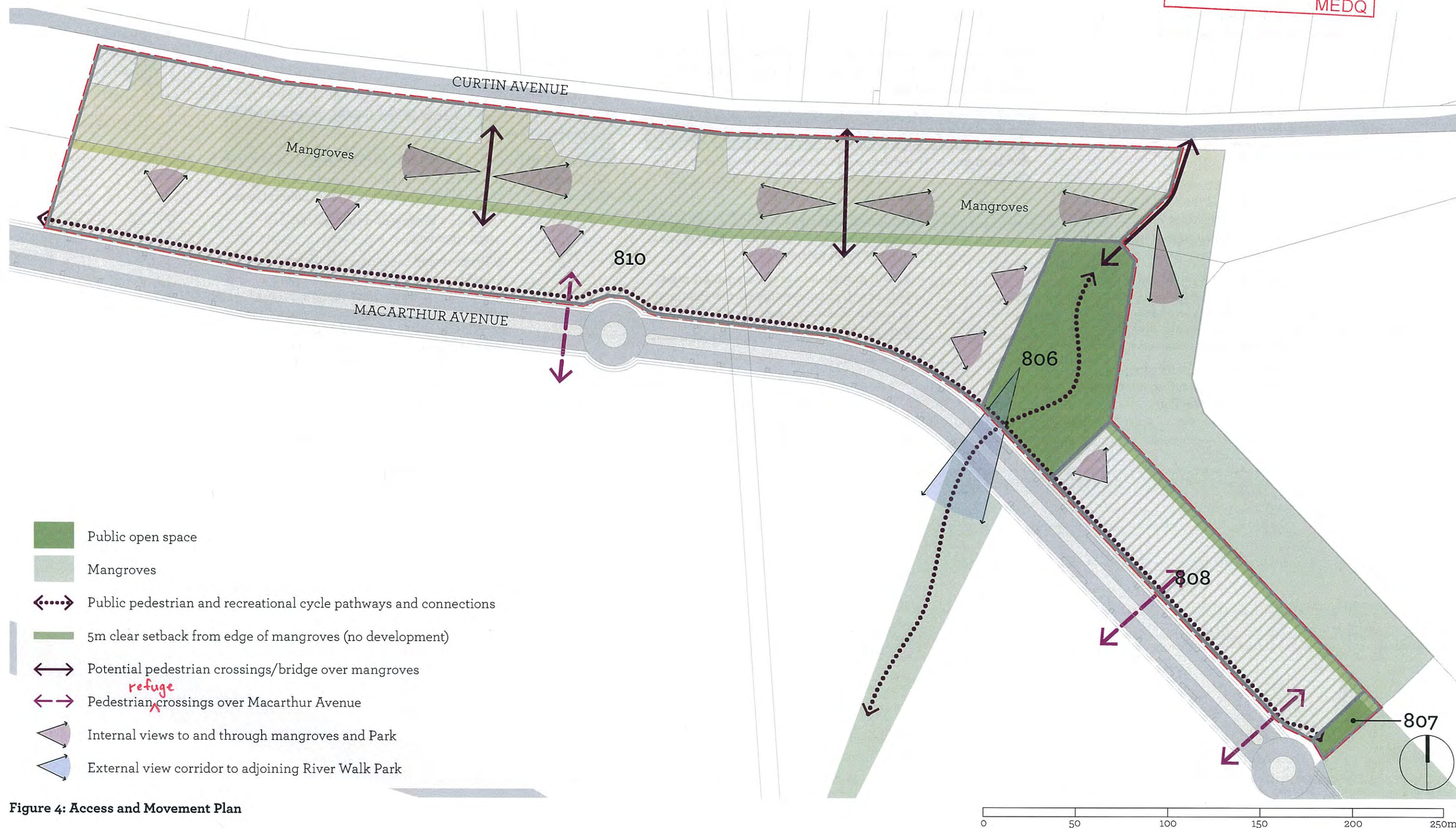


Figure 4: Access and Movement Plan

2.2 Land Use and Activation

Sub-precinct 8a will include a variety and mix of uses and built form outcomes in accordance with the Development Scheme.

