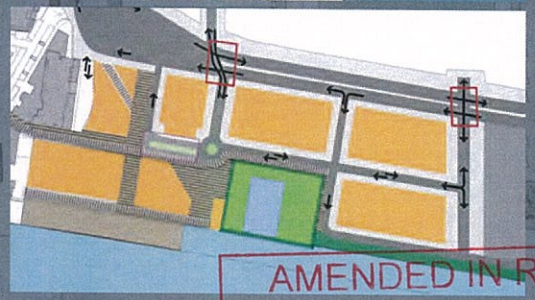

Sub-precinct 3(d) River Park Precinct Plan
Northshore Hamilton PDA

Sept 2015

Client

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

Brookfield
Residential Properties

Queensland
Government

Team

This Sub-precinct 3(d) River Park Precinct Plan was written and desktop published by Cottee Parker Architects.

COTTEE PARKER

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Issue

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

151130 SPP (sub-precinct plan)
Issue W 30 November 2015

Contents

1.0 Introduction

1.1 Document purpose

This document expands on the requirements and principles set out in the Northshore Hamilton PDA Development Scheme (Development Scheme) relating to sub-precinct 3(d): River Park, in the Northshore Hamilton Urban Development Area (PDA) – see Figure 2. It 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 PDA Development Scheme, the provisions of this SPP will apply.

AMENDED IN RED

17 DEC 2015

By: GERARD MCAFFERTY (name)
MEDQ

1.2 Site and context

The site is 4.92 ha in area and is located immediately to the east of sub-precinct 3(c) 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.

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 2.7. The portion of the wharf needed for cruise terminal purposes is retained and the balance of the wharf may be 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 and retail uses, with a predominantly residential use.

The Development Scheme sets out the development yield for sub-precinct 3d as follows:

- 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 two 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.

The above maximum GFAs are distributed on a pro rata basis between Parcel A and Parcel B (as shown in figure 3) as follows:

Table 1.

Use	*Parcel A (46%)*	*Parcel B (54%)*
	GFA	*GFA*
Residential	*46,269m²*	*53,731m²*
Commercial	*12,493m²*	*14,507m²*
Retail	*3,239m²*	*3,761m²*
TOTAL	***62,000m²***	***72,000m²***

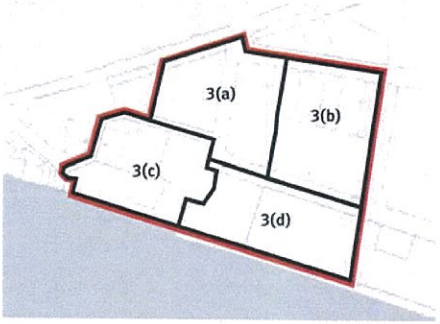

Figure 2 – Precinct 3 – SPP

Development which seeks to reapportion the Gross Floor Areas between lan uses (commercial, residential, and retail) must demonstrate how the development is consistent with the Northshore Hamilton Land Use Plan as per section 3.2.5 of the Scheme. For clarity GFA cannot be reapportioned between Parcel A and Parcel B.

GFA ALLOCATION

Parcel A	62,000 m² GFA
Parcel B	72,000 m² GFA

SITE AREA

Lot 61	455.1 m²
Lot 62	1.203 HA
Lot 1303	3.262 HA
Total	4.920 HA

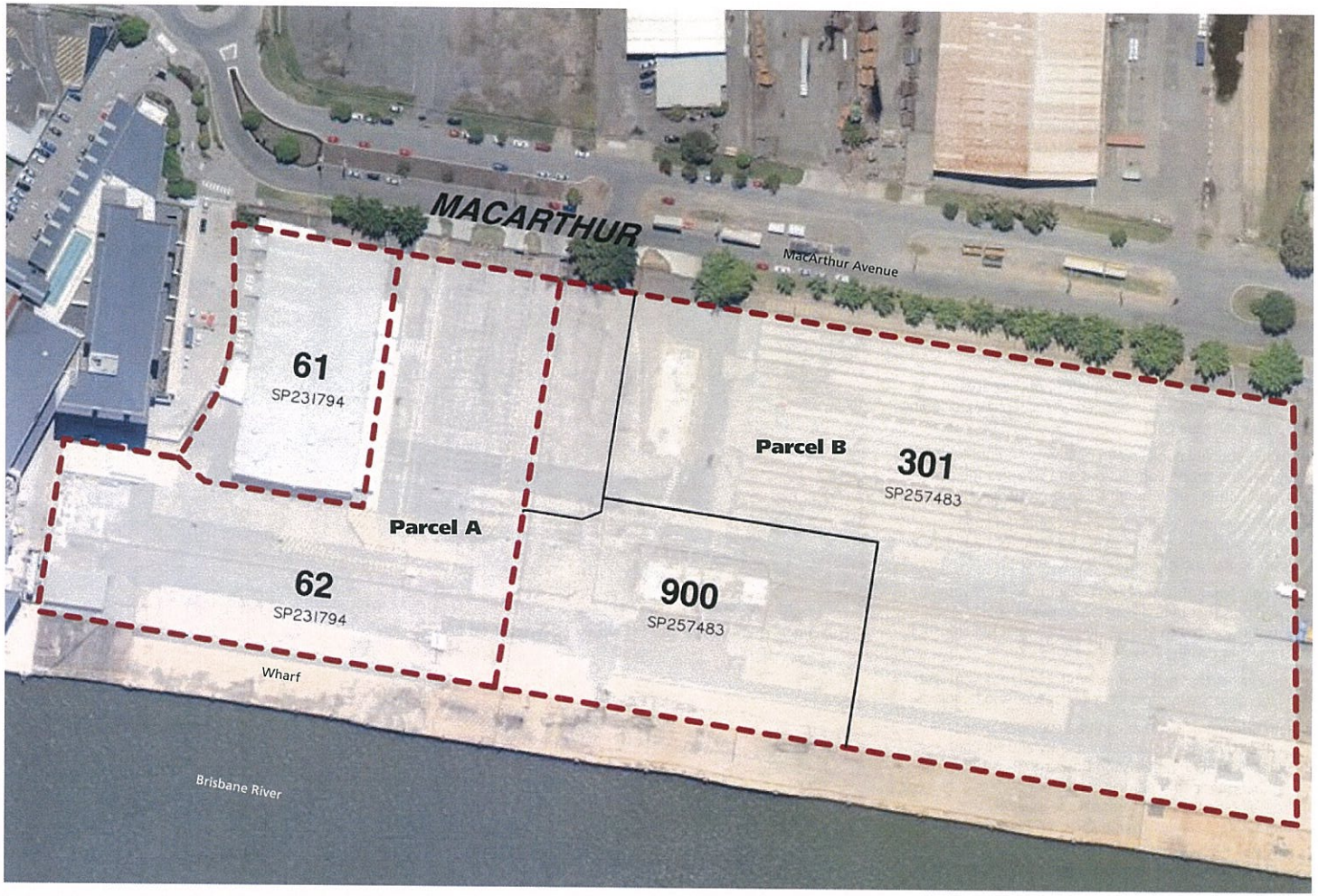

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Figure 3 – sub-precinct (3d) lot configurations plan

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 Comprehensive River Park SPP Vision at Figure 5.

