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Assessment Criteria	
<p><i>While the application may be prepared and lodged under the Northshore Hamilton UDA Development Scheme (the 'current Scheme'), EDQ DA may have regard for the Draft Northshore Hamilton Development Scheme 2021 (the 'draft Scheme') on the basis of the 'Coty principle' – i.e. the level of weight to be given to a draft instrument increases over time, as adoption of the new instrument gets closer to fruition. A key implication of this matter is that it will require a consideration of the suite of built form provisions outlined in the draft Scheme (including height, setbacks, building separation, plot ratio, activation, and amenity). In reviewing these provisions, EDQ DA will have regard for the underlying rationale / desired outcomes.</i></p>	<p>As outlined in the town planning report and supporting material, the development demonstrates compliance with the current Northshore Hamilton UDA Development Scheme.</p> <p>In development of the land use and design concept and the preparation of the PDA development application, the applicant has been conscious of ensuring that the development does not cut across the overall planning intent of the draft Northshore Hamilton Development Scheme, as follows:</p> <ul style="list-style-type: none"> • The proposal includes a mix of commercial, retail, entertainment, residential and accommodation land uses that achieve the express intent for the mixed use high density zone. • The development contributes to a high critical mass within this precinct, which takes advantage of its proximity to commercial and community services and public infrastructure. • Retail activity on the site is limited; delivering sufficient space at ground level to provide a high level of activity and interaction with the street, while not challenging the primacy of identified centres. • The design and arrangement of the proposal achieves a sub-tropical design outcome and a high level of amenity for future residents.
Yield / Density	
<p><i>The applicant is encouraged to consider any opportunities that may be available for the amalgamation of the site with the adjoining site to the north. Inter alia, it is noted that the draft Scheme nominates a plot ratio of 4:1 for a site of this size. This equates to an allowance of 5,528m² of GFA, which is significantly below the proposed development. Should any opportunities for amalgamation be available, this would assist in addressing this non-compliance.</i></p> <p><i>While the proposed GFA is well in excess of the draft Scheme, EDQ notes that:</i></p>	<p>The applicant has not had the opportunity to purchase the site to the north.</p> <p>As both EDQ and the applicant agree, the site benefits from a landmark location at the entry to the Portside mixed use area, which constitutes an integral part of the Northshore Hamilton PDA. Consequently, the proposed development will contribute to the accommodation of the projected growth within the PDA and will also assist in showcasing Northshore Hamilton with high quality and contemporary built form.</p> <p>The applicant has received a Services Advice Note from Queensland Urban Utilities that confirms that there is capacity within both the water and</p>

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<ul style="list-style-type: none"> • <i>The site benefits from a landmark location at the entry to the Portside mixed use area, which constitutes an integral part of the NSH PDA.</i> • <i>The emerging character of the area is defined by proximal developments, which are of a substantial scale and density and, to an extent, set the built form context for a site response.</i> <p><i>Having regard for the above matters, EDQ DA may be willing to consider a GFA greater than a 4:1 plot ratio, provided the matters set out in this document are adequately addressed.</i></p> <p><i>Due to the significant departure from the anticipated density for the site, EDQ are currently unable to provide clear advice and guidance on an acceptable yield, as the proposal departs from both the current and draft Schemes. As the proponent is aware, EDQ DA has been liaising with EDQ's Planning and Urban Design (PAUD) team and Infrastructure Planning team to determine what GFA assumptions have been built into network modelling for infrastructure. We are still working with these teams to determine whether the proposed 11,000-12,000 m2 of GFA could be accommodated on the site without prejudicing future development sites and infrastructure networks. EDQ will continue to advance this matter in parallel to the preparation of an application by the proponent.</i></p> <p><i>While EDQ works to clarify the GFA matter, the applicant may wish to satisfy itself that network capacities will not be compromised by:</i></p> <ul style="list-style-type: none"> • <i>Seeking a Service Advisory Notice (SAN) from Urban Utilities (UU).</i> • <i>Undertaking stormwater analysis to ensure that the existing networks will not be compromised by the proposed development.</i> • <i>Undertaking traffic analysis, accounting for the demand associated with the proposed development, as well as expected demand for the surrounding area. The applicant's traffic consultants should review the Infrastructure Planning and Background Report that has been exhibited alongside the draft Scheme.</i> <p><i>As a preliminary assumption, the proponent may wish to continue with the yield / density assumptions provide to EDQ on 25 January, so that concept</i></p>	<p>wastewater networks to cater for the development. Additionally, the stormwater management plan included in Appendix E demonstrates a reduction in impact on the stormwater network and the traffic assessment in Appendix F confirms that the development yield is consistent with assumptions used in planning for the associated road network.</p>

