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Town Planning Report

46-50 Racecourse Rd, Hamilton

September 2026

Prepared for: 50 Racecourse Road Developments



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The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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Executive Summary

Urbis Ltd, on behalf of *50 Racecourse Road Developments Pty Ltd*, has prepared this Town Planning Report in support of a development application for a Development Permit for a Material Change of Use for Multiple Dwelling (29 units) and Centre Activities (Food and Drink Outlet and Shop) at 46–50 Racecourse Road, Hamilton, described as Lot 1 on RP43180, Lot 2 on RP43180 and Lots 0 to 6 on BUP1879.

The proposal seeks to redevelop a prominent site along Racecourse Road through the delivery of a high-quality mixed-use development comprising active ground-floor commercial tenancies, residential accommodation and rooftop communal recreation areas. The site occupies a highly accessible location and adjoins St Augustine's Anglican Church and Hamilton Town Hall (indirectly), requiring a built form response that carefully balances development intensity, streetscape activation, heritage considerations and residential amenity.

The proposal has been specifically designed to respond to its unique context through a highly articulated architectural form, substantial landscaping, active street frontages, deep planting and sensitive interface treatments. Particular emphasis has been placed on maintaining important view corridors to St Augustine's Anglican Church, reinforcing the established tree-lined character of Racecourse Road and providing an engaging pedestrian environment.

This report assesses the proposal against the relevant assessment benchmarks of the *Brisbane City Plan 2014* and the applicable provisions of the *Planning Act 2016*.

Overall, the proposed development represents an appropriate and well-considered planning outcome that supports the ongoing evolution of the Racecourse Road and warrants approval, subject to reasonable and relevant conditions.

As described above, this application involves the following aspects of development:

Table 1 - Aspects of Approval Sought

Aspect of Development	Development Approval Sought	Category of Assessment
Material Change of Use for Multiple Dwelling (29 Units) and Centre Activities (Food and Drink Outlet and Shop)	Development Permit	Impact Assessment



Key Details

Table 2 – Key Details

Key Details	Proposal
Site Address	46 – 50 Racecourse Road, Hamilton
Real Property Description	Lot 1 & 2 on RP43180; and Lot 0, 1, 2, 3, 4, 5, & 6 on BUP1879
Local Categorising Instrument	Brisbane City Plan 2014 (Version 36)
Zone	District Centre (DC1)
Neighbourhood Plan	Racecourse Road Precinct (Neighbourhood Plan Precinct (NPP) 001)
Proposed Development	Material Change of Use for a Multiple Dwelling (29 units) and Food and Drink Outlet and Shop
Level of Assessment	Impact Assessment
Referral Agencies	N/A



Reasons for Approval

Overall, this report demonstrates that the proposed development should be approved for the following reasons:

- The proposed development is consistent with the planning intent for the site as established by the Brisbane City Plan 2014. This is discussed, in detail, throughout this town planning assessment report.
- The proposal delivers a high-quality mixed-use development that supports the ongoing vitality and viability of Racecourse Road.
- The development provides an active and engaging streetscape outcome through retail tenancies, outdoor dining areas, landscaping and passive surveillance.
- The proposed development represents an iconic, high-quality design that is consistent with the subtropical character of the surrounding locality. The proposed development exhibits architectural excellence through finishes and innovative subtropical landscaping outcomes that achieve the design principles sought in the Buildings that Breathe Design Guide.
- The development achieves a respectful relationship with St Augustine's Anglican Church through increased separation, landscaping and the preservation of important view corridors.
- The proposal provides an appropriate transition to adjoining residential properties through setbacks, deep planting, landscaping and privacy treatments. The development does not result in any significant or undue adverse impacts on surrounding land uses or the envisaged street environment. The design of the proposal has been tailored to its location and is of a built form and scale appropriate to its surroundings.
- The proposed building height, setbacks and streetscape outcomes achieve the intent of the relevant Performance Outcomes and result in a superior built form outcome.
- The development makes efficient use of a well-located site within an established centre and supports urban consolidation in close proximity to public transport, services and employment opportunities.
- The proposal represents an appropriate planning outcome that is consistent with the intent of the Brisbane City Plan 2014 and warrants approval subject to reasonable and relevant conditions.
- The proposal is supported by a suite of technical assessments, provided as appendices to this town planning report, demonstrating compliance with relevant design and technical standards.



