

6. Proposed Changes

Amendments are proposed to the approved development to facilitate permanent power infrastructure via an Energex substation. This change is necessitated following consultation with Energex who required a substation for the site in lieu of a pad mount transformer (PMT). As a result, the proposed amendments generally comprise the following:

- installation of a substation within the car parking area and removal of previously documented PMT;
- associated architectural and façade modifications to accommodate the new infrastructure;
- reconfiguration of onsite car parking in relocating three car parks and a shared bay to the south-western corner of the site boundary previously identified for the PMT. No net loss of car parking is proposed;
- minor reduction in ground floor aisle width;
- minor updates to the pedestrian entry and landscaping along the southern boundary; and
- minor architectural and landscaping amendments to reflect the incorporation of the substation.



Figure 1: Approved Ground Floor Plan (A006612775) (Source: Jackson Teece)



Figure 2: Proposed Amended Ground Floor Plan (Source: Jackson Teece)

Car Parking Layout

As illustrated in *Figure 1* and *Figure 2* above, the proposed amendments do not reduce the approved car parking provision or materially alter the overall development outcome approved on the site. The substation is located generally in the location of approved parking spaces 11 to 13, which have been relocated to the

previous PMT location to ensure no net loss of car parking spaces. There are minor changes to the location of structural columns following further detailed design which does not impact the operation of the car park.

Advice from Energex confirms support for the scale and location of the proposed substation. In addition, a Traffic Engineering Letter prepared by PTT confirms the proposed amendments remain suitable from a traffic engineering perspective. The revised layout retains the approved 32 on-site car parking spaces and maintains compliance with the relevant requirements of the Brisbane City Council Transport, Access, Parking and Servicing Planning Scheme Policy and Australian Standard AS2890.1. The memorandum confirms that appropriate parking dimensions, aisle widths, manoeuvring areas, servicing arrangements and pedestrian access are maintained and continue to operate safely and efficiently.

A swept path assessment completed by PTT demonstrates that the revised layout can accommodate the manoeuvring requirements of passenger vehicles, service vehicles and refuse collection vehicles without adversely impacting the operation of the development (refer Figure 3). Furthermore, the relocation of the previously approved PMT from the south-west corner of the site improves sight distances between vehicles entering and exiting the ground floor car park relative to the approved arrangement. Whilst sight lines remain partially constrained by the stepped wall, gas meter enclosure and vehicles parked within space 32, a convex mirror will be installed adjacent to the internal driveway intersection to further improve visibility and reduce the potential for vehicle conflicts, in accordance with the traffic engineering recommendations.