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<p><i>development can progress. It should be noted, however, that EDQ DA will not be in a position to provide any assurances in relation to what GFA may be supported until work by the PAUD and Infrastructure Planning teams is sufficiently advanced.</i></p>	
Land Uses / Program	
<p><i>Generally, the proposed land use mix (comprising multiple residential and retail activities) is supported. The mix of dwelling typologies and the inclusion of larger apartment sizes, including 3-bedroom dwellings, is also supported.</i></p> <p><i>The current layout and number of parking spaces is placing pressure on the podium design, which results in a lack of activation. This is a key matter requiring attention as part of design refinements (discussed in the subsequent section).</i></p>	<p>In order to further activate the podium, commercial tenancies with floor to ceiling glazing are now proposed on Levels 1 – 3 to sleeve the car parking and provide additional casual surveillance of the street frontages. These tenancies have been purposely designed to ‘step up’ the podium, resulting in an interesting built form outcome, along with the distinctive brick patterned façade and podium landscaping. The podium now achieves more than 50% of the site’s frontage as activated space.</p>
Built Form	
<p><i>Generally, EDQ supports the proponent’s stated aspirations for high quality design and notes the following positive aspects of the initial concept drawings (as presented to EDQ on 25 January 2022):</i></p> <ul style="list-style-type: none"> • <i>An intent to create a landmark form at the entry into the Portside retail and mixed use precinct</i> • <i>A corner treatment that seeks to provide visual cues leading pedestrians into the Portside precinct</i> • <i>The use of a human-scale podium</i> • <i>The use of brick, glass, and other materials that re-interpret the area’s industrial history</i> • <i>The inclusion of a podium-top recess to differentiate the tower from the podium and break up building bulk</i> • <i>The use of an ‘infinity pool’ and yoga lawns on the façade to create visual interests and contribute to CPTED outcomes</i> 	<p>The design has been further refined having regard to EDQ’s pre-lodgement advice. The proposed design continues to incorporate positive elements presented in the pre-lodgement meeting, including those outlined by EDQ in the left-hand column, but with notable improvements to deliver a built form outcome that achieves a true sense of place and contribution to the locality.</p> <p>Design changes since the applicant’s pre-lodgement meeting with EDQ include the following:</p> <ul style="list-style-type: none"> • Removal of driveway access along Hercules Street and replacement with an additional retail/ food premises tenancy and outdoor dining space that will further activate this frontage. • The addition of commercial tenancies within Levels 1 – 3 to enhance activation of the Main Street frontage and site corner. • Selection of a material palette for the podium that reflects the site and locality’s history, helps to define this building and its corner location, as well as achieve an interesting design outcome overall.

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<ul style="list-style-type: none"> • <i>The inclusion of recesses within the podium and tower design to create smaller segments</i> • <i>The use of greenery on multiple levels to add visual relief and likely to assist in managing heat gain</i> • <i>A tower form that seeks to maximise exposure of internal spaces to outdoor environs</i> <p><i>The comments that follow focus on improvements that EDQ seeks in order to improve activation, manage the impacts of parking, and protect residential amenity for future residents of the subject site, while also protecting the ability of the northern adjoining site to develop in a manner that can achieve the overarching outcomes sought for the PDA under the current and draft Schemes. Refer also to the drawing mark-ups provided in Appendix A.</i></p>	<ul style="list-style-type: none"> • The inclusion of blades that dissipate at higher levels and variation in the floor plates for the upper and lower tower levels to mitigate building mass and create visual interest. • Further refinement to tower levels to ensure the protection of privacy for occupants within the site and adjoining sites, with all balconies orientated to either the street frontages or to the north-east, facing away from future built form to the north.