Design Rationale

The provision of a mix of uses creates safe, stimulating places that meet a variety of demands from different user groups and promote social diversity. This ensures places are capable of adapting to change and growth.

The ground plane must be activated to provide a stimulating environment that will encourage use, and this will create safety through strong surveillance on the street. Ground plane activation can be achieved by providing a range of mixed uses at ground level.

Primary active frontages refer to ground level uses which face the street, are built up to or near the street edge and contain uses characterised by high pedestrian use such as commercial and uses. Primary active frontages should be visually and physically permeable reinforcing the prioritisation for pedestrian activity.

Further to the above uses, sub-precinct 8a will incorporate a community facility, such as a shelter incorporating interpretive displays, which should be associated with the Park.

Design Objectives and Outcomes

Design objectives and outcomes have been prepared to provide guidance for any future application for Material Change of Use within Sub-precinct 8a.

Objective 1	Integrate sub-precinct 8a into the whole of the Northshore Hamilton UDA
Key Design Outcomes	+ Ensure land uses are site responsive to the existing surrounding site conditions and context + Ensure appropriate site interface between sub-precinct 8a, existing surrounding uses and potential future uses + 8a will provide a land use transition zone between the Business Enterprise Precinct to the north, and the mixed use Sub-precinct 8b to the south.

Objective 2	Create a vibrant, stimulating and economically prosperous mixed use development
Key Design Outcomes	+ Provide an integrated mixed use precinct including commercial and residential uses + Create a diverse and sustainable development + Primary and secondary active frontages and other frontages are identified in Figure 5. Development adjoining these frontages are to be in accordance with the 'Primary active frontages', 'Secondary active frontages' and 'Other frontages' outlined in the Development Scheme (refer to Development Scheme for definition of frontage hierarchies) + High surveillance is required to the 5m setback zone from the edge of mangroves. + Public paths and walkways should be well overlooked by development use, to provide safe public surveillance, particularly at ground and first floor levels

