

PROPERTY
PROJECTS
AUSTRALIA

TOWN PLANNING REPORT

15 ANDERSON STREET, FORTITUDE VALLEY

Town Planning Report

15 ANDERSON STREET, FORTITUDE VALLEY QLD 4006

- Development Permit for Material Change of Use - Multiple Dwelling (400 Units) and Ground Level Shops and Food and Drink Outlet.

Permissible Development

Prepared by Property Projects Australia Pty Ltd

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1. EXECUTIVE SUMMARY

Table 1 – Site Details

Applicant:	<i>Property Projects Australia Pty Ltd</i>
Address of Site:	15 Anderson Street, Fortitude Valley QLD 4006 ("the subject site") Refer to Figure 1
Property Description:	Lot 10 on SP208752
Area of Site:	2,896m ²
Land Owner:	Gantry Nominees Pty Ltd (A.C.N. 146 955 875) Refer to Appendix A
Regional Plan:	South East Queensland Regional Plan 2017 (<i>ShapingSEQ</i>) Refer to Appendix A
Planning Scheme:	Bowen Hills Priority Development Area Development Scheme ("the development scheme")
Zone and Precinct:	Mixed Use Zone (Precinct 2) Refer to Figure 2
Overlays (Under the Brisbane City Plan 2014):	<ul style="list-style-type: none"> ■ Airport Environs Overlay ■ Community Purposes Network Overlay ■ Critical Infrastructure and Movement Planning Area Sub-Category ■ Flood Overlay (Overland Flow Flood Planning Area) ■ Potential And Actual Acid Sulfate Soils Overlay ■ Road Hierarchy Overlay ■ Streetscape Hierarchy Overlay
Proposal Overview:	<p>The development application seeks development approval for a twenty-four (24) storey mixed use development. A publicly accessible urban forecourt and three (3) retail tenancies are proposed at ground level, with 400 residential units provided in the tower above, including a mix of one (1), two (2) and three (3) bedroom dwellings. Due to ground conditions, vehicle parking is provided in one (1) level of basement and three (3) levels of podium parking, which will be screened through architectural elements and landscaping.</p> <p>The residential component of the development will operate under the 'build to rent' model, with units held for long term rental.</p>

Aspects of Development:	■ Development Permit for Material Change of Use – Multiple Dwelling (400 Units) and Ground Level Shops and Food and Drink Outlet.
Category of Assessment:	The proposed development is classified as Permissible Development under Section 2.6.10, Table 2 of the development scheme.
Assessment Manager:	Economic Development Queensland

Figure 1 – Context Plan – Aerial



LEGEND:	SUBJECT SITE	OVERLAND FLOW FLOOD MAPPING AREA	① RNA SHOWGROUND PRECINCT	③ OLD MUSEUM BRISBANE	⑤ THE VALLEY POOL
	BOWEN HILLS PRIORITY DEVELOPMENT AREA	EXHIBITION STATION	② ROYAL INTERNATIONAL CONVENTION CENTRE	④ KING STREET PRECINCT	⑥ FORTITUDE VALLEY SECONDARY SCHOOL
SCALE: NTS SOURCE: NEARMAP, BRISBANE CITY COUNCIL THE CONTENT OF THIS DOCUMENT INCLUDES THIRD PARTY DATA. PROPERTY PROJECTS AUSTRALIA PTY LTD DOES NOT GUARANTEE THE ACCURACY OF SUCH DATA.					PPA PROPERTY PROJECTS AUSTRALIA

Figure 2 – Context Plan – Planning Scheme



LEGEND:	SUBJECT SITE	MIXED USE ZONE	SPECIAL PURPOSE ZONE (TRANSPORT)
	BOWEN HILLS PRIORITY DEVELOPMENT AREA	SPECIALISED CENTRE ZONE (ENTERTAINMENT)	AREA OUTSIDE OF BOWEN HILLS PRIORITY DEVELOPMENT AREA
SCALE: NTS SOURCE: NEARMAP, QUEENSLAND STATE GOVERNMENT THE CONTENT OF THIS DOCUMENT INCLUDES THIRD PARTY DATA. PROPERTY PROJECTS AUSTRALIA PTY LTD DOES NOT GUARANTEE THE ACCURACY OF SUCH DATA.			PPA PROPERTY PROJECTS AUSTRALIA

2. DEVELOPMENT PROPOSAL

2.1. Overview

The development application proposes a twenty-four (24) storey, mixed use development, comprising 400 residential units, with retail tenancies and an urban forecourt located at ground level. Due to ground conditions, car parking to service the development will be provided within a single basement level and three (3) podium levels.

The residential component of the development will operate under the 'build to rent' model, with units held and managed for longer-term residential rental. The build-to-rent model aims to provide flexible and affordable accommodation options to cater to the range of housing needs that are required to service Brisbane's growing population.

The retail tenancies, located on ground level, will service the building's residents, residents in adjacent developments and commuters to the King Street employment precinct.

The urban forecourt, located at the intersection of Water Street and Costin Street, will provide covered seating areas for public use, set within a landscaped area that celebrates the locality's natural landscape character and which will educate the public as to the significance of the locality to First Nations People.

The following information should be read in conjunction with the Proposal Plans provided at **Appendix B**.

2.1.1. Ground Floor Retail and Urban Forecourt

The ground floor of the proposed development includes three (3) retail tenancies and a large urban forecourt, located at the intersection of Water Street and Costin Street. As such, the development will address each of the three (3) street frontages with either retail shopfront or public open space.