Massing / Amenity	
<p><i>For EDQ to understand how the development relates to adjoining sites, it is requested that the proponent prepare a massing model of the site and its surrounding development, with residential areas identified so as to illustrate where overlooking may occur. The model should include as a minimum the adjoining development at 19 Hercules St to the east (DEV2020/1165) and an assumed development to the north (at 9 Hercules St) which is designed to prevent overlooking. The analysis that accompanies this modelling also needs to include a consideration of other aspects of amenity, including access to natural light (also accounting for overshadowing), ventilation, and outlook.</i></p>	<p>A neighbourhood relationship plan that models future development on adjoining sites and the building's interfaces to these sites is included in the Architectural Package in Appendix C.</p>
Podium Design	
<p><i>While EDQ recognises that the site is narrow, the podium design should be revised to increase activation on the southern façade to improve streetscape activation (with the intent being to create increased visual connections between the street and the development, and to assist in CPTED outcomes by providing 'eyes on the street').</i></p>	<p>The podium is comprised of four (4) storeys containing active retail space on the ground level and three (3) levels of podium car parking screened behind an activated, articulated and distinctive façade, and a recreation terrace on Level 4.</p>

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<p><i>The prior approved development (DEV2014/543) provided a noticeably higher level of activation through the use of a secondary lift core to service parts of the southern façade. Similar approaches should be considered by the proponent, aiming to use podium levels to create a minimum of 50% activation to the south.</i></p> <p><i>While screening may be appropriate for parts of the western façade, EDQ asks the proponent to maximise sleeving and continue utilising solutions such as the infinity pool at the podium top, the corner treatment, and the use of high quality architectural treatments to address Hercules St.</i></p> <p><i>Parking provision is a key issue to address as part of the development.</i></p> <ul style="list-style-type: none"> • <i>The proposal includes 152 car parking spaces, which exceeds the scheme requirements by 59 spaces, and results in two levels of unsleeved podium parking. At this stage, EDQ is unable to support the additional parking where it causes direct impacts on key design requirements such as podium activation and CPTED. This is one of EDQ DA's key concerns and it is recommended that the proponent investigate removal of the additional parking. This could result in 1 level of podium parking, with other parts of the podium substantially activated, which may be a supportable design solution and would also result in a reduction in the overall bulk and scale of the building by 2 levels. Where the additional parking can be justified from a network capacity perspective, there may also be other design solutions, including additional basement levels.</i> • <i>Where the number of parking spaces are required to be reduced, consider the use of car share arrangements (such as 'Go Get'), as it is understood that a single shared space is capable of replacing the demand for 4 or more spaces. Additionally, in calculating parking numbers, the proponent is strongly encouraged to limit parking spaces to 1 per dwelling, with some exceptions being made for larger dwellings such as penthouses (with some units being afforded 2 spaces per dwelling). EDQ considers that such reduced parking arrangements are viable, as the development can leverage access to public transport in an established part of NSH (including bus and ferry</i> 	<p>Commercial tenancy space is now incorporated into the podium levels to establish sleeving of the podium carparking, but without taking away from the distinctive brick pattern façade, interspersed with podium landscaping.</p> <p>The ground and podium have been designed to deliver three key outcomes; the creation of a public offering, landscape setting and a place for people to connect. The key features are described below.</p> <ul style="list-style-type: none"> • The materiality chosen for the podium includes brick patterning to connect with the industrial history and development within the broader area of the PDA. Being located at a key entrance point for the PDA, provides an excellent opportunity to provide this style of locally distinctive outcome, which has been achieved successfully in other areas, such as Woolloongabba. • An open and landscaped public plaza space at the notable corner of Hercules Street and Main Street, signifying a pedestrian entry point into the broader Northshore Urban Village. • The design of the ground plane delivers truly vibrant areas and promotes safety to all areas for all users. • The development comprises two (2) separate retail tenancies oriented to Hercules Street and Main Street. The tenancies will accommodate a mix of retail activities (Food Premises and/or Shop) and activate the two street frontages. • The development includes bicycle parking visible and accessible from Hercules Street, adjacent to the separate bicycle network. • Separate commercial tenancies are contained within each of the three (3) podium levels, oriented to Main Street. The façade of the commercial tenancies is floor to ceiling glazing, which further activates Main Street with casual surveillance, and creates breaks in form.

