

APPENDIX I

State Interest Assessment

Prepared by:

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Table 7 - Response to State Interests

Matter / Benchmark	Response
Regional Plan (South East Queensland Regional Plan 2017 (Shaping SEQ)):	<p>The subject site is located within the Urban Footprint of the <i>South East Queensland Regional Plan 2017 (ShapingSEQ)</i>. The development proposes urban development that will increase residential dwelling supply within the Urban Footprint and, therefore, is consistent with the outcomes stated in <i>ShapingSEQ</i>.</p>
State Planning Policy ("SPP"):	<p>The subject site is mapped as being affected by the following interests under the SPP:</p> <ul style="list-style-type: none"> ■ DEVELOPMENT AND CONSTRUCTION <ul style="list-style-type: none"> ○ Priority development area ■ NATURAL HAZARDS RISK AND RESILIENCE <ul style="list-style-type: none"> ○ Flood hazard area - Local Government flood mapping area* ■ STRATEGIC AIRPORTS AND AVIATION FACILITIES <ul style="list-style-type: none"> ○ Obstacle limitation surface area ○ Wildlife hazard buffer zone ○ Aviation facility <p>With respect to the Natural Hazards, Risk and Resilience Interest, the Flood Impact Assessment (Appendix D) demonstrates that proposal will have a net improvement on the overland flow path within Water Street and that all minimum design levels are achieved.</p> <p>With respect to the Strategic Airport and Aviation Facilities, the development proposes a maximum building height of twenty-four (24) storeys which is consistent with the requirements of the development scheme and which does not penetrate the OLS Contour. Further, a residential use is proposed which will not increase the propensity for wildlife strike within the operational air space.</p>
Development Assessment and Mapping System (DAMS):	<p>The DAMS identifies the subject site within the Urban Footprint. As above, the development is consistent with the land use intent for the Urban Footprint, as it proposes development for urban purposes. Further, it proposes residential density in a location that has access to high quality public transport, employment, education, health and recreation opportunities.</p> <p>The subject site is also mapped within the Water Resource Planning Area Boundary but the development will have no impact on water resource planning.</p>

Table 8 - Response to Development Scheme

Matter / Benchmark	Response
Section 2.3 – Vision	
Section 2.3.1 – Land Use	The development is consistent with the Vision as it proposes a high density, mixed development, within the Mixed Use Zone. Further, the development provides housing choice in the form of different unit types as well as universally accessible dwelling designs.
2.3.2 – Transport and Connectivity	<p>The development encourages alternatives to private transport through</p> <ul style="list-style-type: none"> ■ The provision of streetscape upgrades and an urban forecourt, which will encourage pedestrian movement via Water Street. ■ Provision of 288 on-site bicycle spaces, which will encourage residents and visitors to cycle. ■ On-site rideshare parking facilities. ■ On-site car share parking facilities, to allow residents and visitor to utilise such services. ■ Providing residential density within walking distance to high quality and high frequency public bus and train services.
2.3.3 – Urban Design and Public Realm	<p>The development will make a significant contribution to urban design and the public realm, including:-</p> <ul style="list-style-type: none"> ■ provision of an urban forecourt at ground level, which will create an inviting place for the public to pause or shelter from weather. ■ road widening to three (3) frontages as well as streetscape upgrades that will significant enhance the pedestrian environment along all street frontages. ■ providing public access to the majority of the ground level, including a shared pedestrian and vehicle cross block link that will connect Costin Street to Anderson Street. ■ overlooking to three (3) street frontages, which will improve casual surveillance and create a safer environment, particularly after dark. ■ high quality residential apartments, designed to respond to the local environment and climatic conditions.
2.4 Structural Elements	The development proposes a mixed use development within the Urban Area and will facilitate the 'Active Transport Route' that is shown to Costin Street via a road dedication to that frontage as well as the provision of 288 on-site bike parking spaces.
2.5 – PDA Specific Criteria	