Figure 4 – Indicative aerial view towards site

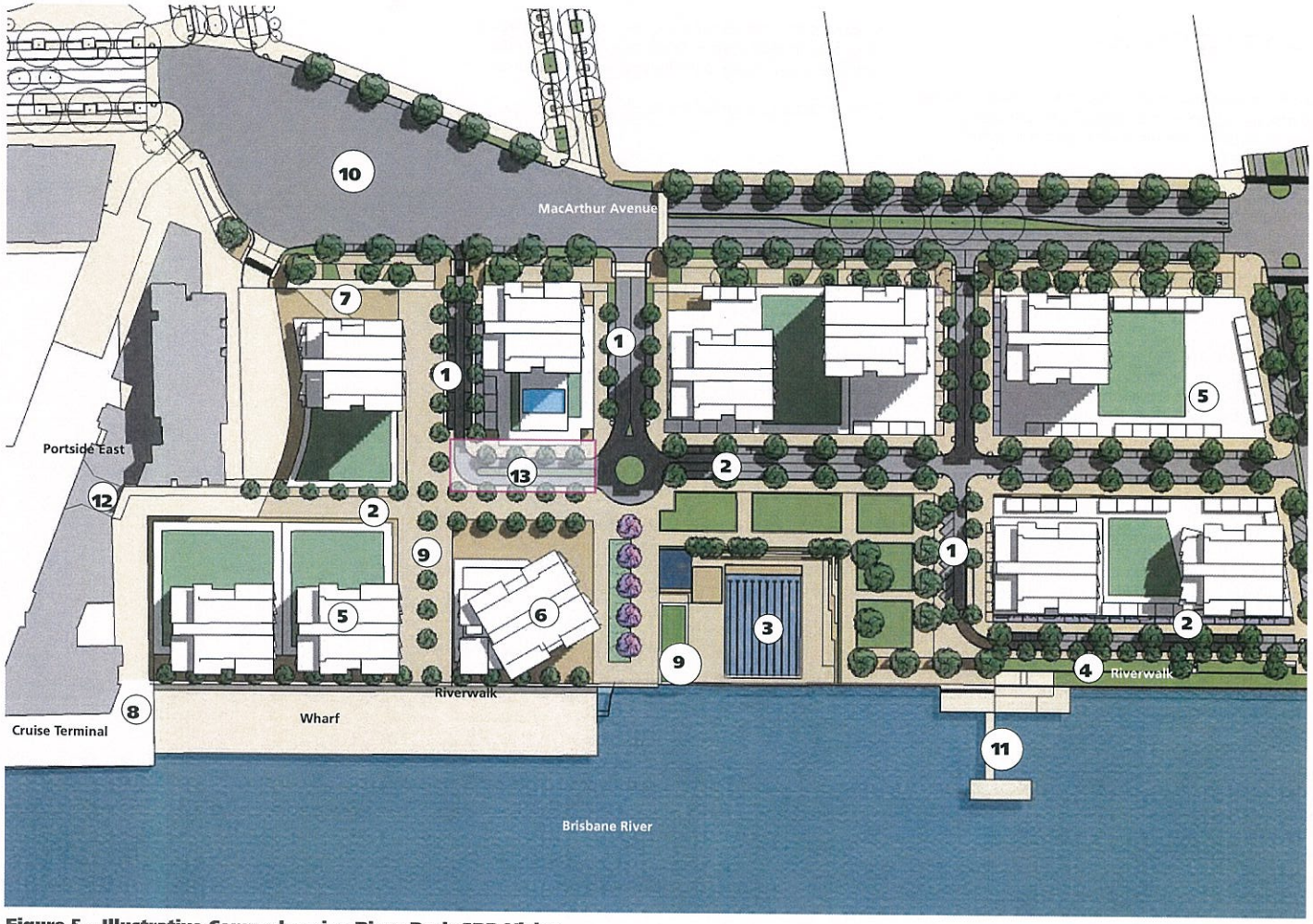

Figure 5 – Illustrative Comprehensive River Park SPP Vision

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 providing a series of activity nodes linking to surrounding residential and retail areas
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. It is also a major activity node within the precinct providing active and passive recreation space
4	A landscaped edge to the river maintains the Riverwalk through the site and public access to the river allowing good surveillance and overlooking from surrounding development
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. This development creates diagonal pedestrian links and view corridors from MacArthur Avenue to the River Park
8	An at-grade connection between Portside Wharf and Portside East via the Riverwalk system is created which activates the water front
9	Pool Pavilion which retains the plaza adjoining the Brookfield Wharf. This structure helps define the plaza space and provides a visually permeable structure overlooking the pool
10	Road reserve to future detail
11	Possible future Citycat Terminal
12	An at-grade retail arcade connecting to existing Portside Wharf plaza
13	Ramp link Zone (to Basement Carpark)

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 2.5).

2.2 Staging

As the terminal facility will remain in place for at least the medium term, staging will be needed to maintain access for a range of users.

2.3 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.

MacArthur Avenue is a key street connection for the Northshore Hamilton Development Area. Its design as a subtropical boulevard allows the retention of existing vegetation and the generous areas for planting large canopy trees. The dual carriageway also incorporates a dual flow bikeway along the southern alignment.

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 internally for the precinct.

Street C is a two way intermediate street connecting Street B to the rivers 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 to the River Park forming a public boundary and interface to the River Park.

Street D is a one way service lane that will operate to provide access to the western portion of the precinct. In the interim until this part of the precinct is fully developed it will provide passenger set down facilities for the existing terminal.

Street E is a two way service lane providing access to existing service area that separates sub-precincts 3(c) and 3(d) and will provide access to basement parking areas. Additionally it will serve the interim use of goods loading for the Brisbane Cruise Terminal.

The east west portion of the street is a two way split road from the main roundabout with Street A and provides turnaround opportunities.

Street F is a shared vehicular and pedestrian zone that will allow retail loading. Parts of this service road will be used by pedestrians connecting to the Portside Wharf retail plaza.

Refer to Section 2.8 for further details on these streets.

2.4 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 should be screened with active uses fronting the street except where fronting streets E & F (laneways) or where a suitable alternative can be demonstrated to achieve both screening and security objectives.

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.

The required off street parking for the proposed swimming pool will be accommodated in off street basement parking as shown in Figure 25.

LEGEND

- Signalised intersections
- Ramp link Zone (to Basement Carpark)
- Pedestrian link
- Turning / traffic movements
- Development sites
- Plaza
- Park
- Riverwalk
- Swimming Pool
- (A) Street type A
- (B) Street type B
- (C) Street type C
- (D) Street type D
- (E) Street type E
- (F) Street type F