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<p><i>services), as well as new cycling and walking infrastructure that is located adjoining the site, leading from NSH to Brisbane City.</i></p> <p><i>In designing the podium-top, consider the inclusion of a hospitality use to activate the podium to an increased extent, potentially servicing patrons beyond the residents of the building.</i></p> <p><i>In designing the western podium façade, consider the impacts that the use of brick or other such materials may have on heat absorption and radiation. EDQ seeks to create comfortable streets and minimise urban heat island effects, which are a known issue in the NSH PDA.</i></p> <p><i>Establishing greenery on the southern and western facade will require careful species selection and design as part of the landscape package, as these facades are unlikely to feature optimal conditions for growing and maintaining the greenery. To be clear, greenery is strongly encouraged, and further consideration of design and species is requested to ensure ongoing viability.</i></p>	<ul style="list-style-type: none"> • Deep planting and landscaping areas are provided on the ground plane and incorporated within the podium levels to soften the built form and add to the visual interest. • Reclaimed timber that pays homage to the area’s connection to the wharf is incorporated in the landscaped and public-facing areas of the development. • The development provides an attractive and highly functional communal open space on Level 4, which includes an indoor gym and pilates studio, sauna, steam room, offices / meeting rooms and an outdoor barbeque / dining area, pool, spa lounge area and outdoor lawn space. The communal open space includes valuable landscape outcomes that add to the amenity of the space. Additional communal space is provided on the roof (Level 23) in the form of a library, lounge, kitchen and outdoor dining. • The podium levels include built edges to the street, as anticipated by the Development Scheme.
Tower Design	
<p><i>Generally, the tower concept presents an elegant form, with a high degree of access to natural light and air for residents (albeit the north-facing dwellings require consideration of overshadowing impacts from a future redevelopment of 9 Hercules St, which needs to be modelled).</i></p> <p><i>In terms of a built form concept, EDQ DA requests that the proponent consider providing additional variation in the western section of the building to provide a greater differentiation between the building top / bottom / middle, to assist in further managing the building bulk and creating a stronger architectural statement. EDQ also seeks resolution of roof form as part of subsequent concept / design development, so as to create a varied and visually appealing skyline / silhouette.</i></p> <p><i>The tower should have careful regard for sustainability and passive design principles from the outset of the project. For example, EDQ DA is interested in seeing how the building mitigates heat gain on different facades (e.g.</i></p>	<p>The Architectural Package (Appendix C) has provided an indicative building envelope that could be developed in the future on the adjoining site to the north (9 Hercules Street). The modelling considers amenity impacts including access to air and light, and privacy.</p> <p>The proposed development is for a 23 storey with rooftop building with a podium and tower form. The design of the building employs appropriate key massing techniques and façade design detailing that achieves distinct lower, middle and upper sections.</p> <ul style="list-style-type: none"> • The ground level is distinct by the use of a high floor to ceiling. Furthermore, the ground level is recessed from the podium levels above.