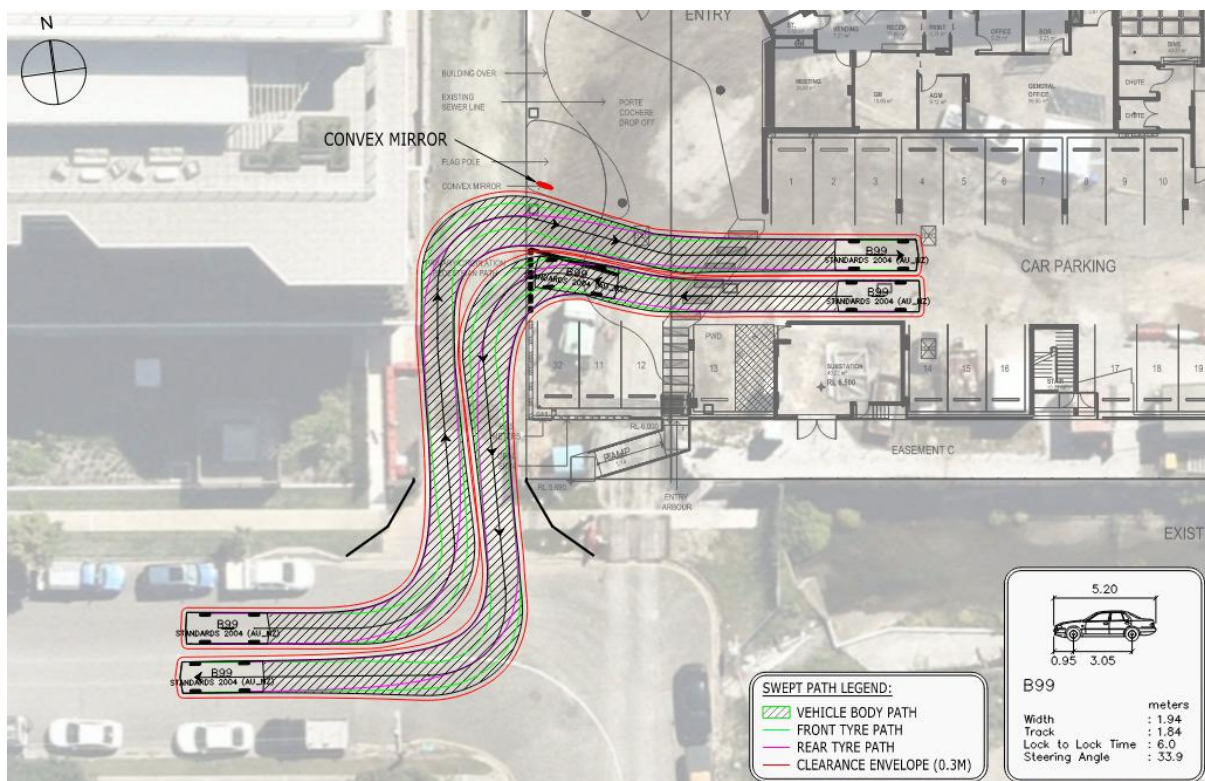


Figure 3: B99 Swept path access and egress adjoining new substation (Source: PTT)

Pedestrian Access and Landscaping

Pedestrian access to the site has shifted west from the approved position due to the substation location. Notwithstanding, the entry arbour maintains a legible pedestrian access and sense of entry to the site. A direct pedestrian crossing from the site boundary to the entry lobby of the building is provided to offer pedestrian prioritised movement through the car park, consistent with the approved outcome.

To further enhance the streetscape presentation of the development, additional landscaping is proposed adjacent to the revised car parking arrangement and substation interface. In response to the prelodgement meeting held with Council, the inclusion of a large canopy tree was explored however the south-west corner of the site is heavily constrained by existing and proposed service infrastructure as illustrated in

Figure 4. Accordingly, the proposal incorporates garden bed planting and soft landscaping treatments to improve visual amenity and soften the built form at this corner of the site.

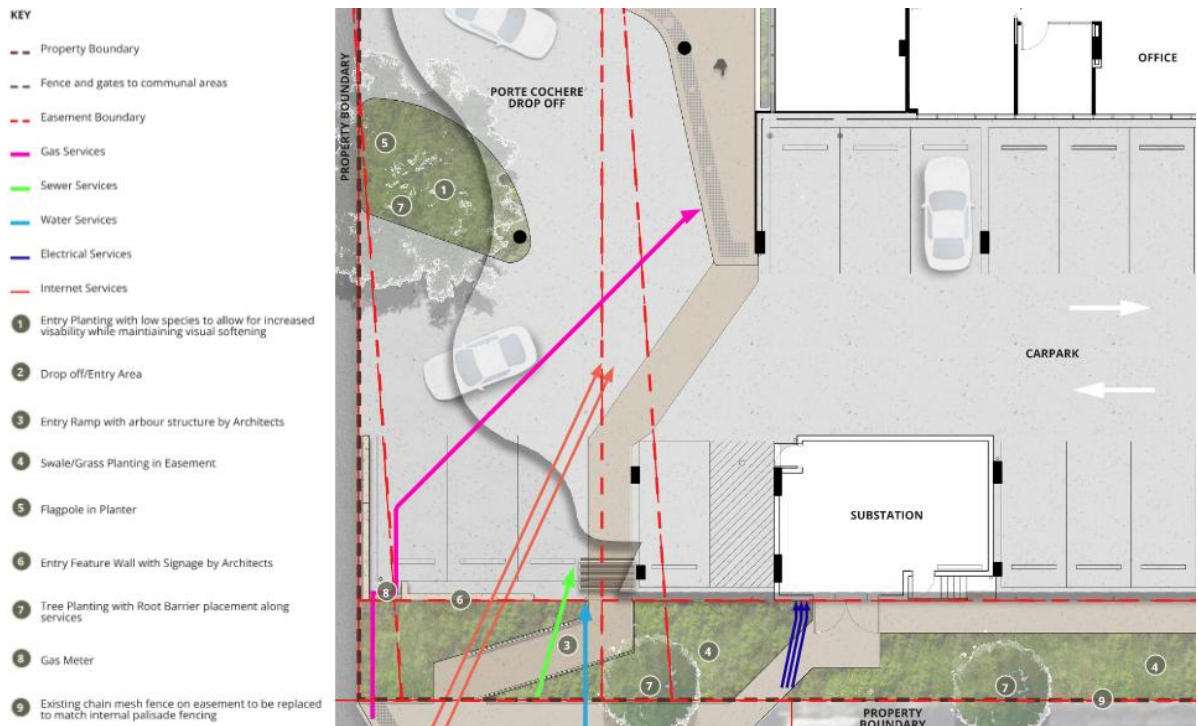


Figure 4: Proposed Landscaping Plan – Ground Floor (Detailed Plan 2) (Source: Arcadia)

Architectural Treatment

The proposed new substation is located within the ground floor of the existing building footprint. To integrate the substation with the balance of the building, the external finish of the infrastructure retains the approved lightweight and natural colours and finishes. As the substation is located within the existing development footprint, the changes do not result in any increase in bulk or scale, and is consistent with the existing approved building appearance.



Figure 5: South-western perspective with substation (Source: Jackson Teece)