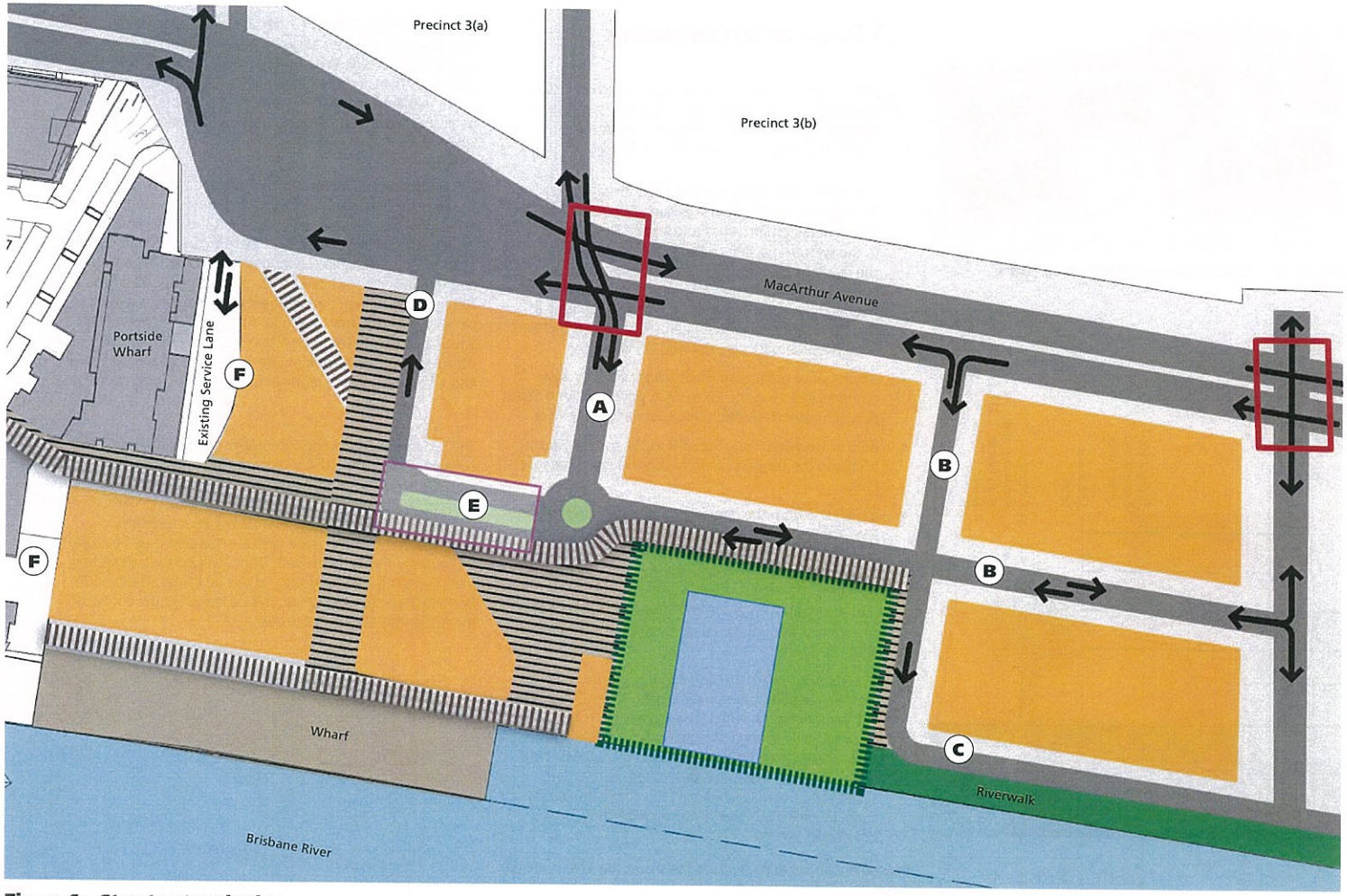

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Figure 6 – Street network plan

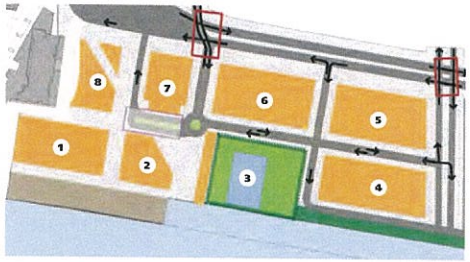

Figure 7 – Development Sites key plan

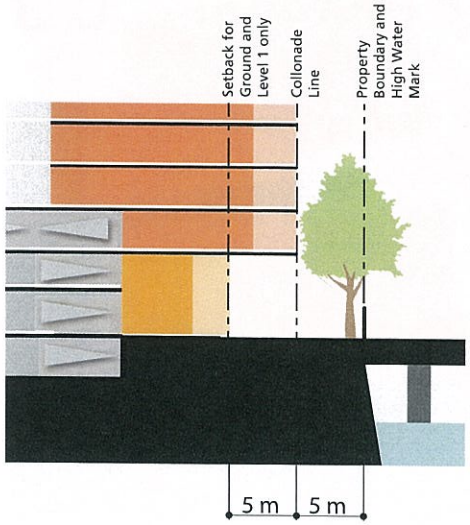

Figure 8 – Frontage setback plan for Lot 62 only

2.5 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 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 8.
- 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 B to the river provides access to the river and a visual connection to the River Park
- a view line from the intersection of Remora Road and MacArthur Avenue, diagonally through Development Site 8 (refer Figures 7, 8 & 9) 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 7 & 9)
- 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 7) is developed, whichever is first. The portion of Riverwalk fronting each development site will be delivered when that site is developed. 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 at the final stage are detailed in Figure 9.

2.5.1 Preferred Option – After the completion of Development Site 1 an at grade pedestrian footpath connecting Portside Wharf and the River Park will be delivered. The Landside Restriction Zone (LRZ) will be altered and a managed solution implemented such that access will be available both on ship days and non-ship days. Refer to Figure 10b.

2.5.2 Alternative Option – Where agreed in writing by the Director Assessment (EDQ) an alternative pedestrian access link may be achievable between the west and east sides of the River Park Precinct 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 Portside Wharf to Development Site 3 at all times. This connection will be delivered upon completion of Development Site 1 so long as the River Park is also complete and the terminal facility is still in operation.

2.6 Cycleways network

The cycle network for the sub-precinct utilises the Riverwalk connection providing continuous movement along the waterfront. This connection will be staged and progressively delivered with the development of each site. Cycle lane provision along MacArthur Avenue will be a dedicated cycleway on southern verge with a separated dual flow (3m wide) path in accordance with Draft TMR policy. Intersection treatments including Hercules Rd will be in accordance with Draft TMR design guidelines. This cycleway should continue the full length of MacArthur Ave.

LEGEND

- Primary pedestrian links
- Cycle connection
- Pedestrian walkways
- Development sites
- Plaza
- Park
- Riverwalk
- Swimming Pool
- View corridors
- Ramp link Zone (to Basement Carpark)

