

TOWN PLANNING REPORT

12 Hercules Street Hamilton



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Version 2
14 April 2022

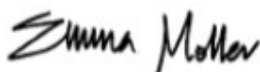
REPORT

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Emma Moller



14 April 2022

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SITE AND PROPOSAL SUMMARY

Site and Proposal Details

Details	
Site Address:	12 Hercules Street, Hamilton QLD 4007 Access and minor changes to carparking adjoining the site are proposed over adjoining land at 485 Kingsford Smith Drive, Hamilton so this site is also included as part of the application.
Real Property Description:	Lot 2 on SP294952 (main parcel) with access and carparking changes over adjoining Lot 1 on SP170806)
Site Area:	2,325m ² (Lot 2)
Regional Plan Land Use Designation:	Urban Footprint
Priority Development Area (PDA):	Northshore Hamilton
PDA Precinct:	Precinct 2
Land Owner:	HAMILTON HARBOUR DEVELOPMENTS PTY LTD (TTE)
Easements / Leases:	Easement A on SP259928 Easement B on SP247579 Easement Documentation is provided in Appendix A .
General Description of Proposal	<ul style="list-style-type: none"> Development Permit for a Material Change of Use for Office and Food Premises

Title and EMR documents are provided at **Appendix A**.

Aspects of Development

Application Details		
Type of Development	Category of Development	Category of Assessment
Material Change of Use	Assessable Development	Permissible

Applicant Details

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1 INTRODUCTION

RPS has been engaged by CIMIC (the Applicant) to seek development approval for establishment of a commercial office building. The development is proposed over lot at 12 Hercules Street, Hamilton being formally described as Lot 2 on SP294952 (referred to as the site from here on in). Access to the proposal is proposed to be gained over adjoining land at 485 Kingsford Smith Drive (Lot 1 on SP179806) and this land also forms part of the application.

The site is located within the Mixed Use Zone – Precinct 2 of the *Northshore Hamilton Development Scheme* (the Development Scheme) which has been ear-marked for development of this nature on the lot. This application is in accordance and reflects the intent of the Development Scheme.

The PDA development application seeks PDA development approval from Economic Development Queensland for:

- **Development Permit for Material Change of Use** for Office and Food Premises.

The proposal involves:

- A 14 storey and 56m metre high commercial office tower with ancillary café uses.
- A total of 15,178m² GFA across all levels of the tower.
- Access and minor changes to carparking alignment is proposed through adjoining common property on Lot 1 on SP179806. *Consent is held in **Appendix A**.*
- A total of 170 car parking spaces split across one (1) basement level and four (4) podium levels.

The development aspects are 'Permissible Development' in accordance with the Development Scheme. This report provides an assessment of the consistency of the proposed development with the applicable assessment benchmarks of the Development Scheme. As such, we understand public notification of the application will not be required.

The report should be read in conjunction with the appended drawings and technical reports and approval is recommended subject to relevant and reasonable conditions.

2 SITE AND SURROUNDS

2.1 Site Location

The site is situated along Kingsford Smith Drive at Hamilton. The site is located approximately 6km north-west of Brisbane's city centre.

The site surrounds are outlined in the table below.

Table 1: Surrounding Uses

Direction	Commentary
North	Kingsford Smith Drive. North of Kingsford Smith Drive comprises of generally residential dwellings and a few short-term accommodation buildings fronting Kingsford Smith Drive.
East	Adjoining Northshore Way is open space and parkland (and nominated by the Development Scheme).
South	Commercial/retail and residential use towers.
West	Directly south of the site on the opposite side of Hercules Street is a child care centre. More generally, the area comprises of commercial, retail & residential uses.

The aerial image is shown below in **Figure 1**.



Figure 1 – Aerial Photograph

Access and changes to carparking are proposed adjoining Lot 1 on SP179806, being common property for the development on-site.

This is illustrated in **Figure 2** below.

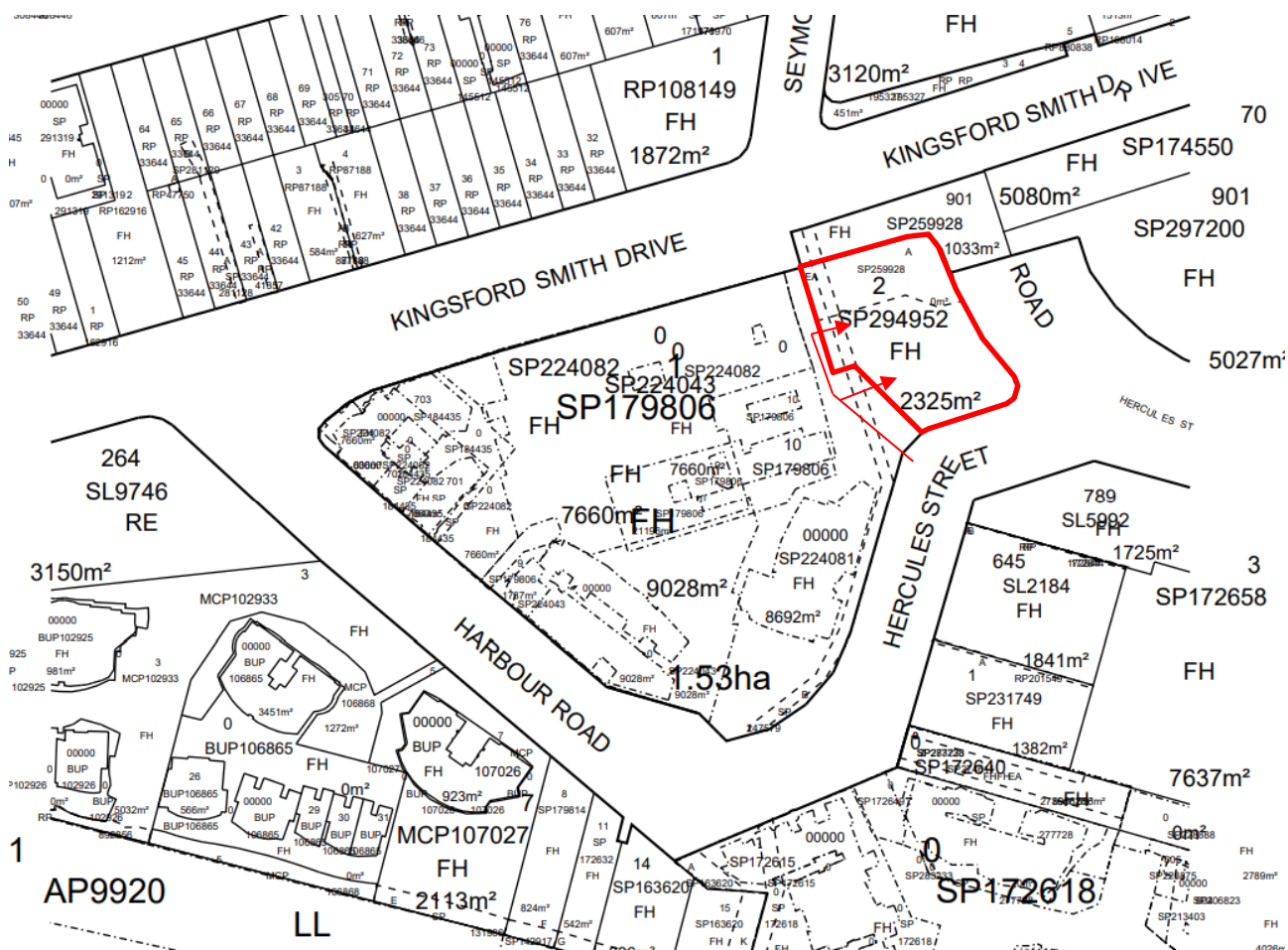


Figure 2 – Cadastral Plan (shared access shown via arrow)

2.3 Land Ownership/Easements

2.3.1 Certificate of Tile

Consent has also been sought by CENTURIA PROPERTY FUNDS LIMITED for adjoining Lot 1 on SP179806 for the purposes of obtaining access and minor carparking changes. Refer to the Certificate of Titles and Consents contained in **Appendix A**.