Pedestrian access to the residential towers is via two (2) separate foyers, with the primary pedestrian connection to Water Street, but both entrances are also connected via dedicated walkways to the Costin Street and Anderson Street frontages.

Proposed works, including the basement, have been setback from all three (3) street frontages to allow for identified road widening, which ranges between 1.5 metres at Costin Street to 3.75 metres at Water Street.

The urban forecourt is approximately 300m² in area, with an average depth of 8.0 metres, post road widening. These dimensions, combined with the larger verge width achieved via the road widening, will significantly increase the area of public space available within Water Street and increase the sense of public space at ground level. The forecourt will provide formal seating and passive recreation areas, within a landscaped setting that reflects the historic cultural heritage values of the locality.

In particular, the landscape treatments and plantings will reference the locality's natural landscape, which included a major creek-line, connected to a series of water holes. These water sources, which we were relied on by First Nations people when travelling through the

area, are represented in the meandering walkway design and the nominated plant species. In addition to the aesthetic value of these plant selections, the native theme is also practical, as Water Street is a mapped overland flow path and is subject to intermittent inundation during rainfall events.

The cultural heritage values referenced above will be celebrated through the inclusion of artwork and educational signage, which will assist the public in understanding the relevance of the location to First Nations People.

At the opposite end of the site, accessible via Costin Street, the ground floor includes the loading and servicing areas for the residential and non-residential uses, as well as secure bike parking and areas required for building services, plant and equipment. This zone is intended to be low speed and provides a shared pedestrian and vehicle environment.

Two (2) vehicle crossovers are to be provided, with service vehicle access and podium carpark entry to be provided via Anderson Street and basement carpark access to be provided via Costin Street.

Given the demand that will be generated by future residents, as well as the development's proximity to surrounding attractions, such as The Tivoli and the RNA Showgrounds, an opportunity to establish a dedicated ride-share collection point within the rear service lane has been identified, adjacent to the Costin Street frontage.



Insert 1: Perspective image of the Urban Forecourt, located at the intersection of Water Street and Costin Street (Source: RPS, 2022).

2.1.2. Multiple Dwelling

The development will establish a total of 400 residential units, including 249 x one (1) bedroom units, 122 x two (2) bedroom units and 29 x three (3) bedroom units. The dwelling mix services a range of future household types, including single households, through to family and multi-family households.

All units are provided with private open space, directly accessible from the main living area. Private open space is complemented by a large rooftop communal recreation area, which includes a pool, BBQ / kitchen area, bar, games room, spa, gym, library, co-working space cinema and miscellaneous common spaces. These use areas are for the use of residents and their visitors, with no public access permitted. The rooftop area also accommodates a plant / machinery room required for the lifts and units, as well as generous rooftop landscaping.



Insert 2: Perspective view of the proposed development, as viewed from the east (near the Constance Street and Machinery Street intersection).

2.2. Land Use & Operation

An overview of the proposed development and its intended operation is provided at **Table 2** below.

Table 2 – Land Use & Operation Summary

Aspect	Response
Defined Use:	<p><u>Multiple Dwelling:</u></p> <p><i>Multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.</i></p> <p><u>Shop:</u></p> <p><i>Shop means the use of premises for–</i></p> <ul style="list-style-type: none"> <i>a. displaying, selling or hiring goods; or</i> <i>b. providing personal services or betting to the public.</i> <p><u>Food and Drink Outlet:</u></p> <p><i>Food and drink outlet means the use of premises for–</i></p> <ul style="list-style-type: none"> <i>a. preparing and selling food and drink for consumption on or off the premises; or</i> <i>b. providing liquor for consumption on the premises, if the use is ancillary to the use in paragraph (a).</i>
Proposed Use:	<p>The mixed-use development will provide a multiple dwelling atop a ground floor urban forecourt, including small scale retail tenancies.</p> <p>The multiple dwelling component will operate as a built-to-rent scheme, offering flexible and affordable long-term rental options for a variety of household sizes and structures. A total of 400 residential units will be constructed, including:-</p> <ul style="list-style-type: none"> ■ 249 x 1 Bedroom Units; ■ 122 x 2 Bedroom Units; and ■ 29 x 3 Bedroom Units. <p>The ground floor will include three (3) retail tenancies that are intended to be occupied by retail or food and beverage businesses. All tenancies have a floor area that is less than 250m². These tenancies will service on-site residents, as well as commuters to the area, including the King Street employment district.</p>
Hours of Operation:	<p>With respect to the ground floor non-residential uses, approval is sought for the retail tenancies to operate 6:00am – 10:00pm, Monday to Sunday.</p>
Max. Occupancy:	<p>The multiple dwelling component comprises 400 residential units, with a total of 580 bedrooms. The three (3) ground floor retail</p>