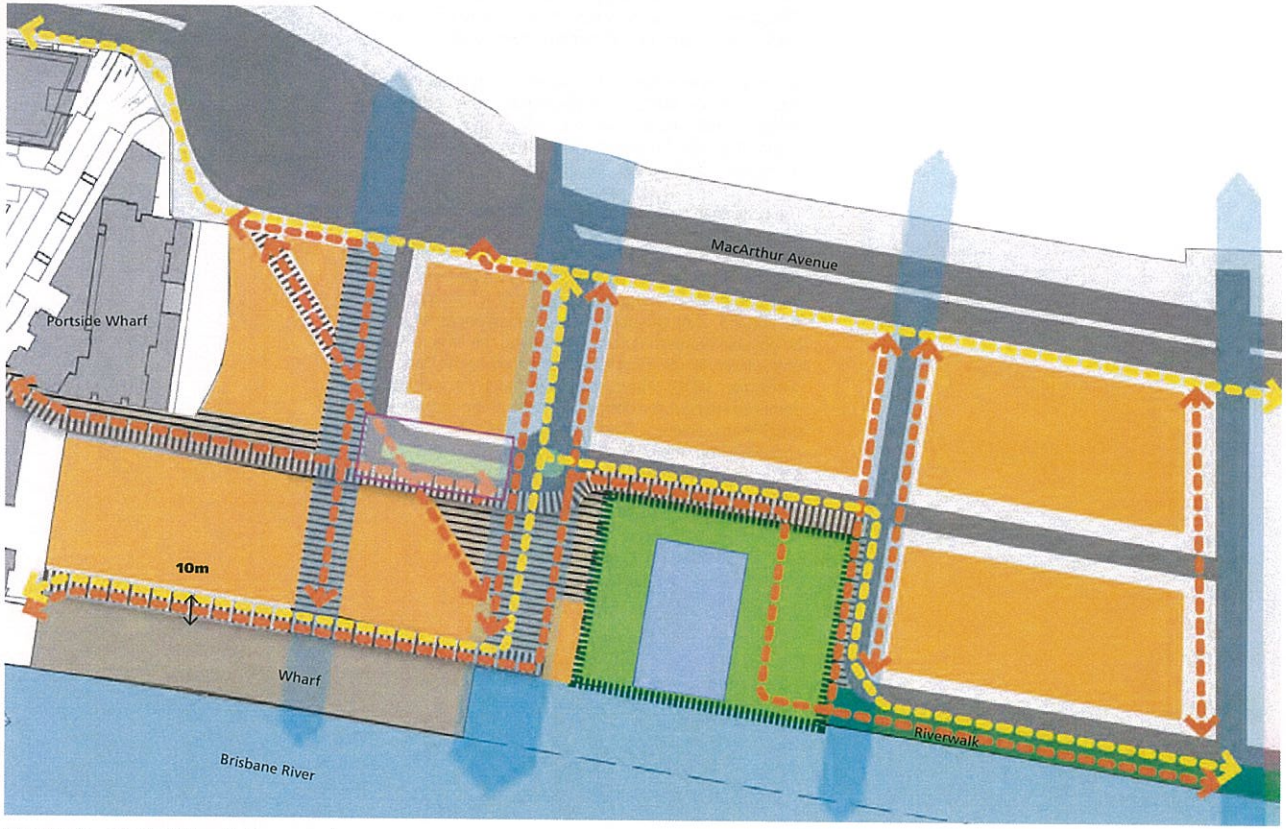

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Figure 9 – Pedestrian linkages plan

2.7 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 LRZ is defined and regulated by the Maritime Security Plan (MSP) as approved by the Office of Transport Security (OTS). The current LRZ is illustrated in Figure 10a.

It is proposed to move the LRZ to the east as illustrated in Figures 10b and 10c to allow pedestrian movement between Portside Wharf and sub-precinct 3 (d) via an at grade retail arcade. This will also allow for cruise passenger movement throughout the precinct.

The Pedestrian footpath between Portside Wharf and River Park, as detailed in Section 2.5, will be established at the time that Development Site 1 (see Figure 7) 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 2.5, alternate pedestrian access arrangements may be possible between Portside Wharf and the eastern side of the River Park Precinct where endorsed by the Director Assessment (EDQ). 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.

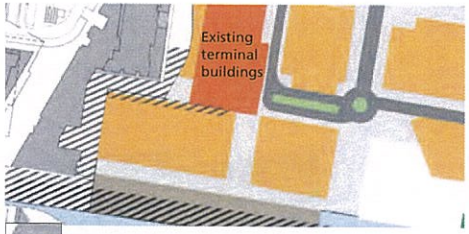


Figure 10a – Current LRZ

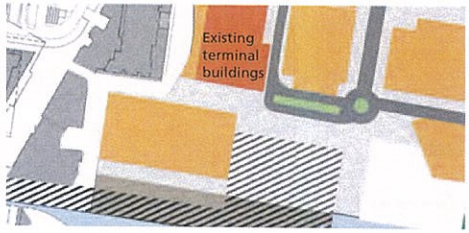


Figure 10b – Proposed LRZ at completion of Development Site 1

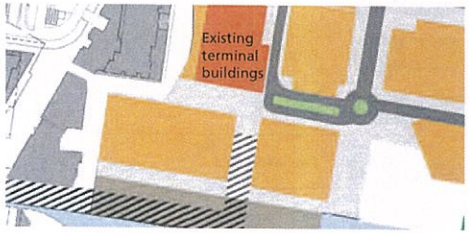


Figure 10c – Proposed LRZ at completion of Development Site 2

2.8 Street types

The movement strategy within the sub-precinct is aligned to a range of street types appropriate for their purpose. The role of the range of streets has been introduced in Section 2.3.

MacArthur Avenue

The road pattern throughout Northshore Hamilton has a strong north south focus. The primary east west spine is however MacArthur Avenue which acts as the principal movement corridor for pedestrian, vehicular and public transport linking the eastern and western ends of the site.

This major path will contain two movement lanes either way with on street parking and a dedicated cycleway on southern verge with a separated dual flow (3m wide) path.

The reserve width will vary in some places where retention of significant Fig Trees will be required.

Reserve width	up to 45.5 m (generally 35 m)
Movement lanes	2 x 3.5 m (each way)
Designated cycle lanes	Yes 3 m (dual flow)
Verge	up to 8.5 m (generally 4.25 m)
Footpath	3 m (min)
On street parking	2.5 m wide lanes, short term parking
Pedestrian crossings	Intersections only
Posted speed	50 kph

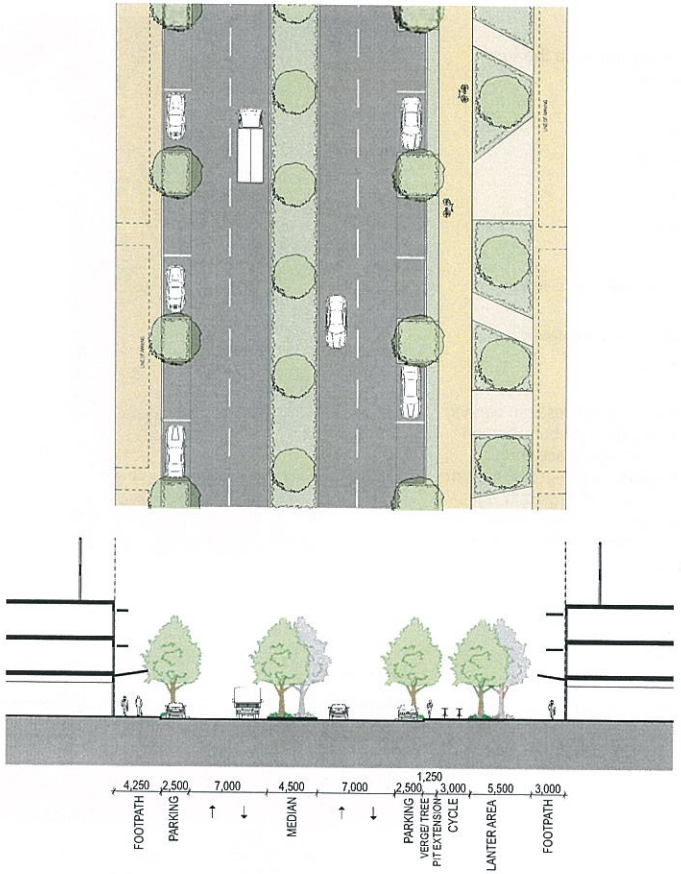


Figure 11 – MacArthur Avenue

Street A

This street (Figure 12) 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.

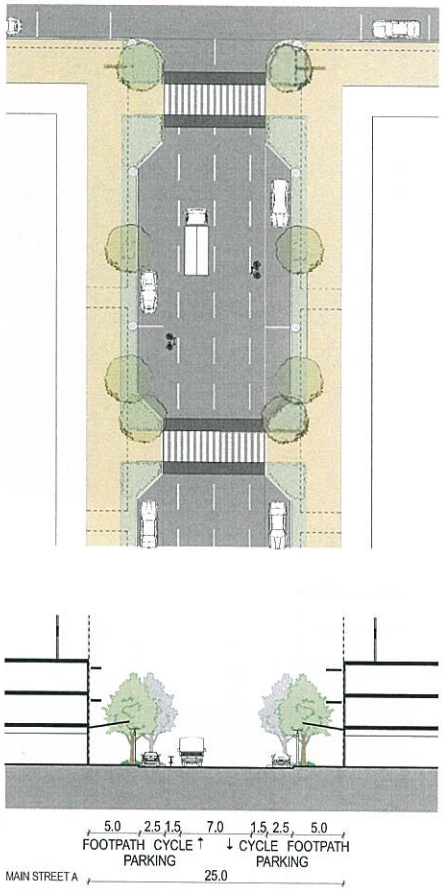


Figure 12 – Main Street – Street A

Streets B & C

Street B (Figures 13 - 15) provides a key access routes throughout the sub-precinct. This street provides on street parking and a detailed and comfortable pedestrian realm.