2.3.2 Easements

The site is subject to a number of easements for the purposes of bank batter purposes for road resumption (Easement A on SP259928) and underground/overland flow stormwater drainage purposes (Easement B on SP247579).

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We note that since Easement A was created back in 2016, Kingsford Smith Drive has been upgraded. The applicant is in the process of relinquishing the easement as it is no longer required.

Council have indicated they will only surrender the easement once it is assured that this proposal will adequately retain the easement as part of the redevelopment of the site. Council have requested a condition to be placed on this approval to this effect. Our client is in support of this.

A copy of the easement documentation is held in **Appendix A**.

2.3.3 Contaminated Land Register and Environmental Management Register

A search of the Contaminated Land Register (CLR) and Environmental Management Register (EMR) has determined that the subject site is not on either register.

A copy of the CLR/EMR certificates are held in **Appendix A**.

2.4 Site Characteristics

All site frontages for the development, i.e. Kingsford Smith Drive, Northshore Way and Hercules Street are fully constructed with kerb and channel, footpaths and landscaping. Currently, as illustrated from recent aerial imagery, the site is utilised for car parking.

The adjoining development to the west comprises of commercial office buildings and residential buildings, consistent with the proposal and development within the immediate area.

The existing conditions of the site and surrounds are shown in **Figure 3** below.

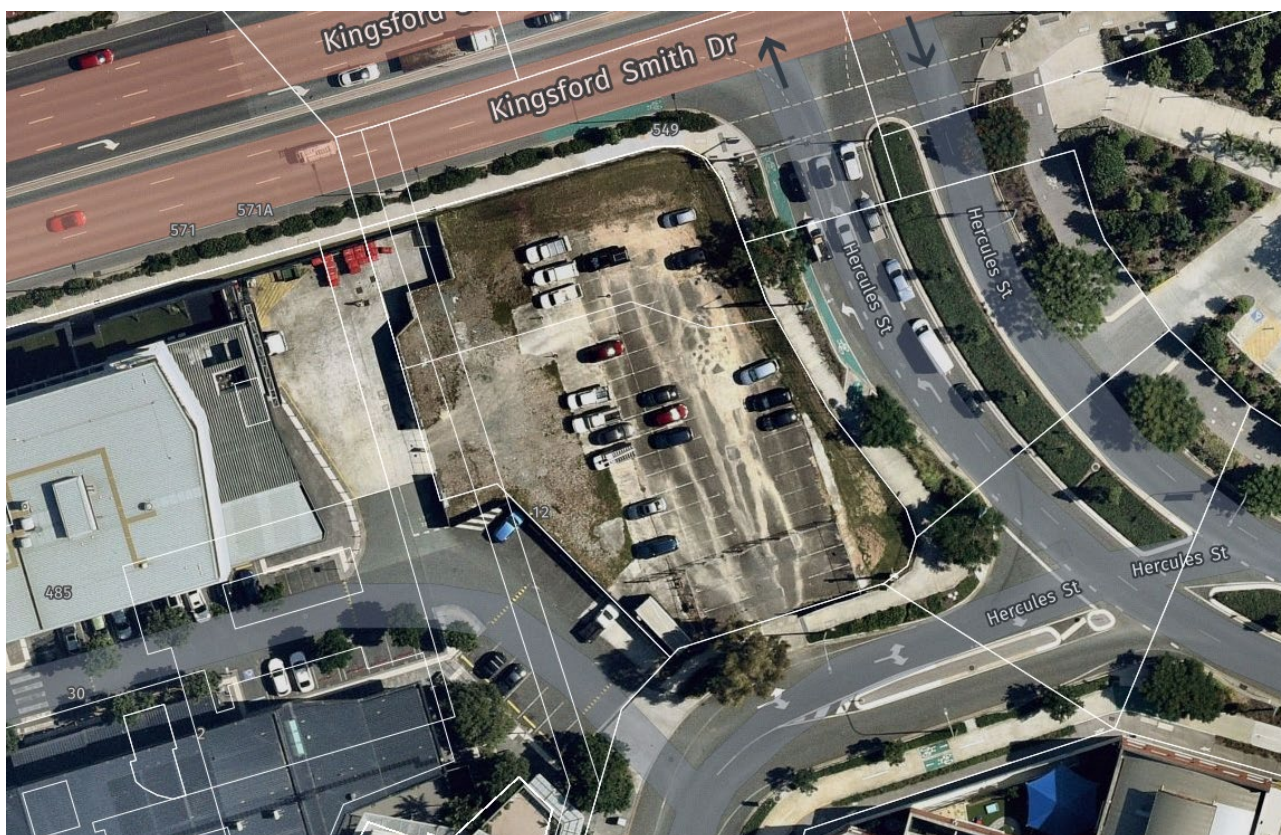


Figure 3 – Existing Site Conditions

3 PRELODGE MENT HISTORY

Prelodgement meetings in relation to the proposal were held with EDQ Development Assessment on 23 February 2022 and 16 March 2022. An initial informal discussion was also held with EDQ officers on 20 December 2021.

A summary of the issues raised in the meetings and how the proposal has responded to each item is below:

Item	Response
EDQ DA – 23 February 2022 Prelodgement	
Bulk and Scale <i>EDQ provided in principle support of the proposed bulk and scale of the proposal. Whilst there are non-compliances relating to the front setbacks, plot ratio and building height, the design considerations below are suggested to provide sufficient grounds to justify the proposed development: Further design consideration should also be given to the following items on the ground floor:</i> <ul style="list-style-type: none"> • Café tenancy on KSD – extending part of the café further along KSD to further activate the corner. • Café tenancy on Hercules St – further design consideration is required for the café to confirm if the built form of the café or seating can be extended to activate the streetscape of Hercules St. • Porte Cochere – The Porte Cochere takes up a large portion of land over the site and EDQ would like to confirm the purpose of the Porte Cochere. Further design consideration should be given to reducing the Porte Cochere in size or the possibility of it be used as a shared area. • Entry statement on corner of KSD and Northshore Way – a strong entry statement with high quality landscaping is required. 	<p>As detailed in the prelodgement meetings held with EDQ on 23 February 2022 and 16 March 2022, the development is supported in principle subject to design considerations as outlined in section 3 of this report. The development has considered the suggested design amendments and incorporated them into the proposal plans for this application. Specifically, the development considers the below elements to offset the non-compliances with the front setback, plot ratio and building height.</p> <ul style="list-style-type: none"> • A strong entry statement is provided on the corner of Kingsford Smith Drive and Hercules Street, including curved stepping to the building and appropriate landscaping either side of the entrance. • Access provided through the rear of the development site, via common property on the adjoining property, to incorporate an additional café on the ground level to provide further activation to Hercules Street. • Considered design of the café on the corner of Northshore Way and Hercules Street to accommodate outdoor seating and increased activation on this corner of the site.
Podium carpark / sleeving and activation <i>EDQ suggest options for the proposed sleeving. It is noted that the applicant has adopted the that primarily address the pedestrian routes, being Northshore Way and Hercules Street. EDQ advised activation is to be prioritised towards the corners of KSD and Hercules Street and along Northshore Way.</i>	<p>Activation of the ground floor has been improved as outlined above. The development provides a recreation terrace space on podium level 4, above the podium car parking levels to assist in activation at a lower building level to Northshore Way. Notwithstanding, the development provides a high quality building design that positively contributes to Northshore Way and Hercules Street. This is outlined in section 5 of the report.</p>
EDQ DA – 16 March 2022 Prelodgement	
Ground Floor Plan <i>EDQ advised that the development is to investigate ways to integrate active uses along the Northshore Way. A potential solution suggested was to extend the office space or create a recreational deck along the Northshore Way frontage on podium level 3 only. EDQ advised although the draft scheme has not been adopted, weight will be applied to it during the assessment of the application and it important that the activation to Northshore Way and the park is improved.</i>	<p>As mentioned above the development incorporates a recreation terrace space on podium level 4, above the podium car parking levels to assist in activation at a lower building level to Northshore Way. The ground floor level has also been activated to this frontage through the built form of the cafés and provision of outdoor dining. Architectural treatments to further enhance the visual aspect of this frontage and incorporate CPTED principles through landscaping is detailed in section 5 of the report.</p>

4 PROPOSAL

4.1 Overview

The proposal involves a 13 - 14 storey and 56 metre high commercial office tower with ancillary café uses on ground floor to activate the street frontage. The building will be situated on a 2,325m² lot with a total GFA of 15,178m² GFA across all levels of the tower, including a basement level, ground floor level, four (4) podium levels which are sleeved to provide amenity for car parking levels and eight (8) office tower levels. Access to the development will be via Hercules Street, being a lower order road, and through the common property of the adjoining site. A total of 170 car parking spaces split across one (1) basement level and four (4) podium levels. It is noted that the building itself reads as a 13 storey building however, 4 levels of carparking in the podium can be achieved where there are 3 levels of office making part of the building 14 storeys via definition.