Aspect	Response
	tenancies have a total Gross Floor Area of 342m ² , with maximum occupancy to be determined once the final tenant mix is known.
Vehicle Access:	<p>Vehicle access to the basement carpark is to be provided via a two-way crossover from Costin Street. Access to the podium carpark is to be provided via a two-way crossover from Anderson Street.</p> <p>Service / refuse collection vehicle access is to be provided via the crossover Anderson Street, with a dedicated service vehicle egress provided via a crossover to Costin street. The dedicated service vehicle egress crossover to Costin Street is also able to serve as a car share collection bay.</p> <p>As Costin Street is a one-way (southbound) street, movements from the crossovers will be limited to right-in / right-out turns. As Anderson Street is a one-way (northbound street), all movements from the crossovers will be limited to right-in / right-out.</p>
Pedestrian Access:	<p>Dedicated pedestrian access to the urban forecourt and ground floor level is available to all street frontages. However, the primary pedestrian accessway is a 5.0-metre-wide pedestrian path on Water Street, which provides a pedestrian connection through the urban forecourt to the two (2) building lobbies.</p> <p>Wheelchair access via Water Street is facilitated through the inclusion of a platform lift, adjacent to the eastern building access, whilst access via Costin Street and Anderson Street is via the shared laneway.</p>
Bike, Motorbike & Car Parking:	<p>Due to ground conditions, vehicle parking is to be provided via one (1) basement parking level and three (3) podium parking levels, which will be screened with landscaping and architectural elements. Across the development, the following parking is proposed:-</p> <ul style="list-style-type: none"> ■ 260 vehicle parking spaces; ■ 288 bike parking spaces; and ■ 20 motorcycle parking spaces.
Waste Storage / Collection:	<p>Storage and collection areas, for both residential and non-residential waste streams, are provided at the ground floor, adjacent to the rear service laneway.</p> <p>These storage areas are located within proximity of the central loading bay, being the location where bins will be moved to and then collected. Refer to the Operational Waste Management Plan (Appendix G) for further details about refuse generation, storage areas and collection requirements.</p>

Aspect	Response
Servicing / Loading:	<p>A dedicated service vehicle bay, 7 metres wide x 11 metres long, is provided at the centre of the site, accessed via the crossover at Anderson Street with egress via Costin Street.</p> <p>Appendix E, the Traffic Impact Assessment, provides swept path diagrams which demonstrate the service bay can be accessed via a Refuse Collection Vehicle, Medium Rigid Vehicle and Small Rigid Vehicle.</p>

2.3. Design

The building design has been prepared by leading architectural design firm, Telha Clarke. Telha Clarke is a Melbourne based architecture studio, designing across various project typologies and scales, with an enduring passion for quality living. For the Anderson Street development, Telha Clarke provide the following Design Statement.

"15 Anderson Street sits on the intersection of Anderson, Water and Costin Street, in a well-connected corner position in Fortitude Valley. The driving focus was to reduce the overall volume of the site. This was achieved through breaking the tower into two volumes, nested either side of the recessive vertical garden spine, and further distinguishing the two volumes through the use of colour and materiality.

The podium, in contrast, aims to create a solid base, which embeds the towers in the landscape. The soft curves and horizontal lines reference the flow of water and the erosion of time, linking the architecture and landscape. These horizontal lines continue up the towers. The glazing line is set back from the building edge, creating sun protection and external shading, as well as balcony spaces for outdoor living. The ground level is set back further still, creating the opportunity for street activation and areas of public occupation. Given the footprint of the site, through site access was imperative to allow for ease of circulation. The ground plane is also separated through areas of considered planting and gardens, which offer visual interest and variation to the street.

This language of garden and greenery continues up the building in the form of vertical greenery. Its placement has been considered both aesthetically and practically. The planters to the podium reference the vegetation of a riverbank, whilst offering ease of maintenance from within the car park. The garden spine of vertical planting separates the two towers and can be accessed via a maintenance platform from the roof, as well as from within the building.

The proposal for 15 Anderson Street aims to offer a building which both acknowledges and strengthens the architectural language of the Fortitude Valley area, creating varied spaces for living, interacting, and connecting for residents and the public alike."

In addition to the Design Statement above, information on the key design aspects is provided at **Table 3** below.

Table 3 – Design Summary

Design:	
Building Height:	Twenty-four (24) storeys plus a rooftop terrace, with a maximum tower height of 78 metres. Within the residential building, the prevailing floor to floor height is 3.2 metres, whilst the ground floor has a floor to floor height of 5.0 metres.
Built Form and Massing:	The building comprises two (2) main components, being the podium and the tower. The podium is differentiated from the tower through form, colours and materiality. In particular, the podium has a larger footprint, with the building line brought to the street edge. The tower component is further setback from the street and is separated into three (3) elements, being two (2) towers and a recessed, central vertical garden spine. The three (3) elements are distinguished from each other via different colours and materiality. The tower forms are further softened through the incorporation of curved edges and a recessed façade line.
Orientation:	The ground level urban forecourt and primary pedestrian entrance is orientated towards Water Street, however, shopfronts also address Anderson Street and Costin Street. Above ground, each residential level includes units that are oriented to each boundary.
Setbacks:	<p>The following minimum setbacks are proposed:-</p> <p><u>Ground Level</u></p> <ul style="list-style-type: none"> ■ North – 6.8 metres ■ Costin Street – 6.0 metres* ■ Water Street – 12.0 metres* ■ Anderson Street – 5.0 metres* <p><u>Levels 1 - 3</u></p> <ul style="list-style-type: none"> ■ North – 0.0 metres ■ Costin Street – 1.6 metres* ■ Water Street – 0.0 metres* ■ Anderson Street – 1.4 metres* <p><u>Levels 4 - 24</u></p> <ul style="list-style-type: none"> ■ North – 9.0 metres^ ■ Costin Street – 3.2 metres^* ■ Water Street – 0.8 metres^* ■ Anderson Street – 2.4 metres^* <p><u>Rooftop</u></p> <ul style="list-style-type: none"> ■ North – 11.45 metres^ ■ Costin Street – 5.5 metres^* ■ Water Street – 2.6 metres^* ■ Anderson Street – 6.48 metres^*.