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.

Street Type C has the same cross section with 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 (Figure 13).

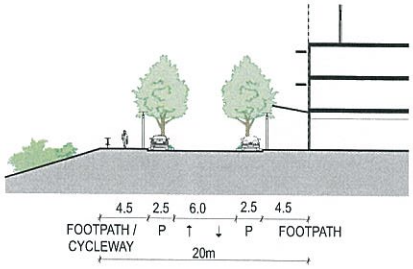


Figure 13 – Cross section & verge detail Street C

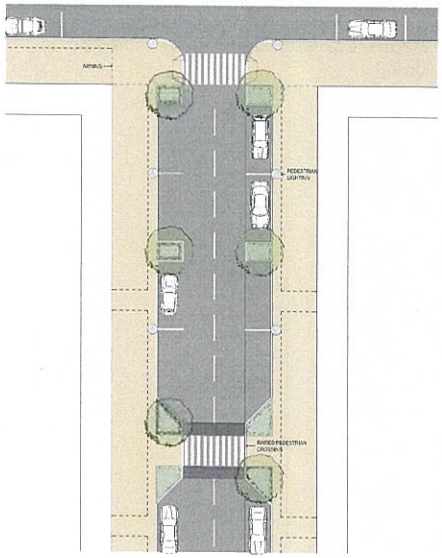


Figure 14 – Street B

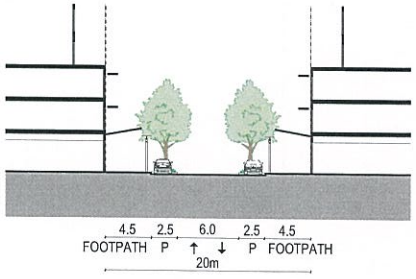
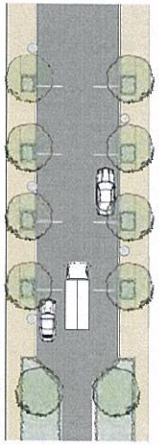


Figure 15 – Cross section & verge detail Street B

Laneways D

These one way service laneways (see Figure 16) 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, loading and set down for passengers as well as 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.

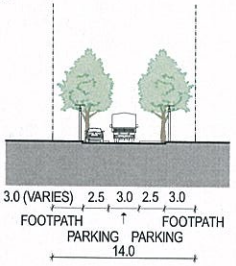
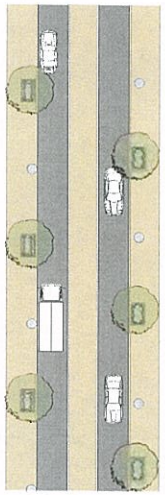


Figure 16 – Laneways D

Laneway E

This short two way laneway (see Figure 17) is a shared pedestrian and vehicles area providing vehicle access to buildings. No on street car parking is provided.

Reserve width	Varies (generally 15 m)
Movement lanes	2 x 3.0 m (two way)
Designated cycle lanes	No
Median	Yes
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.

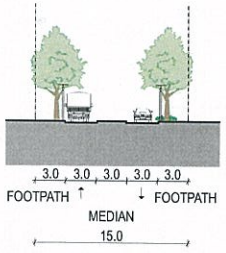
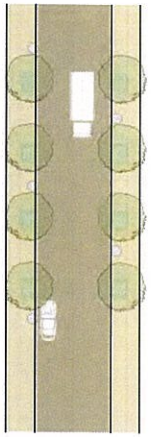


Figure 17 – Laneway E

Laneway F

This existing two way shared zone (see Figure 18) is a shared pedestrian and service vehicles area. No on street car parking is provided.

Reserve width	Varies (generally 13 m)
Movement lanes	7.0 m (two way)
Designated cycle lanes	No
Median	No
Verge	Varies
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.

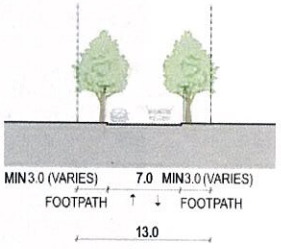
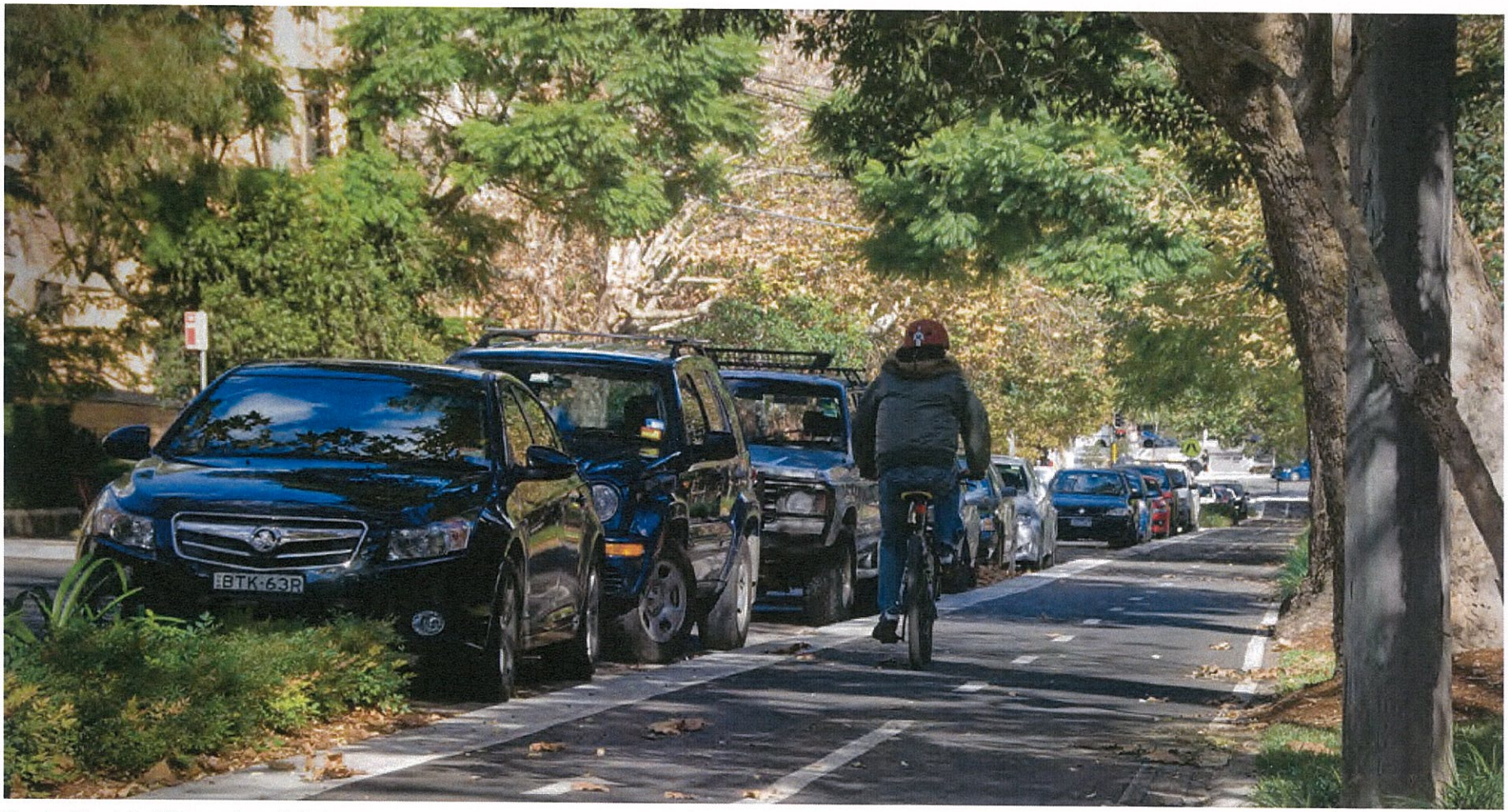


Figure 18 – Laneway F



Bourke Street dual flow cycle path Sydney

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 and shown in Figure 19.