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2.5.1.1 – Urban Design	<p>The development complies with the design criteria because:-</p> <ul style="list-style-type: none"> ■ public open space areas are accessible to people with disabilities. ■ the development will contribute to the public realm, most notably via the ground level urban forecourt, which will be accessible to the public. ■ the development will provide an attractive built form that will contribute positively to the urban environment. It will include a variety of materials and finishes that will assist in breaking up the building mass and reduce the overall bulk. The addition of significant vegetation across all elevations as well on the ground, podium and rooftop levels, will further enhance the buildings presentation to the urban environment. ■ the development will orientate balconies to all street frontages, significantly increasing overlooking to Water Street, Anderson Street and Costin Street. At ground level, the three (3) retail tenancies and associated outdoor use areas are oriented toward each street frontage, creating opportunities for casual surveillance of the adjacent road reserves. ■ the development establishes a strong and meaningful connection with the sites context via the landscape design, which reflects the sites naturalised (creek line) setting and which will include educational signage that will explain the relevant of the locality to First Nations People.
2.5.1.2 – Sub-Tropical Design	<p>Further to the information provided at Appendix B, the building design is responsive to the local climate. This is demonstrated by:-</p> <ul style="list-style-type: none"> ■ the inclusion of operable doors and windows to all residential units and circulation corridors, which will facilitate natural ventilation and reduce reliance on mechanical climate controls. ■ designing glazing that optimises light penetration and reduces heat load. The western tower will accommodate darker glazing and materials to protect the interior from extreme afternoon sun, whilst the eastern town will incorporate lightly tinted glass. ■ maximising the three (3) street frontage and significant setback to the northern boundary to allow all units to have direct sunlight access via the main private balcony area. ■ incorporating an architecturally designed horizontal louvre element to the building, intended to diffuse sunlight.

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	<ul style="list-style-type: none"> ■ providing significant landscaping at the ground, podium and rooftop levels, as well as providing vegetation to private balconies located within the central core of the tower. ■ facilitating road widening and streetscape upgrades, including the introduction of street trees to Water Street that will provide shade for pedestrians and cyclists.
2.5.1.3 – Building Form	<p>Further to the information provided at Appendix B, the building delivers a high quality built form outcome. This is demonstrated by:-</p> <ul style="list-style-type: none"> ■ activating the three (3) street frontages and creating an shared (and publicly accessible) cross block connection between Anderson Street and Costin Street. In particular, the development provides three (3) retail tenancies at ground level, all oriented to the adjacent street frontages. These tenancies are complemented by associated outdoor use areas and the urban forecourt, all publicly accessible, which will create an inviting and pedestrian oriented relationship at ground level. ■ setting back the development at ground level to create the sense of significant public space at ground level, all of which will be finished with high quality landscaping. ■ promoting activation and casual surveillance to the adjacent road frontages by orienting balconies of all residential units to their respective street frontage. ■ increasing setbacks to the northern boundary and locating the built form adjacent to the three (3) street frontages, to reduce its potential impact to adjacent properties. ■ maximising the opportunity of the three (3) street frontage by orientating each unit outward, and allowing natural airflow and daylight to reach each unit. ■ providing the significant urban forecourt at ground level, which responds to the sites historical context and which will educate the public as to the cultural significant of the broader locality.
2.5.1.4 – Streets and Public Realm	<p>The development provides a high quality and attractive streetscape, most notably via the establishment of a landscaped urban forecourt at the intersection of Water Street and Costin Street. This area will include seating and street furniture which will encourage social interaction and create an opportunity for the public to pause in a landscaped setting that is protected from the elements.</p> <p>In addition, the development will facilitate future road widening via road dedications to each frontage which, in turn, creates the opportunity to return landscaping to the road reserves. This landscaping will be complemented by the in-soil</p>