	<p>* These setbacks are measured to new property boundary (i.e. post 2.0 metre, 3.75 metre and 1.25 metre road dedication to Anderson Street, Water Street and Costin Street, respectively).</p> <p>^ These setbacks are measured between the adjacent property boundary and the building line.</p>
Materials & Finishes:	<p>The building incorporates a range of materials and finishes, demonstrated by the 'Material Palette' provided at Appendix B but include façade and balustrade glazing, metal, stone and concrete finishes, with varying colour applications.</p>
Landscaping:	<p>The landscape design has four (4) key components, as outlined below.</p> <p><u><i>Urban Forecourt</i></u></p> <p>The urban forecourt is located at ground level, adjacent to the Water Street and Costin Street intersection. The area will be accessible to the public and will include covered seating areas that are within a landscape setting. The design will be an extension of the approach taken within Water Street, reflecting a naturalised creek environment. The area will acknowledge the connection to First Nations People, with educational signage and artwork incorporated into the design.</p> <p><u><i>Podium Planting (Level 4)</i></u></p> <p>A substantial landscape area is proposed on the Level 4 rooftop, adjacent to the existing residential dwellings to the north. The landscape areas vary between 5.0 – 7.0 metres in width, with most areas having a soil depth of 1.5 metres. To this end, the zone can accommodate substantial shrub and tree plantings, which will soften the interface with the adjoining property but also benefit the surrounding precinct.</p> <p><u><i>Vertical Planting</i></u></p> <p>The design incorporates a central landscaped spine, which separates the two (2) tower forms. The landscaping will be on both the northern and southern elevations, adjacent to private balconies of the central units.</p> <p><u><i>Rooftop Garden</i></u></p> <p>The design incorporates substantial planting to the roof terrace, including a shrub planting to the roof edge and areas available for small tree plantings (with soil depths to 900 mm).</p> <p>For further information, refer to the Landscape Intent Plan at Appendix C.</p>
Earthworks & Retaining:	<p>The proposed development will require earthworks to facilitate the proposed basement carparking level. Further details are to be determined during the detailed design phase of the development.</p>

2.4. Infrastructure, Services and Assets

An overview of the proposed infrastructure services connections and stormwater management strategies are provided at **Table 4** below.

Table 4 – Infrastructure, Services and Assets

Aspect	Response
Water:	The proposed development is to connect to the existing 180mm PE main along Costin Street. For further information, please refer to the Civil Engineering Report prepared by ADG and provided at Appendix F .
Sewer:	The proposed development is to connect to the existing maintenance structure at the intersection of Water Street and Costin Street. For further information, please refer to the Civil Engineering Report prepared by ADG and provided at Appendix F .
Stormwater Quantity:	The development does not require on-site detention. For further information, please refer to the Civil Engineering Report prepared by ADG and provided at Appendix F .
Stormwater Quality:	Stormwater will be treated via proprietary systems before discharge. The devices will include 3 x 690mm PSorb Stormfilter Cartridges and minimum of 3 x OceanGuards with 200-micron mesh bags to treat stormwater collected on site prior to discharge. For further information, please refer to the Civil Engineering Report prepared by ADG and provided at Appendix F .
Required Road Works:	Land is to be dedicated to Council along all the road frontages of the subject site for future widening of the respective road corridors. No major road network upgrades are required to facilitate the proposed development.
Electricity, Data and Telecommunications:	The DBYD search has identified several potential points of connection to the existing electrical and telecommunications infrastructure in the vicinity of the subject site.
Street Tree:	No street trees are currently present along any of the site's road frontages.

2.5. Key Development Statistics

A summary of the key development statistics associated with the proposed development is outlined at **Table 5** below.

Table 5 – Schedule of Areas

Aspect	Area (m ²)
Total Gross Floor Area:	25,616m ²
Plot Ratio:	8.84 x Site Area (8.84:1)

Aspect	Area (m ²)
Total Gross Floor Area (3 Bedrooms):	2,527m ² (10% Total Residential GFA)
Site Cover:	Podium – 2,301m ² (79.5%) Tower – 1,699m ² (56.9%)

2.6. Supporting Information

2.6.1. Architectural Statement

A comprehensive architectural design package has been prepared by Telha Clarke and is provided at **Appendix B**. The documentation includes four (4) components:-

- Preliminaries – This section provides a contextual assessment of the subject site and outlines the design intent.
- Architectural – This section includes the detail plan set, including floor plans, elevations and sections.
- Sun Study Diagrams – This part contains preliminary sun shadow diagrams that are referenced within parts of the planning assessment.
- Buildings that Breathe Assessment – This part assesses the development against the core components of the Brisbane City Council's, *New World City Design Guide - Buildings that Breathe*.

2.6.2. Landscaping

A landscape concept plan has been prepared by RPS Australia East at **Appendix C**. The key aspects of this concept plan package are outlined below:

- The subject site and surrounding area is rich in history, both for traditional owners and settler Australians, with the site situated on land which was once part of a spring-fed creek that is now Water Street.
- This history has influenced the landscape design and species selection of the green spaces, with the proposed urban forecourt themed around a natural creek landscape.
- The landscape design incorporates opportunities for education on the area's history, including information boards.
- The landscape along Water Street is tolerant of intermittent inundation, which is required as Water Street serves as an overland flow path.

2.6.3. Flood Impact Assessment Report

A flood impact assessment report has been prepared by Stormflood Engineering at **Appendix D**. The key findings of the report are outlined below:

- The proposed development will yield an overall decrease in the building footprint, compared to the existing scenario and, therefore, will reduce the obstructions within the extent of the major overland flow path. As such, the development will not create an adverse flooding impact external to the subject site.
- As the proposed development is compatible with the site's type and flood source, no further flood risk assessments are required under the BCC's Flood Overlay Code.
- The development has adopted the minimum recommended design levels.