A breakdown of the GFA and car parking for the development is provided in the table below.

Table 2: Overall Key Development Summary

Level	GFA	Car Parking Spaces
Basement Car Park	49m ²	42
Ground Floor	329m ²	3 (realigned spaces for adjoining development) 2 x SRV, 1 x RCV and 2 Van loading spaces
Level 1 Podium	628m ²	32
Level 2 Podium	628m ²	32
Level 3 Podium	-	32
Level 4 Podium	1,269m ²	32
Level 1 Office Tower	1,462m ²	
Level 2 Office Tower	1,462m ²	
Level 3 Office Tower	1,462m ²	
Level 4 Office Tower	1,462m ²	
Level 5 Office Tower	1,462m ²	
Level 6 Office Tower	1,462m ²	
Level 7 Office Tower	1,462m ²	
Level 8 Office Tower	1,462m ²	
Roof	-	
Total	15,178m²	170

Architectural proposal plans are included at **Appendix C**.

The detail of the proposal is discussed further below.

4.1.1 Use Definition

The primary use of the building is for an office tower, which is defined by the development scheme as follows:

‘Office’ - Premises used primarily for administration, clerical, technical or professional activities, where any goods or materials made, sold or hired on the premises are ancillary to the primary activity.’

The development proposes to incorporate an ancillary café uses on the ground floor of the premises, subject to three (3) different areas on the site. The cafés will be located within the lobby of the building on ground level, one (1) at Kingsford Smith Drive end and two (2) on entrance at Hercules Street and corner of Hercules Street & Northshore Way. In total, the total area for the ancillary use of a café is subject to 287m² of net lettable area. These café uses are uses while ancillary to the building are included within the definition of food premises, which is defined by the development scheme as follows:

‘Food Premises’ – Premises used for the preparation and sale of food and drink to the public for consumption on or off the site. The term includes a café, restaurant, coffee shop, bistro, tea room, milk bar, snack bar, kiosk and take-away, but does not include fast food premises as separately defined’.

The café uses are strategically situated at ground floor and within each corner of the site frontages to ensure the development maximises on activation to Kingsford Smith Drive, Northshore Way and Hercules Street.

The locations for the ancillary cafés and the breakdown in net lettable area over the site is illustrated below.

Café Use	GFA
Café – Kingsford Smith Drive	82m ²
Café - Corner of Hercules Street & Northshore Way	123m ²
Café - Hercules Street	82m ²
Total	287m²



The table below outlines the key development statistics for the proposal.

Key Development Statistics	Proposed
Site Area	The site has an area of 2,325m².
Gross Floor Area	15,178m²
Plot Ratio	7.08
Maximum Building Height	14 storeys and AHD 55.55m (AHD 61.25m to highest projection)
Car Parking	170 spaces

4.2.1 Gross Floor Area

The proposal will result in a total GFA of **15,178m²**, which is compliant with the maximum commercial GFA for the precinct, being in the order of 40,000m².

4.2.2 Plot Ratio

The development proposes a plot ratio of **7.08**. Whilst the development scheme limits development to a plot ratio of 0.5, it should be recognised that this limitation is unreasonable. The proposed plot ratio is considered consistent with approved built outcomes within the area.

It is also noted that a large area of road widening has already been given to facilitate the upgrade of Kingsford Smith Drive and Northshore Way construction. This area of 1033m² is currently known as Lot 9 on SP259928 as it is yet to be converted from a lot to road by Council. Under the development scheme areas of road resumption can be included in the site area for plot ratio. As such considering this dedication the plot ratio is **4.14**.

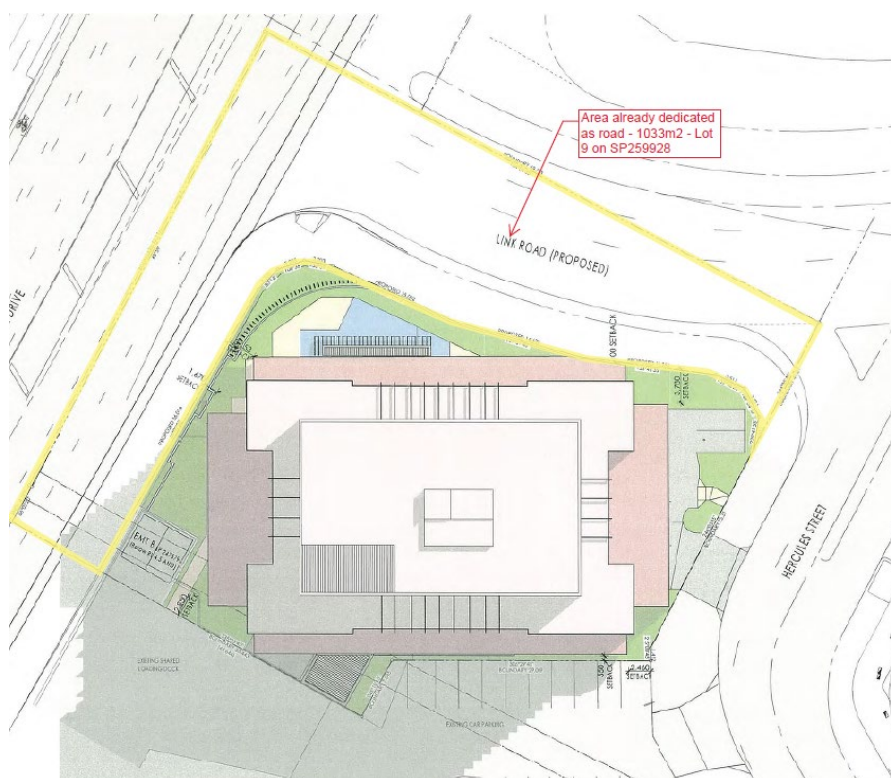


Figure 5 – Road widening already dedicated (annotated on residential approved plan – DEV2012/398)

4.2.3 Building Height

The maximum building height for the subject site is governed by the building heights plan within Precinct 2, which prescribes a maximum of 10 storeys. The building is proposed to be **14 storeys and AHD 55.55m** to the roof in height (61.25m to lift overrun), exceeding the provisions under the Development Scheme. It is noted that the building reads as 13 storeys, the 14th storey being a partial storey within the podium carpark where 4 levels of podium carpark take up the same height as 3 levels of office.

It is noted that the site has a current approval (recently granted an extension last year on 14 July 2021) for a 20 storey high tower (EDQ Ref: DEV2012/398/6). The extension being granted within the last year and under the same development scheme, indicates that EDQ are supportive of height relaxations on the subject site.

Considering the height already approved in Precinct 2 (noting allowable up to 20 storeys for some areas) does not result in a built form outcome that is inconsistent with the surrounding area.

4.2.4 Setbacks

The development proposes a setback from Kingsford Smith Drive of **2.8m**, in lieu of 3m. The development provides sufficient landscaping and architectural and landscaping treatment to Kingsford Smith Drive, that the minimal 0.2m non-compliant is considered insignificant and will not have an impact to the street frontage. Notwithstanding the prominent position on Kingsford Smith Drive enable the development to incorporate elements into the design such as activation to the streetscape and CPTED principles through glazed windows creating overlooking for causal surveillance.