(1) **The River Park** is the primary civic open space for the precinct on the river's edge. The River Park provides a composition of spaces focused on the river edge and proposed community pool. The management plan of the pool including the operating hours will take due consideration of the potential noise impacts on nearby residents and will be agreed by the adjoining owners. It provides generous access to the river edge as a public amenity and provides a stage for life and activity in the sub precinct. Key idea of this public space is to establish the main river front public 'heart' of Northshore. The place people meet at and gather, a place of events and urban character. Its two main public river front places – a hard surfaced central plaza (between portside east and pavillion building) and an active recreation park that activates to the river edge via pool or quay.

The following amenities and areas may be developed within the landscape design:

- Pool Pavilion – a proposed pavilion encloses the wharf plaza to the east and services the community pool. This facility will contain in the order of 300m² of gross floor area (GFA). This GFA allocation is in addition to the GFA allocation noted in Figure 3. This facility provides change room and pool operations on the lower level. The upper level above will be accessed from an at grade connection from the wharf plaza. Construction of the Pavilion will allow views into the pool area from the adjoining wharf plaza. Illustrative concepts for the pool and the pavilion are shown in Figures 20 & 21. This two storey (above the pool deck) pavilion structure will retain the plaza fronting the retail use (on the Brookfield site) and will appear as a glazed pavilion at the eastern plaza level. Detailed construction and use of this structure will be subject to further consideration and agreement between the adjoining owners. The pavilion is not to extend beyond the property line into the River.
- Pool Area – lower pool terrace including swimming pool and exercise pool.
- Pool Park – a series of terraced lawns with large tree canopies surrounding the community pool;
- Ferry Terminal – located at the junction point of the River Park Plaza and River Walk.

  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.

(2) **The Riverwalk** allows continuous public space at the River's edge, providing both a linking function as well as being a key linear open space for the PDA.

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 2.5, 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 8.

(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.

Public realm treatment
Landscape works including the provision of streetlights, signage, street furniture etc are to be provided in accordance with the requirements of Planning Scheme for Brisbane City Council.

LEGEND

1	The River Park
2	Riverwalk
3	Central Plaza
4	Road Reserve

Figure 19 – Open space & public realm plan

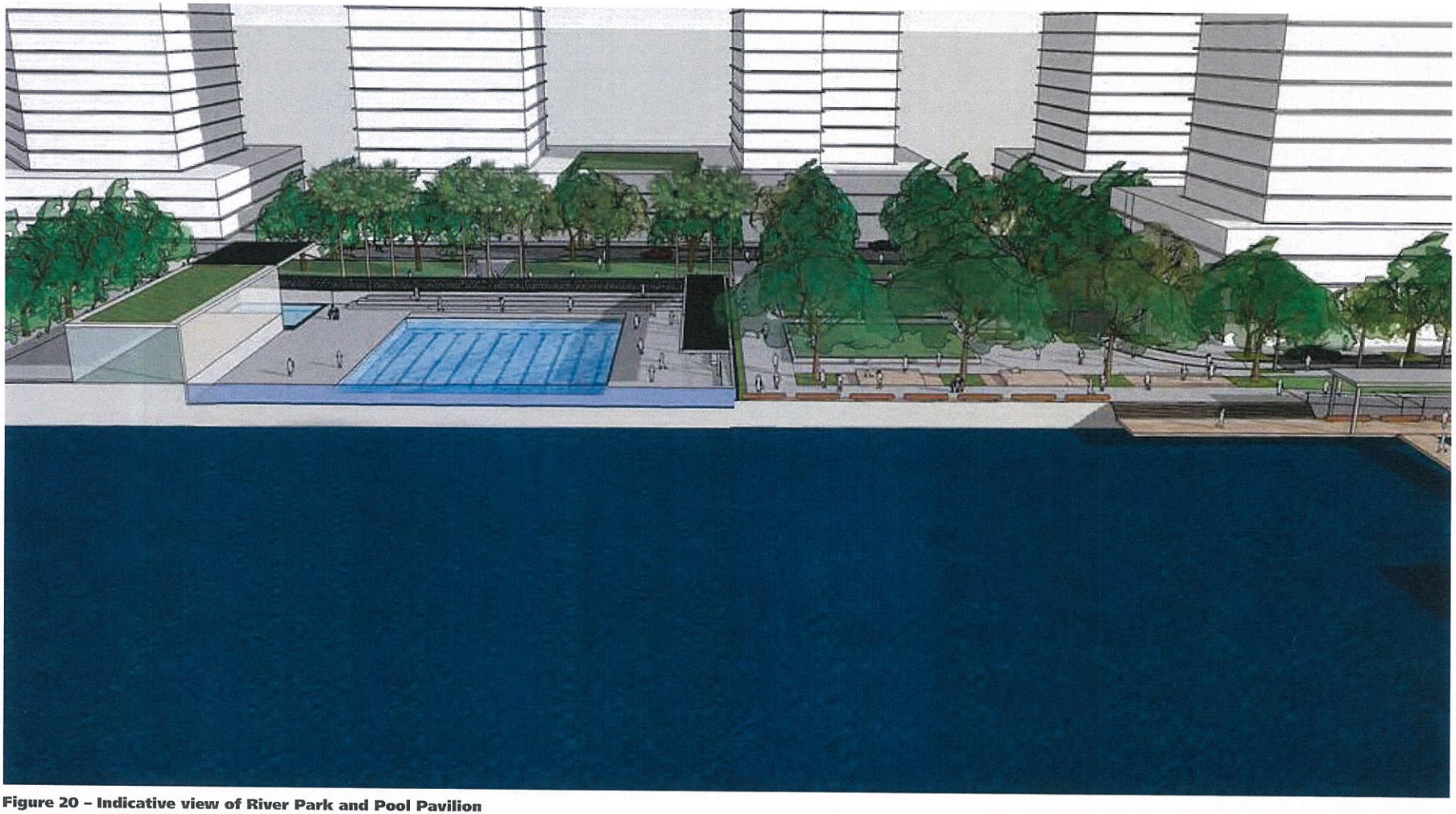


Figure 20 – Indicative view of River Park and Pool Pavilion

Figure 21 – Indicative view of River Park and Pool Pavilion

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 22 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 which contribute to the comfort of pedestrians
- 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
- 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 except where indicated on Figure 22 and supported by traffic impact report

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 22.