- Overall, the adopted data, modelling approaches and outcomes allow the report to provide support for the Development Application to Economic Development Queensland, which demonstrates adherence to the Local Government Authority's (BCC) Planning Scheme Policy Requirements.

2.6.4. Traffic

A traffic engineering assessment report has been prepared by TTM Consulting at **Appendix E**. The key findings of the report are outlined below:

- The proposed parking supply is suitable for the proposed development, particularly considering the intent to operate as a 'built-to-rent' model as well as the site's proximity to multiple modes of high frequency public transport and key employment centres.
- The carparking layout is generally compliant with Council standards, with limited instances of Australian Standard compliant solutions.
- The proposed access arrangements are suitable for the scale of the use, both for residential / visitor vehicles and service / refuse collection vehicles, with all proposed crossovers designed to BCC TAPS Policy compliance.
- The proposed servicing areas are appropriate to the anticipated generation of service vehicle trips.

2.6.5. Civil Engineering

A civil engineering report, including an engineering services report and site-based stormwater management plan, has been prepared by ADG Engineers at **Appendix F**. The key findings of the report are outlined below:

- The site is well serviced by reticulated water, stormwater infrastructure, sewerage, communications, gas and electricity, with the proposed development able to utilise these via new connections established during development.
- The proposed development results in an overall decrease in impervious area and therefore post-development flows are to be less than pre-development flows. As such, no on-site stormwater detention measures are required.
- In accordance with the stormwater quality standards of the Queensland Urban Drainage Manual 2017, the State Planning Policy 2017 and the BCC Planning Scheme Policies, a total of three (3) 690mm Psorb Stormfilter Cartridges and a minimum of three (3) OceanGuards with 200-micron mesh bags are to be installed to treat stormwater discharged from the site.

2.6.6. Operational Waste Management

A operational waste management plan has been prepared by TTM Consulting at **Appendix G**. The key findings of the report are outlined below:

- The proposed refuse storage capacity for both the residential and retail components of the use are to be sufficient for the anticipated level of refuse that is to be generated by the use. These facilities are designed in compliance with the BCC standards for refuse storage areas.

- The proposed refuse collection areas, including the servicing bay and bin collection point, are suitable to accommodate the refuse collection vehicle, and for vehicle standing while refuse is loaded.
- It is recommended that the proposed development be serviced by a refuse collection vehicle every second day.
- Refuse arrangements should be conditioned to comply with the provisions of the Operational Waste Management Plan.

2.7. Consultation

2.7.1. Economic Development Queensland

Prelodgement meetings were held with the Economic Development Queensland. A response to matters raised during prelodgement engagement is provided at **Appendix H**.

3. ASSESSMENT PROVISIONS

3.1. Relevant Considerations

Section 33 of the *Economic Development Act 2012* (the Act) identifies a material change of use is defined as Development and is subsequently PDA Assessable Development, as identified at Section 33(3)(b), because it is:

“...(b) development that a relevant development instrument for a priority development area provides is PDA assessable development, including PDA-associated development identified in the instrument...”

In particular, the proposed Material Change of Use is categorised as Permissible Development under Section 2.6.10, Table 2 and Table 2(A) of the *Bowen Hills Priority Development Area Development Scheme*. As such, Section 87 of the Act details that the development application is to be assessed against the following:

- the main purpose of the Act;
- any relevant State interest;
- the Bowen Hills PDA Development Scheme;
- any PDA preliminary approval in force for the relevant land; and
- any preliminary approval under the *Planning Act 2016* in force for the relevant land.

These matters are discussed in further detail below.

3.1.1. Economic Development Act 2012

Section 3 of the *Economic Development Act 2012* outlines the main purpose of the Act as:

“The main purpose of this Act is to facilitate economic development, and development for community purposes, in the State.”

To this end, this Development Application seeks approval for a mixed-use development that is aligned with the land use intent and assessment criteria outlined in the relevant development scheme. As such, the proposed development furthers the purpose of the *Economic Development Act 2012*.

3.1.2. Relevant State Interests

The subject site is impacted by the following State interests, as identified by the State Government interactive mapping system.

State Planning Policy:

- Development and Construction
 - Priority development area
- Natural Hazards Risk and Resilience
 - Flood hazard area - local government flood mapping area
- Strategic Airports and Aviation Facilities
 - Obstacle limitation surface area
 - Wildlife hazard buffer zone
 - Aviation facility

Development Assessment Mapping System:

- Seq Regional Plan Triggers
 - SEQ Regional Plan land use categories (Urban Footprint)
- Water Resources
 - Water resource planning area boundaries

An assessment against the relevant benchmarks associated with these matters of State interest has been undertaken at **Appendix I**. On balance, the proposed development complies with the relevant benchmarks and, as such, does not adversely impact matters of State interest.

Refer to **Appendix I** for a detailed assessment against these relevant matters.

3.1.3. Bowen Hills PDA Development Scheme

An assessment against the Bowen Hills PDA Development Scheme has been undertaken as part of **Appendix I**, including the PDA-wide development criteria and the Mixed Use Zone. On balance, the proposed development achieves compliance with the relevant development intent and assessment criteria outlined in the Development Scheme.