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	<p>and containerised plantings that are provided to each street frontage and will, collectively, create an attractive and inviting pedestrian environment.</p> <p>For further information, refer to the Landscape Intent Plan provided at Appendix C.</p>
2.5.2 – Connectivity	<p>The development will advance the connectivity element because it:-</p> <ul style="list-style-type: none"> ■ will create a shared pedestrian and vehicle cross-block link, connecting Anderson Street to Costin Street. ■ will facilitate road widening to each street frontage, consistent with BCC and EDQ requirements. ■ will provide on-site parking and facilities to encourage alternative transport modes, including walking, cycling, rideshare and car share. ■ provides equitable access for people, from each street frontage, to the retail and residential components. ■ incorporates soft and hardscape improvements that will significantly enhance the pedestrian experience, along each street frontage. ■ provides a car parking supply that is sufficient to accommodate future demand, having regard to the sites proximity to high order public transport services.
2.5.3 – Housing Diversity	<p>The development will deliver housing choice by:-</p> <ul style="list-style-type: none"> ■ providing six (6) different unit typologies across the 400 units. ■ providing 10% of residential Gross Floor Area as dwellings with 3 or more bedrooms. ■ accepting a standard condition that requires 5% of total residential Gross Floor Area as either public, social, or affordable housing that is evenly distributed throughout the building.
2.5.4.1 – Sustainable Buildings	<p>The development will accept a condition that requires compliance with the required sustainable building design standards.</p>
2.5.4.2 – Self Sufficiency	<p>The development provides opportunities for:-</p> <ul style="list-style-type: none"> ■ on-site food production within rooftop landscape zones. ■ harvesting roof water for irrigation of landscaping. ■ roof mounted solar panels for electricity generation.

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2.5.4.3 – Sustainability of Infrastructure	The development can connect to existing infrastructure within the adjacent road reserves.
2.5.4.4 – Water Management	The development will treat stormwater prior to discharged, generally as detailed within the enclosed Civil Engineering Report (Appendix F). This will include treatment via proprietary devices, prior to discharge to the road reserve.
2.5.4.5 – Energy Efficiency	<p>The development promotes energy efficiency through:-</p> <ul style="list-style-type: none"> ■ incorporating operable windows and doors that will allow natural breezes to ventilate private residences and public circulation corridors. ■ setting back glazing lines to utilise the built form to diffuse sunlight penetration into individual units. ■ incorporating tailored glazing and tenting solutions, based on the buildings elevation (e.g. darker glazing and tinting has been adopted to the western tower to reduce heat penetration). ■ orientating all units toward their respective street frontage, allowing natural light and breezes into each unit. ■ incorporating roof mounted solar panels to assist with electricity generation. ■ incorporating significant greenery to the podium and rooftop level, as well as external landscaping to the podium car parking levels and central tower.
2.5.4.6 – Waste Management	The development provides a centrally located refuse storage and collection zone, positioned on the ground floor, and easily accessible via the rear service area. Provision is made to accommodate separate collection for general and recyclable waste streams, with container storage areas provided per the Operational Waste Management Plan (Appendix G).
2.5.4.7 – Transport Efficiency	<p>The development promotes reduction in car ownership and vehicle trips by:-</p> <ul style="list-style-type: none"> ■ proposing 400 residential units within walking distance to high frequency public transport, including public bus and train services. ■ providing 288 on-site bike parking spaces for residents and visitors. ■ providing facilities for on-site car share parking for residents and visitors.

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	<ul style="list-style-type: none"> ■ creating the opportunity for a dedicated ride share collection point within the shared cross-block link. ■ providing a ground floor area that is almost entirely accessible to pedestrians, public or private.
2.5.5 – Infrastructure Planning and Delivery	The development provides identified road widening to all three (3) road frontages and can connect to all urban services, without external upgrade.
2.5.6 – Heritage Places	The subject site is not identified as a Heritage Place. However, the development seeks to educate the public on the relevance of the location to First Nations People through the landscape design, which will reflect a naturalised creek setting and include informative signage that explains the importance of the locality as a central meeting point for trade, recreation and initiation.
2.5.7.1 – Significant Vegetation	The subject site does not contain any vegetation. The development will significantly increase vegetation within the urban environment, including significant plantings at ground level, which will enhance the public realm and pedestrian experience.
2.5.7.2 – Waterways and Riparian Areas	The development is not located near to a mapped water course, however, stormwater from the development will be treated prior to discharge. Refer to the Civil engineering Report for further information (Appendix F).
2.5.7.3 – Acid Sulfate Soils	The development will accept a condition that requires an Acid Sulfate Management Plan to be provided as part of the detailed design phase.
2.5.8 – Flood	The subject site is mapped as being impacted by an overland flow path. The Flood Impact Assessment (Appendix D) demonstrates the proposal will have a net benefit to the overland flow path as obstructions adjacent to Water Street will be reduced and the development will also achieve all minimum design levels.
2.5.9.1 – Railway Environment	The development is not located in proximity to a rail environment.