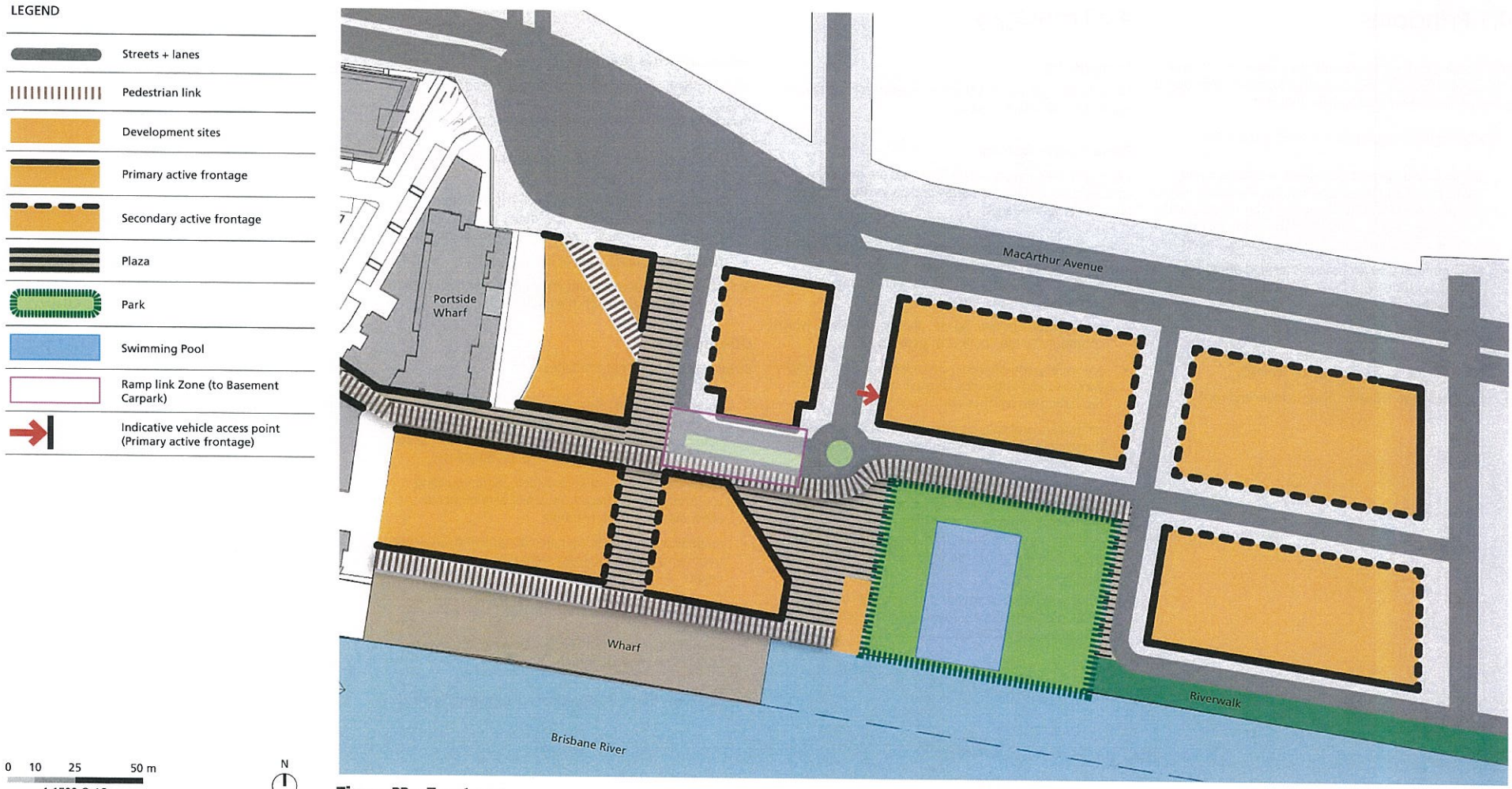


Figure 22 – Frontages

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 23.

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 24 and 25.

Podiums

Podiums are the primary elements that define streets and public spaces, providing ground floor activity and allow other use above the ground level to expose to the street providing street surveillance and overlooking. 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 in particular the western portion of the precinct and must be 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 23. 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 6) 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 23). 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 23.

LEGEND

- Landmark
- 23st — Maximum Tower height (in storeys)
- 6m — Tower setback
- Tower vista
- Tower
- Podium envelope
- Plaza
- Pedestrian link
- Park
- Swimming Pool
- Ramp link Zone (to Basement Carpark)
- Parcel A
- Pacrcel B

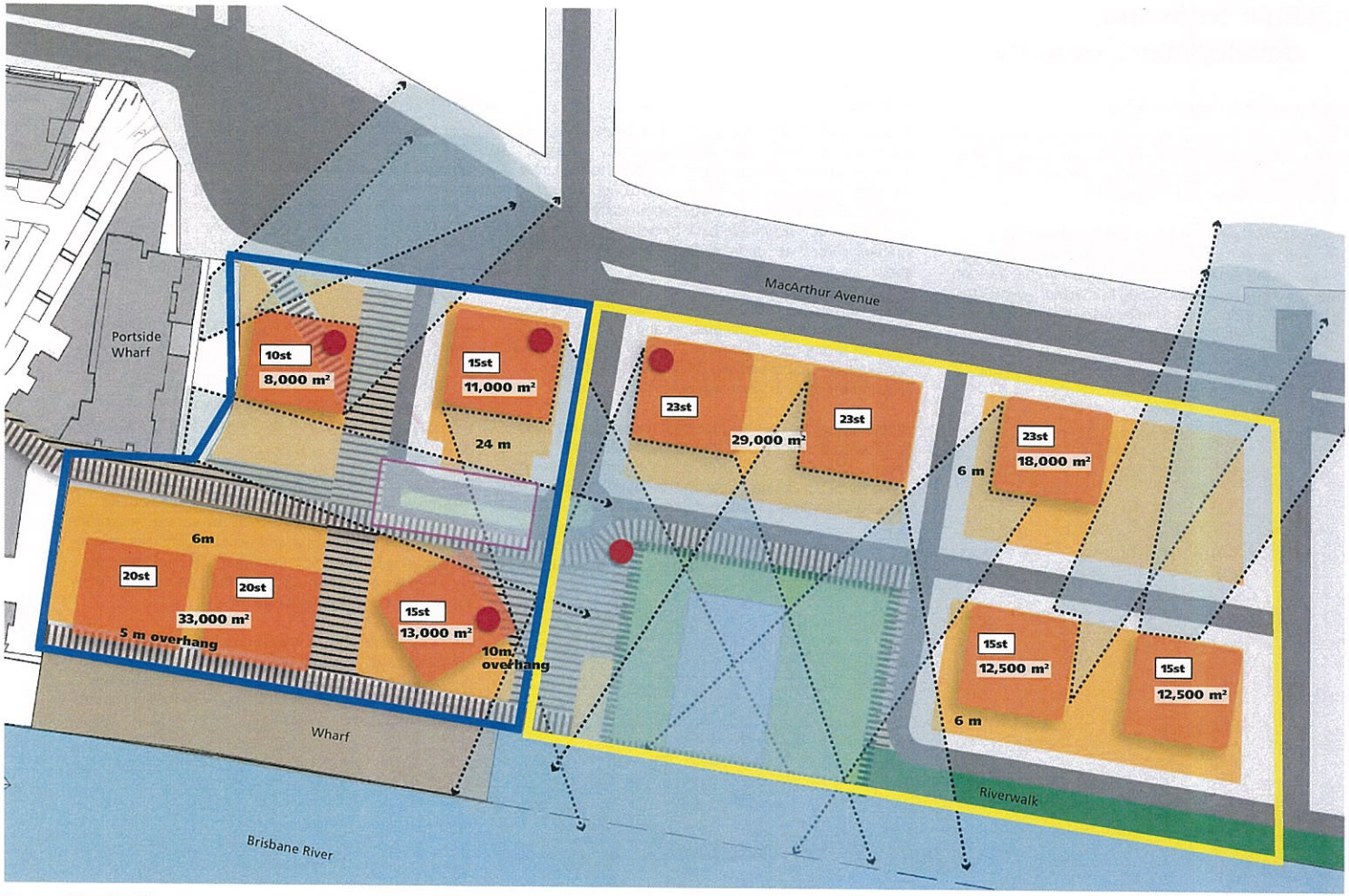


Figure 23 – Podium, tower and landmark vistas (NOTE: Maximum Tower heights and GFA allocations are indicative only)

NOTE: 5% of the GFA apportioned to Parcel A has been incorported to achieve a suitable development intensity on development site 8. This is considered generally in the order of the maximum GFA. Further yield on development sites within Parcel A above the amounts stipulated on this illustration are not considered to be generally in the order of the specified maximums.