3.1.4. Preliminary Approvals

Preliminary Approvals under the Bowen Hill PDA Development Scheme:

A search of the prior Development Applications within the Bowen Hills PDA has outlined that no PDA preliminary approvals are in place over the site. The only prior application that has been lodged over the subject site (Lot 10 on SP208752) under the Bowen Hills PDA Development Scheme is application DEV2014/558, approved in October 2014.

The application approved a thirteen (13) storey mixed use development including ground floor retail tenancies and an upper storey multiple unit dwelling complex totalling 230 units.

Preliminary Approvals under the *Planning Act 2016*:

A search of Brisbane City Council's Development.i mapping systems outlines that no preliminary approvals under the *Planning Act 2016* are in place over the subject site.

4. KEY PLANNING MATTERS

The following section provides further discussion regarding key aspects of the proposed development and clearly demonstrates that the proposed development is, on balance, an appropriate development outcome.

4.1. Plot Ratio

The development proposes a total GFA of 25,616m² on land with a total site area of 2,896m², yielding a total plot ratio of 8.84:1.

The built form provisions outlined in Section 2.6.3.2 of the Mixed Use Code detail that a site between 1,600m² and 3,000m² can be designed to a maximum plot ratio of 6:1. However, in the case of this proposal, the subject site falls 104m² short of meeting the 3,000m² site area threshold, which allows for a plot ratio of 8:1.

Consistent with prelodgement discussions with Economic Development Queensland, the application of the 8:1 plot ratio is appropriate in this instance because:-

- the site area is only 104m² below the 3,000m² site area that allows for an 8:1 plot ratio and the subject site is otherwise well located, sized, and shaped to accommodate a higher density development.
- a development approval was granted over the subject site in October 2014 (EDQ Reference: DEV2014/558). In assessing the development application, the 8:1 plot ratio was accepted by EDQ.
- the development maintains a total building height of twenty-four (24) storeys, which is consistent with the expectations of the development scheme.
- the development provides a high-quality design outcome and will deliver a community benefit, including a ground level, publicly accessible, urban forecourt.
- the additional gross floor area proposed, being 1,796m² above the gross floor area identified in prelodgement engagement, will not have a determinantal impact on the capacity of infrastructure networks or restrict other development within the PDA from obtaining the intended development densities.
- the development is consistent with development approvals recently granted within the PDA.

Further justification to support the proposed plot ratio is provided below.

4.1.1. Site Attributes & Location

- The subject site is generally rectangular in shape, with frontage to three (3) streets. The shape and frontages allow the development to achieve a larger, regular shaped tower floor plate, with limited potential for adverse impacts on adjacent residents.

- The subject site is located at a low point within the surrounding landscape, with the surrounding land rising to Gregory Terrace and St Pauls Terrace. The local topography, combined with the building achieving a building height consistent with the expectations for the precinct, will ensure the additional GFA does not result in the building becoming an overbearing or discordant element.
- The subject site is well located with respect to public transport. In particular:-
 - the development is located a 500 metre (or 7 minute) walk to the Fortitude Valley Train Station, a central transfer station, providing a connection to all passenger lines within South East Queensland.
 - numerous public bus routes are accessible within a 5 minute walk of the subject site, with major routes travelling along Brunswick Street, St Pauls Terrace and Gregory Terrace.
 - the development is located at 12-minute walk to the RBWH Bus Station, located on the Northern Busway, but which also provides a connection to the Eastern and South East Busway.
 - there are an additional twelve (12) bus routes, all within 400 metre walking distance of the subject site, with service destinations detailed in the enclosed Traffic Impact Assessment (**Appendix E**).
- The subject site is well located with respect to local and regional scale public open space, including the Brisbane Showgrounds and the Victoria Park / Barrambin redevelopment, which will comprise a new 64 hectare park with multiple opportunities for active and passive recreation.
- The subject site is located within walking distance of the King Street employment district, Fortitude Valley and the Central Business District. It is also proximate to key employment zones such as the Royal Brisbane and Women's Hospital, Herston Quarter, and Fortitude Valley Secondary College.
- Primary, secondary and tertiary education facilities are located within proximity of the subject site, including Fortitude Valley.

4.1.2. Building Height

Whilst approval is sought for a larger plot ratio, the development maintains a building height of twenty-four (24) storeys, which is consistent with the expectations for the precinct.

The total building height of twenty-four (24) storeys and approximately 78 metres is consistent with the surrounding development context, as well as the future development intent which, based on the current provisions of the scheme will likely include a number of buildings with a height of thirty (30) storeys.

This context, coupled with the site's location at a low point within the local topography, means that the additional GFA will not cause the development to be an overbearing or discordant element.

4.1.3. Ground Level Open Space

The development will deliver a community benefit through the provision of a significant urban forecourt at the ground level, adjacent to the Water Street and Costin Street intersection, as well as improvements to streetscape activation, pedestrian circulation and connectivity.

Urban Forecourt

The urban forecourt will occupy the ground level space, adjacent to the Water Street and Costin Street intersection. The forecourt will have an area of approximately 300m² with an average depth of approximately 8 metres.