4.3 Grounds for Built Form Non-Compliances

As detailed in the prelodgement meetings held with EDQ on **23 February 2022 and 16 March 2022**, the development is supported in principle subject to design considerations as outlined in section 3 of the report. The development has considered the suggested designed amendment and incorporated them into the proposal plans for this application. Specifically, the development considers the below elements to offset the non-compliances with the front setback, plot ratio and building height.

- A strong entry statement is provided on the corner of Kingsford Smith Drive and Hercules Street, including curved stepping to the building and appropriate landscaping either side of the entrance.
- Access provided through the rear of the development site, via common property on the adjoining property, to incorporate an additional café on the ground level. Access consolidates traffic ingress and egress, which assists in the provision of further activation to Hercules Street.
- Considered design of the café on the corner of Northshore Way and Hercules Street to accommodation outdoor seating and increasing the activation on this corner of the site.
- Maximum public space on the ground floor of the development, considering optimal size and configuration of the café tenancies and promoting activation of the streetscape.
- Maintains connections throughout the precinct via providing pedestrian connections to the adjoining southern development.

Refer to the Proposal Plans that illustrate the above design considerations in **Appendix C**.

It is considered that the above design considerations, raised by EDQ, have been addressed and the development provides sufficient activation in this prominent corner. These design considerations are considered to offset the minor non-compliances with regard to front setback, plot ratio and building height. Notwithstanding, the development positively contributes to the surrounding development within this precinct and incorporates architectural elements that create a strong built edge on the corner of Kingsford Smith Drive. Further sufficient grounds to support the proposal are included at **section 5.2** below.

4.4 Access

The development proposes access via Hercules Street through the common property Lot 1 on SP179806. This is illustrated in red below. As a result, three car parking spaces are relocated from the adjoining property into the development site. 4 carparking spaces are removed on their existing alignment on the eastern side of the shared entry driveway. 1 space can be provided within the new design in the same location, the other 3 spaces are located within our development site, directly adjoining the driveway.

*Note: consent has been obtained from CENTURIA PROPERTY FUNDS LIMITED for adjoining Lot 1 on SP179806 for the purposes of obtaining access via this lot. Consents is contained in **Appendix A**.*

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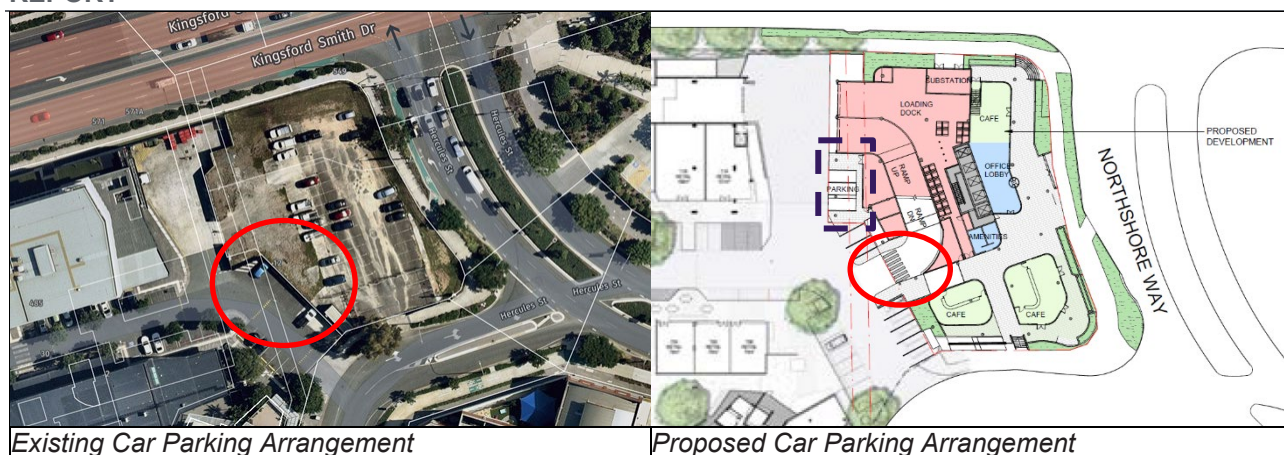


Figure 6 – Proposed Access Arrangement

4.4.1 Car Parking

Car parking is proposed to be split over Basement1 and Podium Levels 1-4. A total of 170 car parking spaces are provided for the development. A breakdown is provided in **Table 2** above.

In accordance with section 3.8 of the Development Scheme, the car parking rate is 1 space per 100m² for commercial development. The development is required to provide 155 car parking spaces. The development is compliant with the car parking provisions under the Development Scheme, providing a surplus of 15 spaces.

Table 5: Car Parking Statistics

Land Use	Requirement	Proposal	
Commercial and Retail <i>(long term rate once first public transport service)</i>	1 space per 100m ² gross floor area Total required = 155 spaces	The development proposes a total of 170 car parking spaces . <i>Surplus of 15 car parking spaces</i>	✓

4.5 Easement A

As mentioned above, the site is subject to Easement A on SP259928 for the purposes of bank batter purposes for road resumption. We note that since Easement A was created back in 2016, Kingsford Smith Drive has been upgraded. The applicant intends to relinquish the easement as it is no longer required.

Council have indicated they will only surrender the easement once it is assured that this proposal will adequately retain the easement as part of the redevelopment of the site. We have proposed details of the proposed basement interface at Appendix F of the Engineering Plans at **Appendix C** to this report.

Council have requested a condition to be placed on this approval to this effect.

4.6 Technical Reporting

4.6.1 Civil Engineering

4.6.1.1 Lawful Point of Discharge

The existing stormwater infrastructure within Hercules Street road reserve is as the lawful point of discharge for the development. An internal underground drainage system is proposed capture and convey post development flows and discharge to the existing gully inlet pit within Hercules Street.

Further details and drawings regarding basement excavation and required retaining walls design will be confirmed during detailed design by suitably qualified geotechnical and structural engineers after a detailed geotechnical assessment has been undertaken for the site.

4.6.2 Landscaping

- Ground floor planting including trees, shrubs, and groundcovers / climbers / aquatics. The development will incorporate landscaping along all street frontages and fronting the car parking of the adjoining property. Existing verge and street tree planting will be retained, along with the existing pedestrian / cyclist pathway. Terrace planters at the street frontage will be appropriately located into the design to enhance entry statement features on prominent corners.



- Podium planting including shrubs, and groundcovers / climbers / aquatics. Planter to parapet along Northshore Way and Hercules Street has been incorporated into the design to soften the façade of the building.

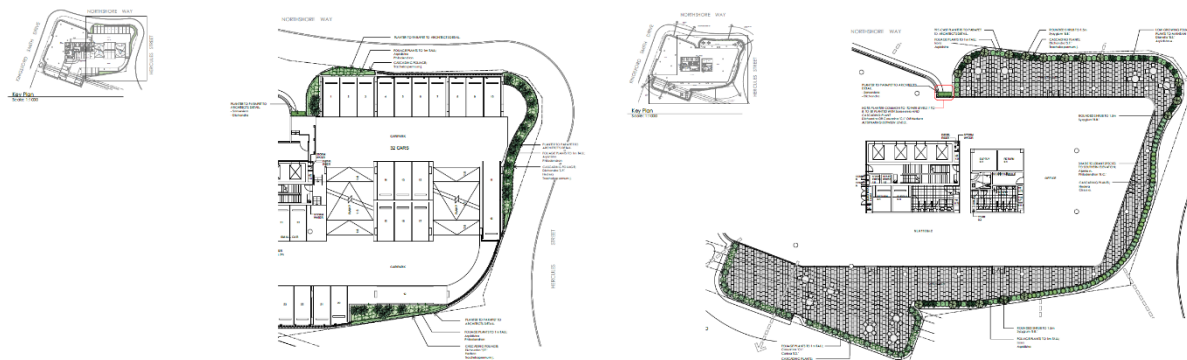


Figure 8 – Proposed podium planting

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- Rooftop planting including trees, shrubs, and groundcovers / climbers / aquatics. Specifically, the proposal involves deep planting of mass groundcovers on the rooftop and will also incorporate hard elements such as lounge settings in amongst the faux turf areas.