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<p><i>through different shading devices or room depths), how it provides access to prevailing natural breezes, and how it promotes outdoor living (e.g. through the use of large balconies and indoor /outdoor spaces).</i></p>	<ul style="list-style-type: none"> • The podium is distinct from the tower primarily with the use of materiality, with distinctive brick patterning. The podium is built to the street edges, as anticipated in the Development Scheme. • The tower is elevated from the podium, creating an open “recreational deck” on top of the podium (Level 4) which accommodates indoor and outdoor communal space. • Furthermore, the tower has a reduced footprint from the podium. • The tower is broken up, providing a middle and upper section. • The middle section (Levels 5 – 14) is distinct with the frequent use of fins and similar / consistent floor plates / layouts. • The upper section, Levels 15 -23, accommodate the penthouses and sub-penthouses. The upper section is distinct from the middle section with the reduction of fins through the façade and large balconies. <p>Each proposed unit is provided with generous private open space in the form of balconies that connect with the main living areas to create indoor / outdoor spaces that embrace.</p> <p>The development has been designed to have a strong subtropical design response that is reflective of Brisbane’s character and has successfully delivered outcomes reflected in Brisbane City Council’s New World City Design Guide: Buildings that Breathe, which mitigates heat gain. For further detail, please refer to the Town Planning Report and the Architectural Package (Appendix C).</p>
Engineering Matters	
<p><i>A full suite of engineering documents will be required to support the application, including an engineering services report, stormwater management plan, and traffic report.</i></p> <p><u>Traffic Matters</u></p>	<p>The development application is supported with a full suite of engineering documents, including an engineering assessment report (Appendix E), which incorporates a stormwater management plan and details on water and wastewater servicing of the site, and a traffic assessment report (Appendix F).</p>

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<p><i>The application will be required to be submitted with a Traffic Impact Assessment, that will need to assess the application materials from a traffic engineering perspective, including addressing the following.</i></p> <ul style="list-style-type: none"> • <i>Access location – Amendment is required to the design to consolidate the access points for residential access and servicing access to Main Street. The access location proposed on Hercules Street is not supported by EDQ TS, due to the following reasons.</i> <ul style="list-style-type: none"> • <i>Crossing of the cycle track within 20m of the Main Street intersection raises substantial safety concerns and will impact on the level of service for the cycle track.</i> • <i>Clash with on-street car-parking will require removal of 2 spaces and the motorcycle parking.</i> • <i>Residential access and service access can be taken from Main Street with an amendment to the design layout.</i> • <i>There is no existing access point on Hercules Street, so there is no established access right along this frontage due to the availability of access via Main Street.</i> <p><i>Alternative solutions are identified for investigation in the Appendix to this document.</i></p> <p><i>Carpark design and servicing – The preliminary car park design and servicing arrangement appears to be acceptable. However, the application will require design documentation to verify the design is in accordance with AS2890 and TAPS provisions of the Brisbane City Plan,³ with demonstration of vehicle manoeuvring for access and parking via swept path analysis for light vehicles (B85/B99 as required) and service vehicles.</i></p>	<p>As per EDQ's preference, the applicant has worked hard to re-design the development to remove vehicular access from Hercules Street and consolidate access to Main Street. This has resulted in significant challenges in the design, ground floor layout, carparking efficiency and ramping.</p> <p>The traffic assessment confirms the car parking design is in accordance with AS2890 and TAPS provisions of the Brisbane City Plan. Swept path analyses for light vehicles (B85/B99 as required) and service vehicles are provided, demonstrating vehicle manoeuvring for access and parking.</p>
Sufficient Grounds	
<p><i>When considering sufficient grounds, EDQ DA will look for a package that is commensurate with the degree of non-compliances with Scheme provisions. Whatever magnitude of grounds may be needed, EDQ DA will need evidence of clear public benefit.</i></p> <p><i>When the yield matter and the design is sufficiently advanced, and non-compliances are expressly outlined, EDQ would invite a further discussion of the sufficient grounds package.</i></p>	<p>The following provides a summary of the sufficient grounds that are proposed by the development.</p> <ul style="list-style-type: none"> • Public plaza space at the notable corner of Hercules Street and Main Street, signifying a pedestrian entry point into the broader Northshore Urban Village and a compelling moment within the streetscape.

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<p><i>The following are examples of grounds which have been used as part of other applications (on which we can work with the applicant to reach agreement):</i></p> <ul style="list-style-type: none"> • <i>Public art</i> • <i>Green building creds above requirements</i> • <i>Substantial greening to address urban heat island effects (especially within the first 4 levels of the building) and contribute towards biodiversity outcomes</i> • <i>EV charging above expectations</i> • <i>Inclusion of community uses within the podium</i> 	<ul style="list-style-type: none"> • Electric vehicle charging spaces for the purpose of public charging availability. The applicant proposes to engage with EDQ regarding a suitable electric vehicle charging strategy for the site, including the appropriate location and arrangement within the site. • Artistic / creative lighting to signify the key corner at night time (as well as daytime). • Exemplar architectural outcomes, that signifies the key corner for public wayfinding, and incorporate materials such as brick patterning, glass and reclaimed timber that re-interprets the area's heritage and provides a positive contribution to the public realm. • Residential levels achieve an average software rating of over 6 stars, which exceeds the average 5 star rating sought by the Queensland Development Code MP4.1 and will achieve a comfortable and usable space for residents.