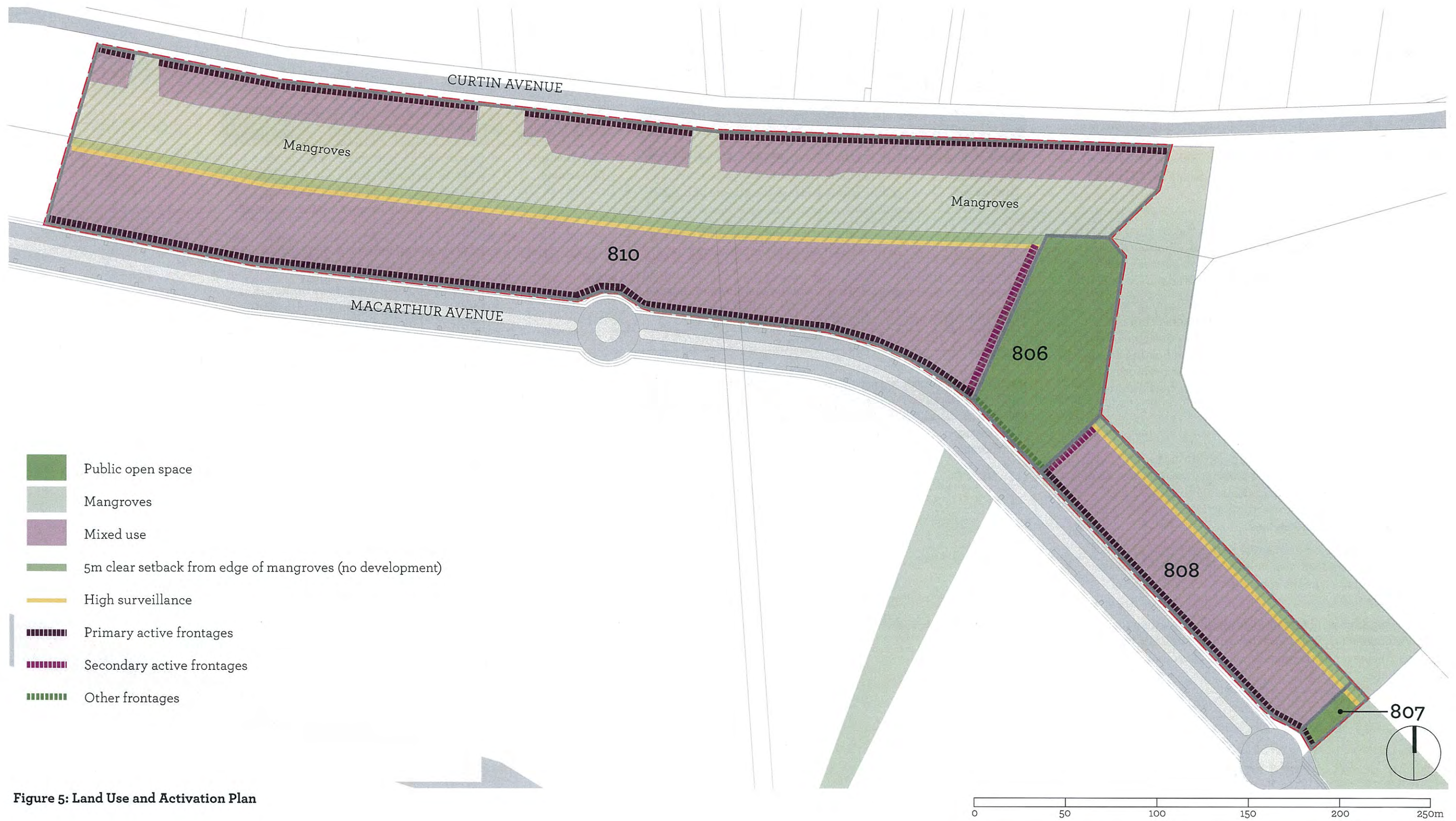


Figure 5: Land Use and Activation Plan

2.3 Urban Structure and Built Form

Design Rationale

Urban Structure

A sustainable urban structure allows for uses to change and adapt over time to suit the requirements of the community, as well as accommodate growth and/or intensification over time. It also relates to the creation of appropriate block dimensions and orientation that respond to the physical and climatic conditions of the area. Given the transitioning nature of the area, development needs to respond to existing and future adjoining land uses.

Built Form

The design of the built form can assist in the creation of a safe place that is easy to navigate and interpret. Continuous street frontages should provide a clear distinction between public and private uses, focus activity onto the street and public spaces.

Establishing a strong and consistent street frontage is fundamental to achieving an urban character within the development. The street frontage should be consistent, yet unique, and ensure that building facades and heights are of an appropriate human scale. Building facades and roof forms should be varied and articulated to provide visual interest to pedestrians, as well as clearly identify public and private uses.

Density

Varying building heights and massing within the built form create landmarks, gateways and nodes to make places legible. This can be enhanced at the human scale through the use of visually appropriate architectural articulation to facade treatments, windows and entries.

Buildings should also be sensitive to the adjacent and surrounding urban form responding appropriately to edge conditions and the transition between different types of development.

It is envisaged that incremental development will evolve over time. Adaptable land uses and designs will initially be lower in intensity, however as the needs and markets change, densities will increase.

Design Objectives and Outcomes

Design objectives and outcomes have been prepared to provide guidance for any future application for Material Change of Use within Sub-precinct 8a.