Figure 9 – Proposed rooftop planting

The landscape plans, including the proposed planting schedule, is enclosed in **Appendix D**.

5 KEY CONSIDERATIONS

5.1 Podium Sleeving

The proposal involves four levels of podium car parking. Part of the podium is also a 3 level commercial office to provide activation to Kingsford Smith Drive and Northshore Way.

Where the vertical car parking has been incorporated on the podium levels, it has been appropriated sleeved and treated through architectural elements, including appropriate landscaping. Additionally, the ancillary use being cafes on ground floor within the lobby of the building will promote public access and activation of the street frontages.

5.1.1 Architectural Treatment

The design of the building is contemporary including a number of modern elements to visually enhance the space and orientation of the building being located on a corner. Specifically, the building has been oriented to ensure the podium car parking is located on the less prominent corner. In addition, the building incorporates greenery on the façade of the building through well designed landscaping elements on the sleeve of the podium.

The building has incorporated the following elements:

- **Materials** – a key palette for the development has been selected which comprises of a muted blend of variegated bronze and softer tones which will provide a serene and dignified commercial persona commensurate with the headquarters of a tier-1 blue chip tenant. All materials will be of a high-grade commercial quality providing longevity and durability. This will carry through to small scale elements such as the horizontal sun blades on the façade and the cantilevered street awnings. The proposal represents a significant investment in quality and the long-term aspirations of not only the Hamilton Harbour precinct, but the Northshore precinct more generally.
- **Bronze vertical battens** – the series of battens used for concealing the car parking on the podium are sleekly designed to add dimension, rhythm, and texture to a façade.
- **Glazed windows** – maximising light into the building and achieving visual aesthetic to Kingsford Smith Drive. This element also promotes overlooking options and opportunities to the broader precinct for CPTED.
- **Vertical landscaping** - the landscaping will include integrated sub-tropical planting which will climb and cascade vertically, to help soften the façade of the building.
- **Podium** – the podium has a series of radiused or ‘rumbled’ corners for design of unoccupiable space. The design of the build form is fluid and fosters a sculptural nature to soften the façade and allow receding views of edges of the site’s key corners.
- **Podium deck** – the fourth level podium provides a terrace recreational area that breaks up the building, providing a space between the podium and first office level.
- **Activation of ground level** – provides planter beds and stepping at the frontage of the site to distinguish entry to the building and adding human scale elements, promoting positive context engagement.
- **Ground level layout** – ease of passage through the ground level providing connection for pedestrians in multiple directions across the site making it entirely permeable from the direction of the existing Hamilton Harbour precinct.
- **Rooftop terrace** - incorporation of a generous roof terrace at the top of the tower form facing Kingsford Smith Drive and Northshore Way. The terrace is largely open but has an expressed shaded ‘brim’ at its circumference which provides a wind-foil but also a definitive signature to finish the composition and a highly visible landmark from both directions of approach along Kingsford Smith Drive.

The proposed architectural treatment of the building is considered to create a strong built edge with high quality landscaping, which considers its position being located on the corner of Kingsford Smith Drive.

Figure 10 below provides a perspective of the building from the corner of Hercules Street & Northshore Way illustrating the above architectural design elements.



Figure 10 – Building Perspective on corner of Hercules Street & Northshore Way

5.2 Sufficient Grounds

The proposal seeks approval for a building beyond the height and bulk envisaged by the current development scheme. Other than these aspects the proposal is generally compliant with the development scheme. The grounds which support the proposed increase in building height and plot ratio are identified below:

- **Consistency with the bulk and scale proposed Northshore Hamilton Scheme amendment**

Approval is sought under the current development scheme rather than the proposed development scheme amendment which has undergone public notification but is yet to be adopted by EDQ. Under this new scheme the plot ratio is proposed to increase to 4 x site area and the maximum height is increased to 23 storeys and 85m AHD.

The proposal generally complies with these criteria being 13 - 14 storeys with a plot ratio (including road widening area of 4.14 x site area).

- **Existing approval**

An approval is still current over the land for a residential tower (DEV2012/398/6) until 4 March 2023. This approval allows for 224 dwelling units within a 20 storey building. This approval includes no non-residential uses and a poor activation outcome to the streetscape combined with 3 levels of podium carpark with no activation. The proposal had a maximum height of 64.9m AHD to the roof level whereas this proposal is 55.55m AHD to the roof level. As such the new proposed building is of a lower building height in terms of actual height and the number of storeys.

- **Delivery of important outcomes sought in the proposed development scheme amendment**

Since the 2009 development scheme much has evolved in the Northshore Hamilton precinct. This proposal contributes to many of the new elements sought for the precinct as outlined below:

- The urban design allows for a connected ground plane, active frontages and a positive relationship between the public and private realm. This was not achieved as part of the current approved

REPORT

residential scheme. Key improvements include: new café tenancies and publicly accessible realm at ground level, mid block connection from existing Hamilton Harbour to Hercules Street park, removal of individual vehicular access to site, sharing existing access and allowing for increased street activation;

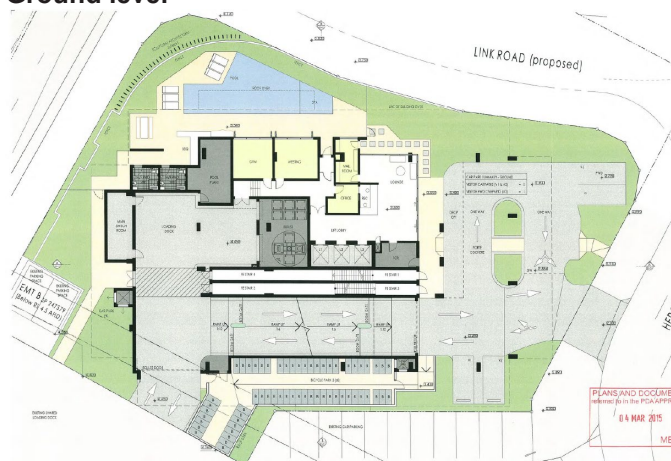
- Sub-tropical design, including landscaping at ground level, generous awnings and overhangs to provide pedestrian shade and shelter, retention and increase in street trees through relocation of access, terraces at podium and at roof for building tenants; and
- Podium activation and sleeving has been achieved with a commercial floor plate on each level and screening/ landscape treatment elsewhere. Ground plane floor height has been increased to enhance visibility and allow for high quality gateway built form outcome.

• Superior design outcomes achieved

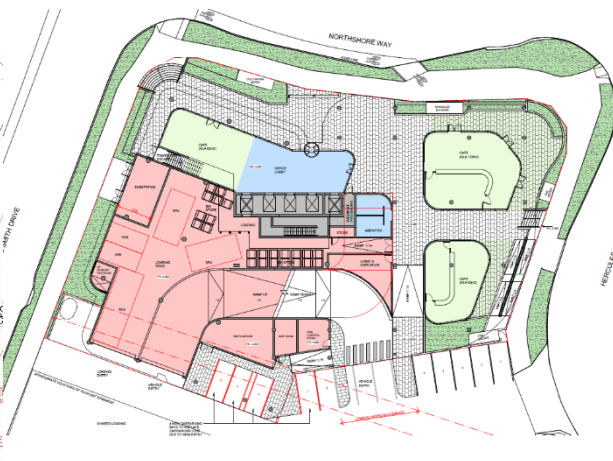
The proposal represents an outstanding design that will be a landmark building to complete the Hamilton Harbour precinct and act as a key identifying landmark at the entry to the wider Northshore Hamilton precinct. The proposal provides for a superior relationship to the Hercules Street park opposite and the new character of Hercules Street itself.

A comparison of the existing approved, and proposed development plans are shown below illustrating the design improvements.