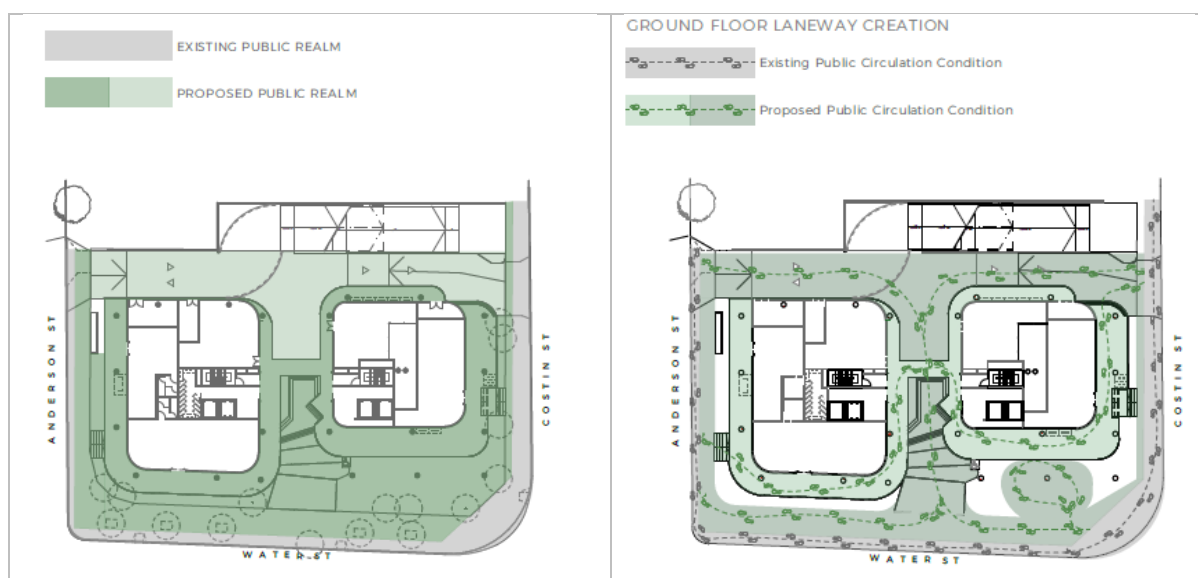
The landscape design will reference the historical context and provide opportunities to educate the public on the importance of the locality to First Nation's People, through the incorporation of informative signage set within a naturalised creek-line landscape. The area will be accessible to the public and include covered seating areas, creating opportunities for people to pause and relax within a naturalised landscape setting.



Insert 3: Extract from the Functional Layout Plan that illustrates the Urban Forecourt proposed at the Water Street and Costin Street intersection.

Public Realm and Pedestrian Connectivity

The development will return most of the ground floor to public realm and will create a new cross-block link, between Costin Street and Anderson Street. As illustrated at **Insert 4**, public access is available to all areas surrounding the internal ground floor, including access to the shared pedestrian and vehicle space that will connect Costin Street to Anderson Street.



Insert 4: Image showing the significant areas at ground level which will transfer from private to public access, including the shared cross-block link between Costin Street and Anderson Street (Source: Telha Clarke, 2022).

Road Verge Widening

The development will facilitate the future expansion of Costin Street, Anderson Street and Water Street via road dedications to each frontage. As detailed in the enclosed Landscape Intent Plan (**Appendix C**) the road widening will also facilitate a larger verge within Water Street, capable of accommodating six (6) large street trees.

The Water Street verge will adjoin the ground floor urban forecourt and, collectively, these areas will provide a wide, shaded, and well-landscaped pedestrian environment, which will link to the pedestrian network within Machinery Street. As such, the development will facilitate the provision of the next component of the pedestrian network that will ultimately connect King Street to Brunswick Street via Water Street.

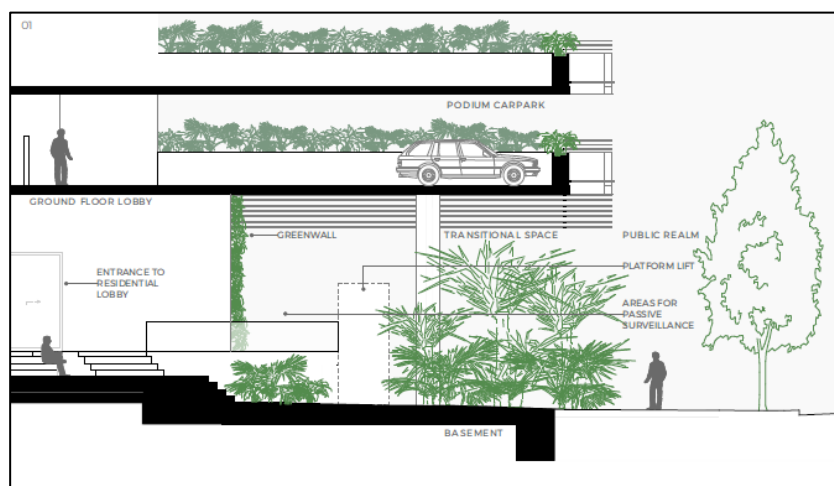
4.1.4. Infrastructure Capacity

The enclosed Civil Engineering Report (**Appendix F**) demonstrates that the additional Gross Floor Area will not have an adverse impact on the capacity of the water, sewer, or stormwater networks. To this end, the additional Gross Floor Area will not limit the ability for other land within the precinct to be developed to its ultimate capacity.

Further, the enclosed Traffic Impact Assessment (**Appendix E**) demonstrates that the proposed development will not have an adverse impact on the surrounding road network, as the net increase in traffic as a result of the proposed scheme is only approximately 20 vehicles per hour.

4.2. Car Parking

The proposed development is to provide a total of 260 parking spaces across four (4) carparking levels. One (1) level is to be provided as basement parking with the other three (3) levels contained within the podium but screened with landscaping to provide an acceptable visual outcome. In response to concerns raised during prelodgement engagement, **Insert 5** below demonstrates that landscaping to the edge of the podium levels will be easily accessible from within the car park and, accordingly, the maintenance of landscaping areas is viable and will ensure the vegetation can be sustained.