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2.5.9.2 – Sub Surface Transport Infrastructure	The subject site is not located near to any identified sub-surface transport infrastructure.
2.5.9.3 – Noise – Transport Noise Corridors and Entertainment Venues	The development is not mapped within an identified transport noise corridor. As required, the development will accept a condition to achieve the minimum required internal noise levels.
2.5.9.4 – Procedures for Air Navigation Services	The development does not exceed the OLS Contour and, therefore, will not compromise the safe or efficient operation of airspace.
2.5.9.5 – Air Quality	Development is not located within proximity of the identified sources on Map 5 (Point Source Pollutants).
2.6 – Zone Provisions	
2.6.3 – Mixed Use Zone	
2.6.3.1 – Preferred Development Intent	<p>The development is consistent with the preferred development intent for the Mixed Use Zone because:-</p> <ul style="list-style-type: none"> ■ The development provides a mixed use development, including ground floor retail/food and drink tenancies with residential uses above. ■ The built form comprises a podium and tower form. ■ The building provides residential balconies to each road frontage. ■ The development provides an appropriate residential density that will be adequately setback from adjacent existing and future development. ■ The development will significantly improve the pedestrian environment at ground level through the provision of the urban forecourt and road widenings to facilitate wider verge widths and associated streetscape upgrades. ■ The development will significantly improve overlooking to all three (3) street frontages with ground level tenancies oriented to the street as well as all residential units having balconies oriented to their respective road frontage. ■ Residential amenity is maximised through the provision of well-oriented and adequately dimensioned private open space, complemented by significant roof top communal open space areas. ■ The development provides residential densities which capitalise on the sites proximity to high quality and high

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		frequency public transport, including public bus and train services.	
2.6.3.2 – Built Form Provisions			
Maximum Plot Ratio		The development provides a plot ratio of 8.84:1. As outlined within the town planning report, the plot ratio is appropriate given the sites size, dimensions, multiple street frontage and because of its sufficient grounds, include the superior design outcome and provision of the publicly accessible urban forecourt.	
Minimum Site Area		The site has an area of 2,896m ² and, therefore, exceeds the minimum site area requirement of 800m ² .	
Minimum Frontage		The site has a minimum frontage of 39 metres, which exceeds the minimum requirement of 20 metres.	
Maximum Height Provisions		The development proposes a twenty-four (24) storey building, which is consistent with the maximum height provisions for a site with a site area less than 3,000m ² .	
Building Envelope	Street Frontage Setback	Ground Level	The minimum setback at Ground Level exceeds 3.0 metres.
		Up to 4 Storeys	The building provides a 2.85 metre setback to Costin Street, a 3.75 metre setback to Water Street and 3.4 metre setback to Anderson Street. Justification for the proposed setbacks is provided within the town planning report.
		Above 4 Storeys	The building provides a 2.85 metre setback to Costin Street, a 3.75 metre setback to Water Street and a 3.4 metre setback to Anderson Street. Justification for the proposed setbacks is provided within the town planning report.
	Side Setback	Up to 4 Storeys	The building provides a minimum 0 metre setback to the northern boundary, which is consistent with the acceptable outcome.
		Above 4 Storeys	The building provides a 9.0 metre setback measured from the northern boundary to the northern wall.