Existing approval Ground level



Proposed

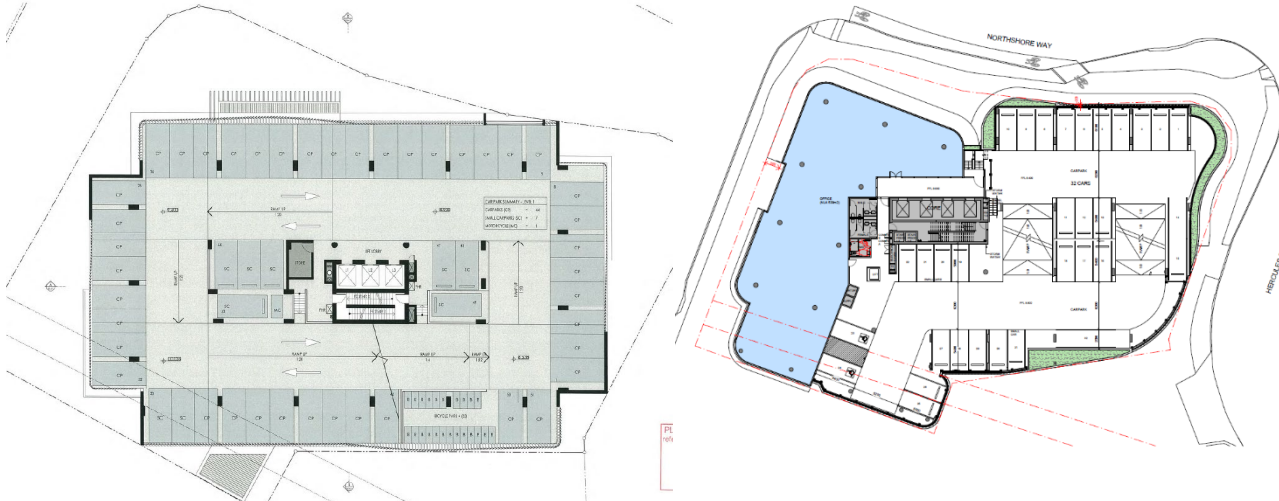


Positive changes as part of new design include:

- Publicly accessible ground floor with new cross block connectivity to Hercules Street park.
- Improved activation to all street frontages.
- Removal of separate vehicular access to Hercules Street allowing for greater activation.
- Significantly lesser driveways/ vehicle movement areas at ground plane.
- Active uses at ground plane.

REPORT

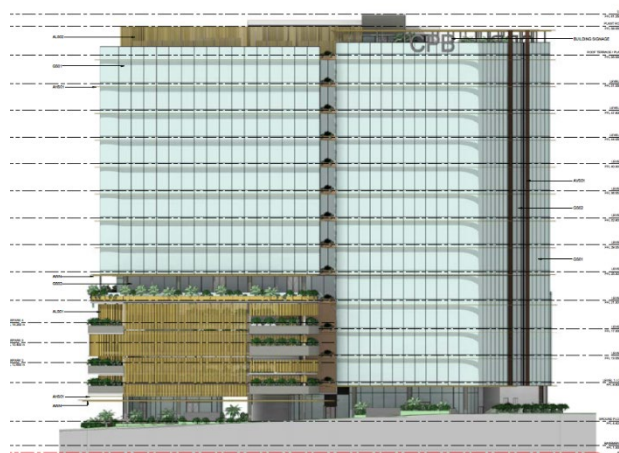
Podium levels (typical)



Positive changes as part of new design include:

- Inclusion of office floor plate on each level of podium providing for activation.
- Landscape areas integrated into carparking component to provide relief to façade.
- More interesting shape with smaller length walls and more articulation.

Northshore Way elevation



Positive changes as part of new design include:

- Significant step in building.
- Activation at all levels to Northshore Way/ Kingsford Smith Drive corner.
- Improved ground level activation.
- Improved podium activation.

5.3 Implications for existing approval on adjoining land

The proposal seeks to amend the line marking on the eastern side of the shared entry driveway as well as share access via the driveway.

This adjoining driveway and carpark were constructed pursuant to approval DEV2008/003.

This approval included approved plans but ultimately did not specify carparking numbers instead opting for Condition 9 which required the design to occur generally in accordance with the transport impact assessment report.

9 Traffic & Transport

- a. The development shall be generally in accordance with the design solutions included within the Hamilton Harbour Transport Impact Assessment report prepared by GTA Consultants dated 10 December, 2008 and the Hamilton Harbour Development Application Addendum dated 7 October 2009 including but not limited to the car parking rates, provision for pedestrian and cyclists, site access and loading and unloading of materials.
- b. The development car parking shall comply with the provisions of the Australian Standard/New Zealand Standard for Off-street Car Parking (AS/NZ 2890.1-2004).
- c. Detailed design for car-parking, site access, delivery vehicle movement (parking and loading) and pedestrian and cyclist facilities shall be undertaken in accordance with the recommendations made by GTA Consultants in their reports. GTA Consultants will review and certify the compliance of the design prior to submission of final building plans for approval.

Since the time the original parts of Hamilton Harbour were constructed, an important milestone has been achieved in the development scheme in that public transport services have commenced and as such the long term carparking rates in the development scheme can be used rather than the short term rates which the original advice relied. The GTA addendum approved as part of this decision (dated 7 October 2009) identifies that the proposal required 1,555 spaces total under the interim carparking rates, and 855 spaces under the long term parking rates. The proposal included 906 spaces at this time, exceeding the long term parking rates which now apply.

It is considered that the relocation of 3 existing carparking spaces from the adjoining land onto the subject site – remaining publicly accessible to the adjoining site and the relocation of several carparks within the adjoining site to achieved shared access is generally in accordance with the existing approval and that no consequential changes to DEV2008/003 are required. The same number of spaces are retained, with the change that 3 are instead located on the application land rather than on Lot 1 on SP179806.

The suitability of the design from a traffic engineering perspective is addressed in **Appendix E** – Traffic Report.

6 OUTLINE OF LEGISLATIVE PLANNING FRAMEWORK AND ASSESSMENT

6.1 Legislative Framework

6.1.1 Economic Development Act 2012

Section 87 of the *Economic Development Act 2012* identifies considerations for MEDQ in making a decision on any development application. Compliance with these matters is considered below:

- Main purpose of the Act – the proposed development is consistent with the purpose of the Act to '*facilitate economic development, and development for community purposes, in the state*'. This proposal facilitates the development and delivery of a commercial office tower, providing significant economic development within the region and the State.
- Any relevant state interest – the state interests MEDQ can consider are very broad and are adequately addressed in the Northshore Hamilton Development Scheme and therefore a detailed further assessment is not warranted. Regard has been given to the following in this application:
 - Vegetation mapped under the *Nature Conservation Act 1992* – The site is not impacted by significant vegetation.
 - State bushfire requirements – The site is not impacted by bushfire under the SPP.
 - Searches of the Contaminated Land and Environmental Management Registers have been undertaken, confirming none of the land in the application area is subject to contamination.
 - Development is situated wholly within the Northshore Hamilton PDA and the Urban Footprint of the SEQ Regional Plan. The proposed development will deliver a development intended for commercial uses which is consistent with the intent of the Urban Footprint.
- The development scheme – compliance with the development scheme has been achieved and demonstrated in **Section 6.2.1** below.
- Any PDA preliminary approval in force for the relevant land – there are no PDA preliminary approvals in force over the site.
- Any SPA preliminary approval in force for the relevant land – no SPA preliminary approval is in force for the land.

6.1.2 Assessment Manager

Development applications for priority development areas (PDAs) are assessed by Economic Development Queensland.

In accordance with Chapter 3, Part 4, Division 3 of the *Economic Development Act 2012*, this PDA development application is made to the Minister for Economic Development Queensland.

6.2 Planning Framework and Assessment

6.2.1 Northshore Hamilton Development Scheme

EDQ plays a strategic land use planning function to plan and develop land within PDAs in accordance with the *Economic Development Act 2012* (the Act).

EDQ as the assessing authority work in consultation with local governments (in this instance Brisbane City Council) to facilitate development on large complex sites. As a result, the Northshore Hamilton Development Scheme is the relevant planning framework for the site, not the *Brisbane City Plan 2014*.

State referrals and State policies have already been considered in the preparation of the development scheme and therefore do not trigger the need for additional assessment.