Insert 5: Extract demonstrating that maintenance of the landscaping around the edge of the podium parking levels will be accessible from within the car park.

With respect to total car parking supply, Schedule 3 of the Bowen Hills PDA Development Scheme applies a rate of 0.75 residential carparks per unit, with an additional 0.15 carparks required per unit for visitors. A further one (1) carparking space is to be required for each 100m² of retail GFA under the Brisbane City Plan Transport, Access, Parking and Servicing Planning Scheme Policy, to which the development scheme defers all other parking rates.

As the development application provides an alternative supply rate, an assessment of these carparking rates has been undertaken within the Traffic Impact Assessment (**Appendix E**). The report determined that the proposed 260 total carparking spaces are sufficient to service the development on the following grounds:

- The proposed build-to rent model is to operate differently to a standard multiple unit dwelling complex, with the model catering to residents with a reduced reliance on car ownership.
- The location of the subject site is near several high quality public transport options. A summary of the nearby public transport routes is provided at Table 3.3 of the Traffic Impact Assessment but includes high frequency public bus and train services, all within walking distance of the subject site.
- The proposed development seeks to encourage active transportation modes, with the subject site located within walking distance to entertainment / employment centres such as the King Street employment precinct and the Central Business District.
- 288 bicycle parks are to be provided for residents and visitors to encourage cycling as an alternative to private transport.

- The proposed development incorporates a dedicated car share / ride share waiting zone to reduce residents' need for vehicle ownership.
- The proposed car parking supply is consistent with the supply rates adopted in other development approvals, recently issued within the PDA.

Refer to **Appendix E** for a detailed assessment against the prescribed parking requirements.

4.3. Setbacks

The subject site is constrained due to the three (3) street frontage, but also because each of these frontages is subject to further road widening. To this end, the proposed development scheme nominates some alternative solutions to the setback requirements stated at Table 2.6.2.2, however, these setbacks are warranted because:-

- The design provides substantial setbacks at ground level, which increase the areas available to the public and will significantly increase the sense of space at the Water Street and Costin Street intersection.
- The design has actively sought to avoid and minimise potential impacts to the land to the north by offsetting the building line 9.0 metres from that boundary and providing a substantial rooftop garden at podium level, in the area adjoining the common boundary.
- To achieve the above, whilst maintaining a yield and layout that is appropriate for the site, the design has reduced some tower setbacks to the three (3) street frontages, noting that:-
 - Water Street is expected (ultimately) to achieve a road reserve width in the order of 14 metres. As such, the development will achieve setbacks in the order of 18 metres between the proposed building line and the building line of future development south of Water Street.
 - Costin Street will achieve a road reserve of approximately 16 metres post road widening. The tower is setback between 1.5 metres to 3.5 metres from eastern boundary (post road widening). To this end, the development will achieve a setback of approximately 18 metres to the three (3) story car park that is located to the opposite side of Costin Street.
 - Anderson Street will achieve a road reserve of approximately 16 metres post road widening. The tower is setback between 1.4 metres and 2.4 metres from the western boundary (post road widening). To this end, the development will achieve a setback of approximately 18 metres to any future redevelopment of land located to the opposite side of Anderson Street.
- The mass of the tower component has been reduced through setbacks in the façade line, introduction of a significant vertical landscape element and variation in materials, colours and finishes.

To this end, the slight reduction in setbacks to the street frontages will not result in overbearing or imposing development, given sufficient building to building separations are achieved and the design incorporates substantial variations which will reduced the perceived bulk.

4.4. Overland Flow Path

The subject site is partially located within the Overland Flow Flood Planning Area Sub-Category of the Flood Overlay of Brisbane City Plan 2014.

A Flood Impact Assessment Report (provided at **Appendix D**) has been prepared by Stormflood Engineering to analyse the flooding risk over the subject site and ensure that the flooding conditions on and off site are not worsened because of the development.

The assessment centres around the existing built form on the site creating an impermeable wall around the site's boundary, obstructing the flow path and creating a worsening of flooding conditions for surrounding sites. As the proposed development is to deliver the ground floor urban forecourt primarily as landscaped open space, the assessment has determined that the proposed development is to create a net reduction on the obstructable area adjacent to Water Street and, therefore, will increase the site's flood storage capacity. As such, the proposed development is to create an improvement in the flooding conditions along Water Street.

Further, all vehicle access points, habitable areas and essential servicing components have been designed to achieve the minimum specified floor level requirements. For further information, refer to the Flood Impact Assessment, provided at **Appendix D**.

5. CONCLUSIONS AND RECOMMENDATION

This town planning report has been prepared by *Property Projects Australia Pty Ltd* ("the applicant") in support of a development application lodged over land located at 15 Anderson Street, Fortitude Valley QLD 4006 being more formally described as Lot 10 on SP208752.

Specifically, this development application seeks a development approval for the following aspect:-

- Development Permit for Material Change of Use – Multiple Dwelling (400 Units) and Ground Level Shops and Food and Drink Outlet.

This town planning report demonstrates that the development application, on balance, is consistent with the purpose of the *Economic Development Act 2012*, the relevant State interests, and assessment provisions of the Bowen Hills PDA Development Scheme applicable to the proposed development.

Therefore, pursuant to Section 85 of the *Economic Development Act 2012*, the development application is recommended for approval, subject to reasonable and relevant conditions.