Objective 1	Create a sustainable urban structure that caters for the needs of now while being adaptable for the future
Key Design Outcomes	+ Block/plot structure is designed to ensure public fronts address the streets and public spaces + Establish an urban form that is structured around the built form requirements on Figure 6 + All building development along mangrove edge must be a minimum of 5m setback from the edge of the mangroves, as indicated on Figure 6
Objective 2	Create a safe, robust and sustainable built form
Key Design Outcomes	+ Building design is to maximise the opportunity for passive surveillance onto public spaces and streets + Use subtropical design elements and material types that are sensitive to the existing and natural attributes of the site context + Design buildings to respond creatively and effectively to their solar orientation and where practical, allow for a naturally ventilated environment

Objective 3	Create a visually stimulating, legible built form that responds to human scale
Key Design Outcomes	+ Ensure the built form along Macarthur Avenue responds to and compliments the bulk, height and scale of adjacent buildings in adjoining sub-precincts and future development + Provide strong built form edges and corners as located on Figure 6 + Buildings must address road frontages incorporating high quality landscaped areas and building entrances + Built form must integrate with and compliment the Park as identified on Figure 6 + Permissible building heights are to be as per the Northshore Hamilton UDA Development Scheme + Where noted on figure 6, 30% of the built form frontage is to be a maximum of 3 storeys