REPORT

The planning context of the site under the development scheme includes:

Table 6: Planning context

Northshore Hamilton Development Scheme		Zone and Precinct
Zoning	•	Mixed Use Zone
	—	Precinct 2: Harbour Road

Figure 6: Zoning and precinct plan

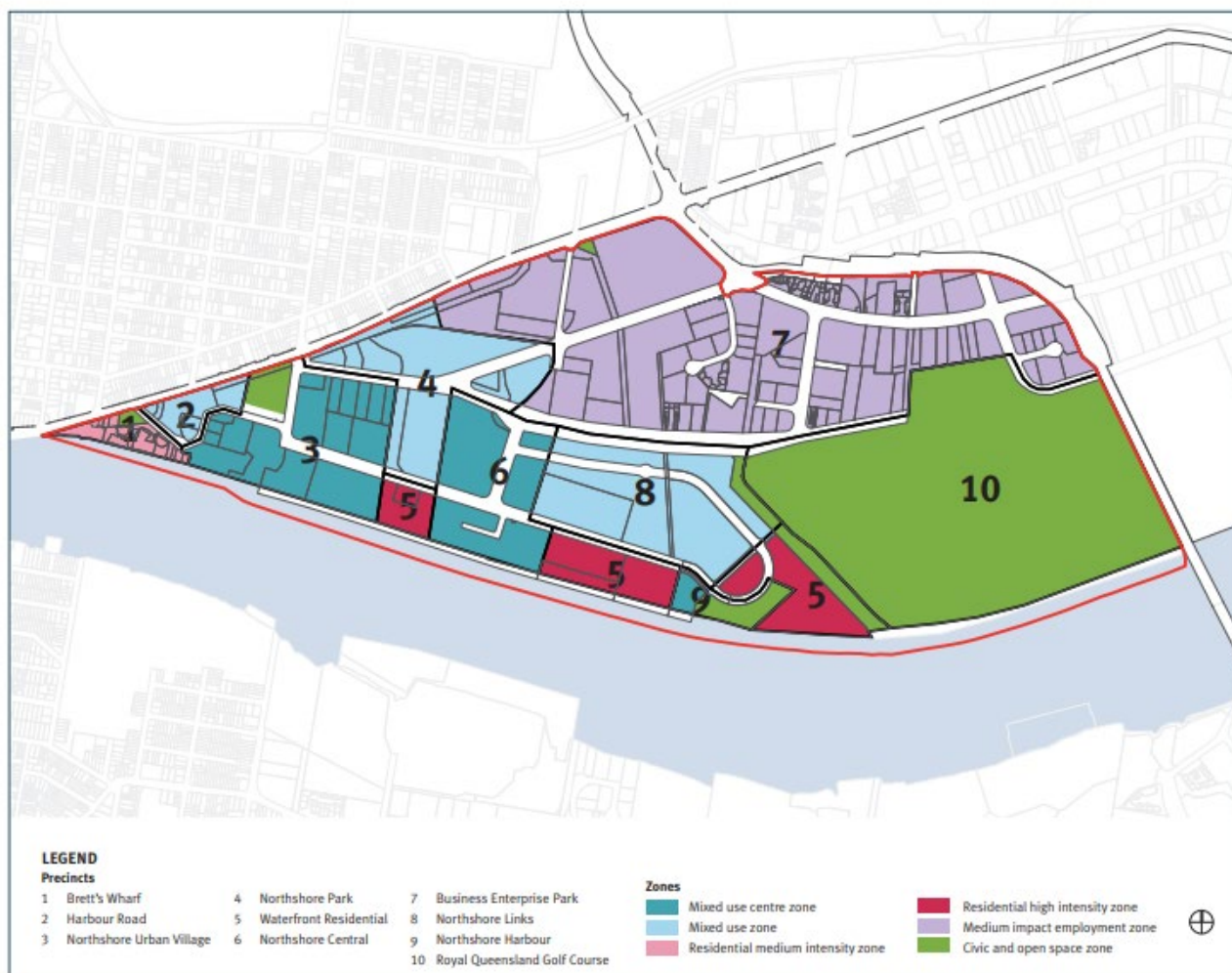


Figure 11 – Northshore Hamilton Development Scheme Zoning

6.2.2 Development Scheme Assessment

The following section provides a complete assessment of the proposed development against the Northshore Hamilton Development Scheme goals, vision, UDA-wide criteria, precinct and sub-precinct intents to ensure the proposal is in accordance with the development scheme.

6.2.2.1 Development Scheme Goals

The scheme identifies that development within the Northshore Hamilton Development Scheme should contribute to achieving the 'goals' identified below with a response to how the proposal achieves these:

REPORT

Northshore Hamilton Development Scheme Goal

Response

Promoting and maintaining liveable communities

The development maintains the surrounding liveable community through providing a commercial office tower that will promote creation of jobs. The development will offer the existing residential community a place of employment in close proximity to their place of residence.

The proposed ancillary uses on the ground level of the building, combined with the architectural and landscape treatments will contribute to the public realm of the area and will continue to provide a highly safe and liveable community.

Promoting planning and design excellence.

The proposed development promotes excellence in design and a built form outcome to ensure that a modern, resilient and adaptable building is created to contribute towards enhancing commercial development in the surrounding area.

Design excellence will be achieved through the development as it provides a sleek design, activation of the ground floor level to all frontages, appropriate landscape treatments and responsive sleeving of the podium level car parking to minimise amenity impacts to the streetscape.

Given the prominent position of the building being located on Kingsford Smith Drive, the development ensures the building has been designed to be inclusive, safe and accessible. The building is considered to be well articulated through providing numerous entrance points on ground level and provides ease in traversing.

Furthermore, the development will be built with a range of materials, in line with the surrounding development, which are considered to contribute both individually and collectively to the distinctive Northshore Hamilton character.

Providing economic benefit.

The proposal will deliver economic benefit through job creation both during construction and subsequent new workplaces created. It will also boost local employment opportunities in the PDA.

Protecting ecological values and optimising resource use.

The site is not subject to any ecological impacts.

6.2.2.2 Development Scheme Vision

The following sections responds to the relevant components of the Vision for the PDA as outlined in Section 2.2 of the scheme:

Northshore Hamilton will be connected by a hierarchy of interlinked public spaces, streets, parks and walkways.

Response:

The development promotes activation of the ground level through the use of a series of fluid 'thru-ways' that connects pedestrians in multiple directions across the site making it entirely permeable. Entrances to the building on all street frontages has been considered incorporating landscaping along with retail tenancies on the ground floor lobby will contribute to promoting a positive context engagement.

Northshore Hamilton will generate a wide range of employment opportunities from home-based business to international corporate and commercial operations.

Response:

REPORT

The development contributes to the generation of providing a range of employment opportunities through proposing a commercial office tower in line with the intent of the precinct under the Development Scheme.

Connections to surrounding areas are safe, accessible and there is a strong focus on walking, cycling and frequent and flexible public transport alternatives.

Response:

The building design promotes activation of the streetscape, particularly on Kingsford Smith Drive corner being a prominent location. The building provides ease of access to and from the street and is in walking distance to multiple bus route options on this main road, as an alternative transport option.

Northshore Hamilton will include development that respects, reflects and expresses its subtropical, Brisbane city context.

Response:

The development will provide a range of elements that contributes to the broader Brisbane city sub-topical context. Specifically, one element that will largely reflect this requirement is the incorporation of landscaping which comprises of tropical planting which will climb and cascade vertically.