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	Rear Setback	Not Applicable	Not applicable, as the site is a corner site, there is no rear setback.
Building Form	Scale and Bulk		<p>Whilst the tower footprint exceeds 1,200m², in percentage terms, the tower footprint is 56.9% of the site area, which is less than the 60% threshold.</p> <p>The tower has a maximum length of 55 metres to the Water Street frontage. However, the elevation is divided into three (3) components, separated by the recessed central form which is vegetated and setback 2.8 metres behind the other two (2) tower components. This reduces the perceived building bulk and results in a maximum length of each component being approximately 20 metres. Please refer to Appendix B for further information on how building bulk has been reduced through design.</p>
	Orientation		The subject site has three (3) street frontages and the development orientates residential balconies to each frontage. The units are designed to maximise daylight penetration on the north/north-eastern elevation and reduce heat load in the western elevation.
	Separation Distances		The building is designed so that each balcony addresses the adjacent road or property frontage and, therefore, units are not oriented toward each other.
	Rooftops		Rooftop plant and equipment will be contained within an area that will be screened by built form and/or landscape area. The roof space will be utilised for

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	communal open space, including internal and external areas.
Communal Open Space and Facilities	<p>The development proposes approximately 1,005m² of rooftop communal open space, including internal and external areas. A further 1,225m² is provided on ground level, including the urban forecourt. Both the rooftop and ground floor communal open space are universally accessible.</p> <p>These areas are complemented by the ~270m² landscaped green roof located on Level 04, which will be overlooked by all north-facing residential units.</p>
Private Open Space:	All units are provided with private open space, in the form of a balcony that is oriented outward, and which achieves the minimum area requirement. Internal screening between units is achieved but, as each balcony is oriented outward, the internal screening will not impact overlooking to the adjacent street frontages.
2.6.3.3 – Urban Design	
Building Elements and Appearance	The development has a distinct podium and tower form. Variation is also delivered through variation in form, materials and finishes and landscaping. Please refer to Appendix B for further information.
Basements	The development provides one (1) basement level that is within the post road dedication boundaries.
Ground Level Treatment	<p>The development provides retail and/or food and drink tenancies at ground level, with shopfront glazing oriented to each street frontage. These uses are complemented by the urban forecourt, which is located adjacent to the Water Street and Costin Street intersection.</p> <p>The main entrance to the residential component of the building is via Water Street and this access is highlighted in the landscape design through a wide pathway (~5.0 metres in width) and unique material selection.</p>
Podium Treatment	The podium parking is sleeved by landscaping to the edge of each podium level. The landscaping is accessible via the car park and, to this end, is capable of being maintained easily. The podium is differentiated from the tower via alternative setbacks, as well as alternative treatments. Further, the northern part of the podium roof top has been utilised for a rooftop garden. Please refer to Appendix B for further information.
Tower Treatment	The tower element has been divided into three (3) components via the built form, vertical landscaping and alternative

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	material and finishes. Please refer to Appendix B for further information.	
Landscape	The development provides substantial landscaping at the ground, podium and rooftop levels, as well as vertical landscaping to the central spine of the building. At the ground level, the landscaping includes opportunities for deep planting and provides an urban forecourt that will include seating and information signage that will educate the public on the localities relevance to First Nations People. For further information, please refer to Appendix C .	
Public Realm	The development provides public access to the majority of the ground level, significantly increasing the size and quality of the public realm at this location. The development will also improve public safety by activating the ground level with retail frontages and orientating residential units such that they overlook their respective street frontages.	
2.7 Precinct Provisions		
2.7.2 – Precinct 2	Preferred Development Intent	No intent identified for the subject site.
	Built Form	No intent identified for the subject site.
	Urban Design	No intent identified for the subject site.
	Connectivity	The development provides a cross block connection between Costin Street and Anderson Street and contributes to future road widening via road dedications to all three (3) road frontages.
	Public Transport	No intent identified for the subject site.
3 – Infrastructure Plan		
3.3.1 – Trunk Infrastructure	Not Applicable.	
3.2.- Non-Trunk Infrastructure	Not Applicable.	

Matter / Benchmark	Response
3.3 – Other Infrastructure	The development provides for future road widening via road dedications to all three (3) street frontages.