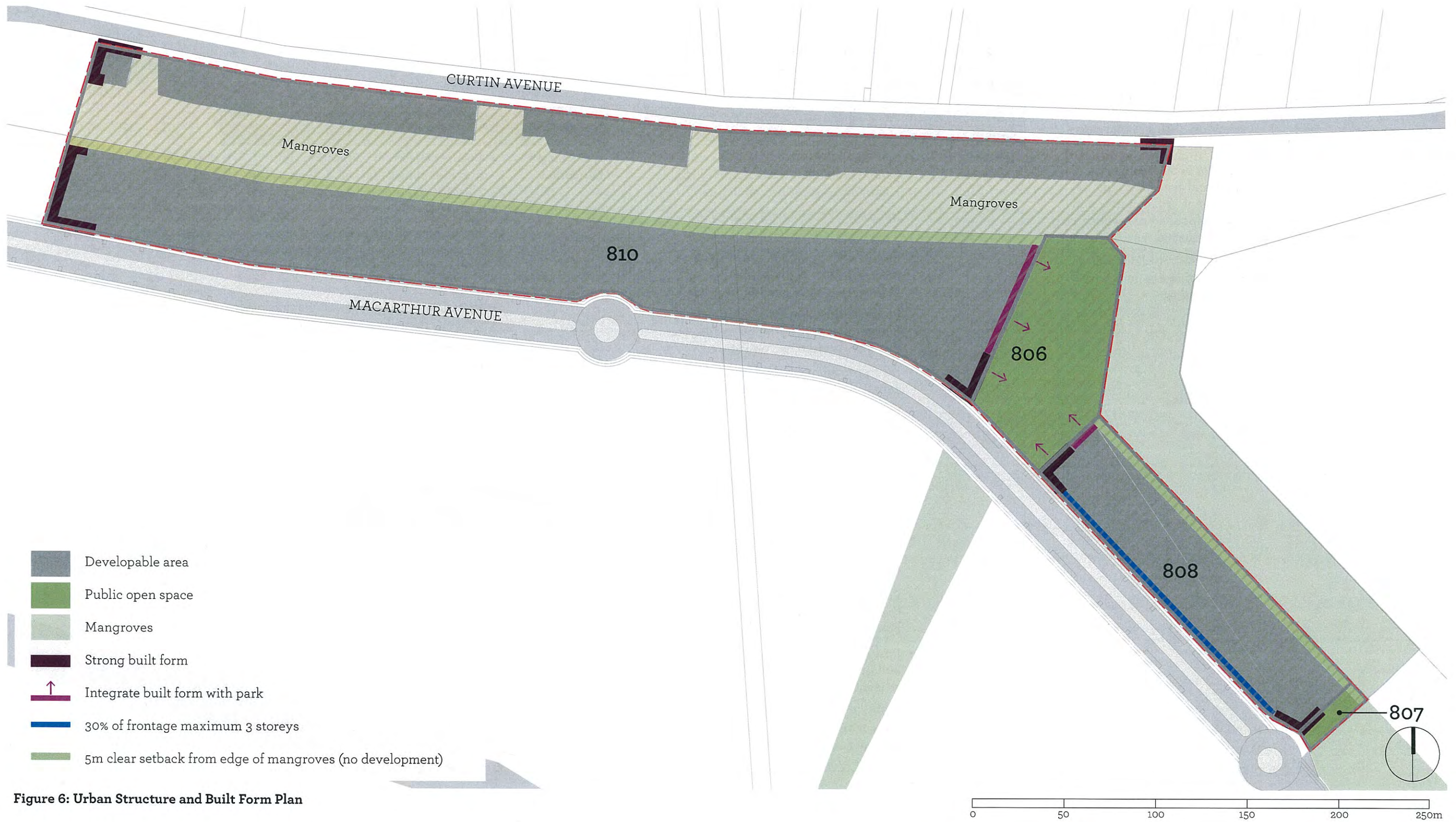


Figure 6: Urban Structure and Built Form Plan

2.4 Open Space and Public Realm

Design Rationale

The provision of high quality public open space is an important element in providing livable and sustainable neighbourhoods. It promotes healthy and active lifestyles within the community as well as encouraging social interaction. The Development Scheme and Sub-precinct Plan aim to create a high quality sustainable environment that provides the community with a strong sense of place and a rich variety of accessible spaces.

The public realm should create places for people, with good access and movement for pedestrians and cyclists, as well as providing a unique landscape environment. An attractive and accessible public realm will be a key component in establishing a distinctive overall character for Sub-precinct 8a.

The Development Scheme identifies the Park as identified on Figure 7. This amenity will promote and retain mangrove vegetation as well as provide community uses.

Design Objectives and Outcomes

Design objectives and outcomes have been prepared to provide guidance for any future application for Material Change of Use within Sub-precinct 8a.

Objective 1	Establish the Park and existing mangroves as a key community facility
Key Design Outcomes	+ Provide the Park as a key destination park / community facility for Northshore Hamilton, as identified on Figure 7 + Integrate well designed built form outcomes with the Park + Provide community seating/exercise areas within the Park, as identified on Figure 7 + Provide Entry Way Park as a local pocket park and open space buffer to adjacent precinct, as identified on Figure 7 + Incorporate potential pedestrian connections across the mangroves, as identified on Figure 7 + Provide arrival points within the Park and the Entry Way Park as identified on Figure 7. An arrival point is an open landscaped space, which is framed by planting and trees. Integration of high quality public artwork is desirable in these locations. + Where practical, integrate commercial land uses with the Park, as identified on Figure 7 + Provide key connections from the Park to the future Riverwalk to the south of Sub-precinct 8a, as identified on Figure 7 + Ensure a minimum of 5m setback to all buildings from the edge of the mangroves as identified on Figure 7. + Build upon the existing amenity of the mangroves to create significant pedestrian walkways and key cross connections, as identified on Figure 7

Objective 2	Create an attractive and safe public realm and streetscape
Key Design Outcomes	+ Ensure pedestrian connections are provided across Macarthur Avenue into adjacent sub-precincts, as identified on Figure 7 + Provide potential public pedestrian connections through existing mangroves to development parcels to the north, as identified on Figure 7 + Provide a pedestrian friendly environment with an emphasis on safety and security + Provide a 5m landscape setback from the property boundary adjacent to the mangroves + Provide additional street tree planting along Macarthur Avenue, as identified on Figure 7
Objective 3	Create opportunities for formal and informal gathering
Key Design Outcomes	+ Create an urban environment that includes a variety of quality public, semi-public and private spaces + Provide a public realm that responds to it's subtropical context and natural mangrove environment



Figure 7: Open Space and Public Realm Plan

sub
precinct 8a