AMENDED IN RED

17 DEC 2015

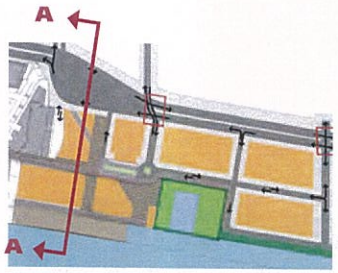
By: GERARD M'CAFFERTY (name)
MEDQ

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 24a). 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.



Section key

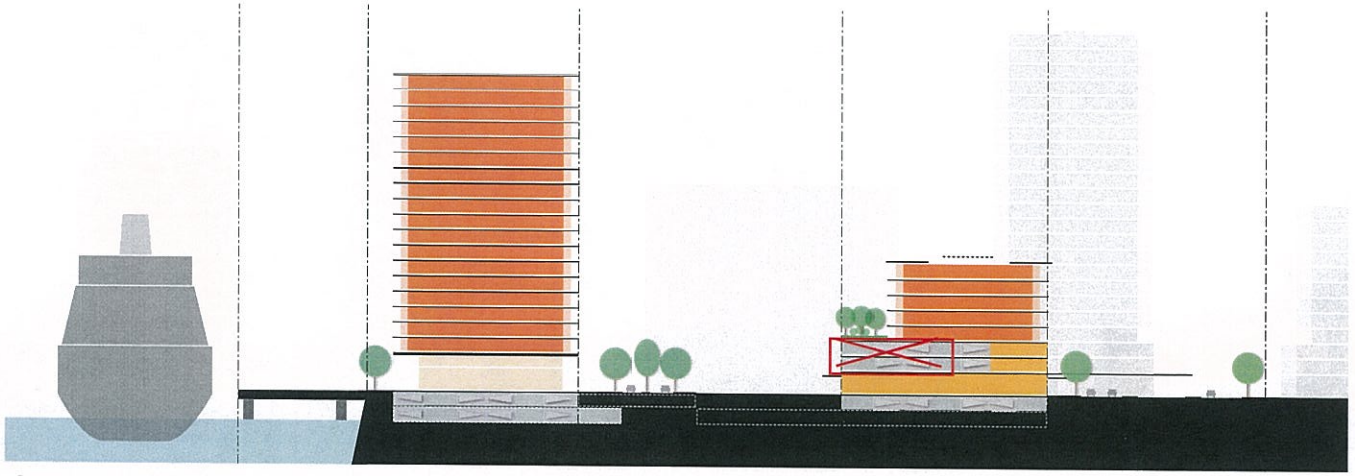
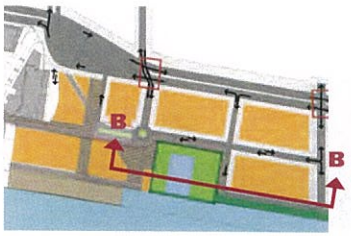


Figure 24a – Section A-A



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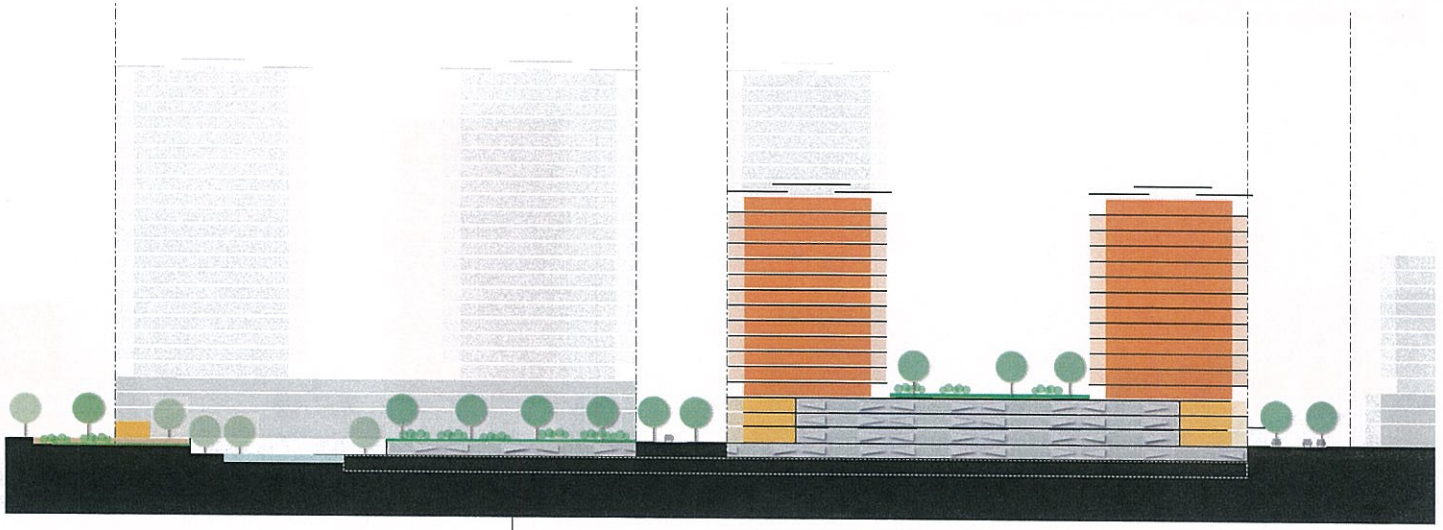

Figure 25 – Section B-B

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
- podiums with active frontages define streets and public spaces
- contrasting materials and colours on facades create visual interest, a vertical emphasis visually reduce the bulk of taller buildings.

The built form principles are demonstrated in Figures 27 and 28. Indicative building character and expression are shown in Figures 29 – 32.

Figure 27 – Indicative view to site from Brisbane River looking north-west

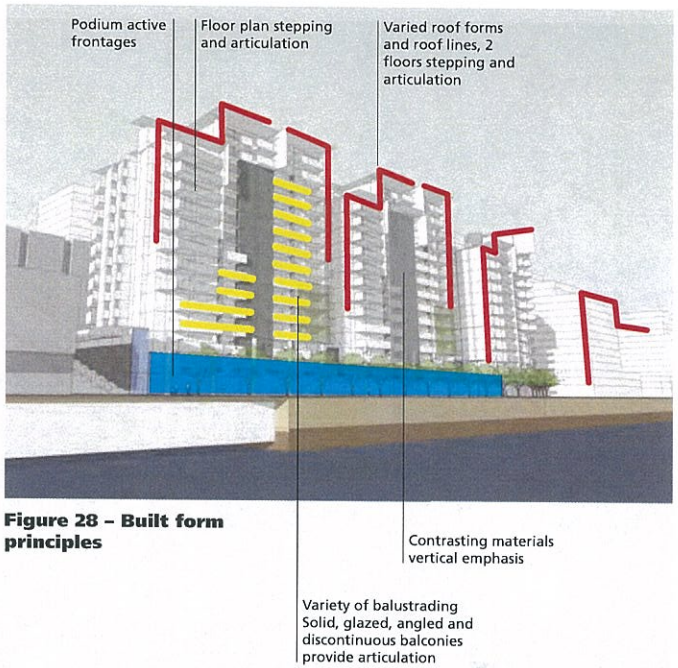

Figure 28 – Built form principles

Figure 29 – Indicative eye level view activated podium and tower built form

Figure 30 – Indicative aerial view towards site

Figure 31 – Indicative view across site towards Brisbane River

Figure 32 – Indicative eye level view towards plaza & river