6.2.2.3 UDA-Wide Criteria

A response to relevant sections of the UDA-Wide Criteria listed in the Northshore Hamilton Development Scheme is provided in the table below:

Relevant UDA-Wide Criteria	Response
Urban Design and Sustainability	
<i>Development is to contribute to a sense of place.</i>	<p>The development has been designed to provide connections to the surrounding community by creating a positive relationship between the ground floor space and the streetscape, through well designed architectural treatments as referred to in section 5.1.1 above.</p> <p>In addition, the space provided within the lobby identified for café use offers opportunities for formal and informal gathering and interaction. The design of the building is contemporary and attractive, which appeals to the existing community and will appeal to the future workforce, and therefore, contributing to the sense of place of the existing community.</p>
<i>The development should consider CPTED principles.</i>	<p>The development considers CTPED principles through the architectural design of the building. A key element that has been incorporated is glazed windows on Kingsford Smith Drive frontage to promote overlooking opportunities at and above ground level. As illustrated in the landscape plans, a range of appropriate landscaping has carefully been designed and located at the frontage to promote safety of public spaces.</p>
<i>Development to have regard to a built form that is well articulated, introduces a variety of details and finishes and contributes to an active and safe public realm</i>	<p>The development provides a number of built form elements that contribute to an active and safe public realm, both on ground and upper levels.</p> <p>The ground floor of the development has been designed to emphasis the entrances on all street frontages and address the existing streetscape. The design has considered the existing built form on</p>

Kingsford Smith Drive and development within the precinct, continuing to provide architectural and landscaping elements that positively and visually contribute to the amenity and public realm of the area. As detailed in the Landscape Plans, the proposed planting will be appropriately located and with considered selected species to avoid any encroachment into existing pedestrian and cycle pathways / obscure visibility of path users.

It is also noted that the car parking for the development is designed to protect the amenity of the public by locating the parking on basement 1 and on the podium levels screen via appropriate architectural treatments. Access to the development will be via the adjoining common property boundary from Hercules Street, which is the least prominent location for the site and protects the amenity of the streetscape.

Furthermore, the ground level incorporates ancillary use being cafes within the lobby of the building, will promote public access and create internal communal open spaces.

The upper levels design of the building incorporates CPTED principles through glazed windows creating overlooking for causal surveillance connection with the street. In addition, the roof has been designed to locate plant equipment as far from the building edge towards the common boundary of the adjoining lot to ensure it is concealed and amenity of the streetscape is protected.

Transport, access, on-site parking and servicing

On-site car parking areas, loading bays and service areas are either integrated within or under buildings and sleeved by active frontages, or are located away from the public realm behind buildings.

Car parking is provided on basement 1 and on the four (4) podium levels. Where the car parking is provided on the podium levels, it is sleeved by commercial office on Kingsford Smith Drive, and then architecturally treated on the less prominent street frontages. The design has incorporated a series of bronze vertical battens used for concealing the car parking on the podium and incorporates sub-tropical planting which will climb and cascade vertically, to help soften the façade of the building to ensure it remains aesthetically pleasing to the public.

Refuse, loading and other service vehicles are efficiently and discretely accommodated via the existing shared service court on site and into a dedicated loading dock secured by roller doors.

Development does not unreasonably constrain future provision of public transport infrastructure (including rail, light rail, road, busway and cycleway infrastructure) and does not adversely impact on the function or operation of existing or future public transport corridors including rail, light rail or busway corridors.

Kingsford Smith Drive has been upgraded. The design of the development does not impede on the current or future at-grade public transport system.

Development is to be designed to include safe and highly visible connections to pedestrian and cycle networks through building siting, landscape design elements and treatments.

The building, being prominently located on Kingsford Smith Drive and incorporating a ground plane that is enriched with a series of fluid 'thru-ways' connects pedestrians creating a permeable space. As detailed through the Landscape Plans, the development has incorporated a range of planting, considering location and species that positively contributes to the development and surrounding public spaces.

REPORT

End of trip facilities for pedestrians and cyclists are to be provided as part of development for non-residential uses including secure, undercover bicycle storage facilities, showers and lockers.

End-of-trip facilities, including showers and storage lockers, for cyclists and other users is located on basement 1 and is accessible by a shuttle lift providing direct access to the lobby.

6.2.2.4 Precinct 2 Intent

The intent for Precinct 2 of the development scheme is articulated within the scheme as follows:

Precinct 2	Response
<i>The area bordered by Kingsford Smith Drive and the Bretts Wharf Precinct will consolidate as a mixed use area incorporating a range of residential, commercial and smaller retail uses. Commercial development will act as an appropriate interface to the Kingsford Smith Drive corridor. Development will promote strong connections from the adjoining Bretts Wharf and Northshore Urban Village Precincts.</i>	<p>The development fronts Kingsford Smith Drive and proposes a commercial office tower, which is consistent with the intent for Precinct 2.</p> <p>The proposed commercial tower acts and an appropriate interface to Kingsford Smith Drive by providing design excellence through activation to the street frontage. Specifically, the building has been designed to incorporate a suitable setback of 2.8 metres, stepping to the building from the existing footpath and appropriate landscaping, which all contribute to providing fundamental human scale elements at the entrance of the building. Additionally, the building has incorporated glass windows from the ground level up to provide full transparency to the development from the streetscape, which promotes casual surveillance.</p> <p>Furthermore, the development maintains the existing footpaths on all frontages and they have been incorporated into the design of the development. The activation of the ground floor level of the building considers entrance points from the street and clear passage through the lobby of the development. Therefore, the design of the development considering the streetscape, and adding to the public realm is considered to continue to promote strong connections to Bretts Wharf and Northshore Urban Village Precincts.</p>
<i>The maximum commercial GFA for the precinct will be in the order of 4,500m².</i>	<p>The proposal will result in a total GFA of 15,178m², which is compliant with the maximum commercial GFA for the precinct, being in the order of 40,000m².</p>

6.2.2.5 Precinct 2 Outcomes

The outcomes for Precinct 2 of the development scheme is articulated within the scheme as follows:

Precinct 2	Response
<i>Future development of the precinct will create a strong built form entry statement from Kingsford Smith Drive.</i>	<p>The development is considered to contribute creating a strong built form statement to Kingsford Smith Drive. The development provides an appropriate interface to Kingsford Smith Drive, including activation of activation to the street frontage and contemporary architectural façade treatments. The development incorporates a number of elements such as sleeving to reduce impacts on amenity, modern materials and designs that are consistent with the existing built form of the precinct, and appropriate landscaping to enhance visual aesthetics and add softening elements to the built form. Notwithstanding, the building has been designed to promotes casual surveillance.</p>
<i>Higher density residential buildings will integrate with neighbouring commercial development by way of an active urban realm at ground level.</i>	<p>The development provides activation of the ground floor level of the building. This has been considered through the entrance points, located at all street frontage, which provide clear passage through the lobby of the development, and further provide ease of linkage to the street. As the design of the development has integration to the streetscape, it is considered that the development contributes to the existing public realm of the area and will continue to promote strong neighbouring developments.</p>

REPORT

A new road connection is to be established on Kingsford Smith Drive with a wide road reserve which preserves the opportunity for a future at-grade public transport corridor

Kingsford Smith Drive has been upgraded. The design of the development does not impede on the current or future at-grade public transport system.

The precinct will have high exposure to a range of public transport options.

The development is in close proximity to a range of bus routes on Kingsford Smith Drive. Additionally, an alternative option that is in close proximity to the site is the Bretts Wharf ferry terminal.

The precinct will contain high quality urban public spaces and streetscapes.

The development contributes to the high quality urban public spaces and streetscapes through ensuring the design of the building is responsive to all street frontages and provides an accessible and safe entry.

As illustrated in the tables above, the proposed development has been assessed against the relevant Northshore Hamilton Development Scheme goals, vision, UDA-wide criteria, precinct and sub-precinct intents, and is considered to be proposed in accordance with the development scheme.

7 CONCLUSION

RPS has been engaged by CIMIC (the Applicant) to seek development approval for establishment of a commercial office building. The proposed development is proposed over 12 Hercules Street, Hamilton, more formally described as Lot 2 on SP294952. Access and minor changes to carparking adjoining the site are proposed over adjoining land at 485 Kingsford Smith Drive, Hamilton so this site is also included as part of the application.

The PDA development application seeks PDA development approval from Economic Development Queensland for:

- **Development Permit for Material Change of Use** for a Commercial Office Building including Office and Food Premises uses.

This report demonstrates that proposal is in accordance with the Development Scheme as it provides a high quality commercial office building consistent with Precinct 2 of the Development Scheme, and creates a strong built form with activation to all of its street frontages and within the site at the ground level.

The report should be read in conjunction with the appended drawings and technical reports and approval is recommended subject to relevant and reasonable conditions.