1 Introduction

1 Introduction

Urbis Ltd has prepared this town planning report in support of a development application on behalf of 50 Racecourse Road Developments Pty Ltd (the **Applicant**). The land subject to this development application comprises various allotments at 46 – 50 Racecourse Road, Hamilton. The land is formally described as Lot 1 and 2 on RP43180, and Lots 0 to 6 on BUP1879 (the **'Site'**). The development application seeks Council approval for the following Development Permit:

- Material Change of Use for Multiple Dwelling (29 units) and Centre Activities (Food and Drink Outlet and Shop).

The proposed development comprises a five storey Multiple Dwelling, supported by active ground level uses, extensive landscaping providing a lush environment and ensuring residential privacy, and improved public realm outcomes through the provision of three ground level retail tenancies servicing residents and visitors to the site. The site occupies a prominent position along Racecourse Road and forms a central position to the Racecourse Road retail strip which is currently undergoing intense revitalisation and redevelopment.

The proposal will deliver a high-quality subtropical architecture, vibrant ground plane activation and new public connections between Hamilton and Ascot. It will make a significant contribution to the Racecourse Road Streetscape and reflect the ongoing revitalisation and densification of Hamilton's key district centre.

This report addresses the merits of the proposed development and its compliance with the applicable assessment benchmarks under the Brisbane City Plan 2014 (the **'City Plan'**). Under the categorising provisions of the City Plan, the proposal is subject to **Impact Assessment**.

This report is accompanied by and should be read in conjunction with the following drawings and technical reports:

- **Appendix A** – Property Searches;
- **Appendix B** – Landowner's Consent;
- **Appendix C** – DA Form 1;
- **Appendix D** – Brisbane City Council Code Assessment;
- **Appendix E** – Architectural Plans, prepared by *DKO Architecture*;
- **Appendix F** – Landscape Plans, prepared by *Lat Studios*;
- **Appendix G** – Civil Engineering Report, prepared by *Create Engineers*;
- **Appendix H** – Traffic Impact Assessment, prepared by *Lambert & Rehbein*;
- **Appendix I** – Waste Management Plan, prepared by *Colliers*;
- **Appendix J** – Site Based Stormwater Management Plan, prepared by *Create Engineers*;
- **Appendix K** – Air Quality Assessment, prepared by *Vipac Engineers and Scientists Limited*;
- **Appendix L** – Arboricultural Impact Assessment, prepared by *Independent Arboricultural Services*;
- **Appendix M** – Heritage Impact Assessment, prepared by *Urbis*; and
- **Appendix N** – Noise Impact Assessment, prepared by *E-Lab*.

This report provides an assessment against all the relevant categorising instruments identified under section 45(5) of the Planning Act. This report provides the applicant's assessment against these provisions and concludes that the development is appropriate, generally consistent with State legislative framework and the existing local planning scheme controls and intent for the area and is not anticipated to impact upon the amenity of the locality.

Council's approval of the application is therefore recommended, subject to relevant and reasonable conditions.

2 The Site

2 The Site

2.1 Site Details

The subject site is located at 46–50 Racecourse Road Hamilton, formally described as Lot 2 and Lot 1 on RP43180 and Lot 0, 1, 2, 3, 4, 5, and 6 on BUP1879 (refer to **Figure 1**). The site has a total area of 1,856m² with a frontage of approximately 45 metres to Racecourse Road, one of Hamilton’s principal commercial and mixed-use corridors. The site is generally flat and consists of two freehold rectangular land parcels, with Lot 0 on BUP1879 further divided into six Building Units Plan (BUP) parcels.

The site occupies a strategically located position within the District Centre Zone and Racecourse Road Precinct, placing it within one of Brisbane’s most accessible mixed-use centres. The site’s consolidated landholding represents a significant opportunity for residential uplift and infill development to align with the broader intentions of Brisbane City Council to increase density in well-served locations.

Key details of the site are outlined in **Table 3**.

Table 3 – Key Details

Site Details	The Site
Address	46 – 50 Racecourse Road, Hamilton
Real Property Description	Lot 2 on RP43180 and Lot 1 on RP43180; and Lot 0, 1, 2, 3, 4, 5, 6 on BUP1879.
Site Area (approx.)	Lot 2 on RP43180: 617m ² Lot 1 on RP43180: 617m ² Lot 0, 1, 2, 3, 4, 5, and 6 on BUP1879: 622m ² Total: 1,856m²
Contaminated Land	N/A
Easements	N/A
Existing Land Use	46 Racecourse Road contains a 3-storey multiple dwelling; 48 Racecourse Road contains a 2-storey dwellings; 50 Racecourse Road is vacant having been cleared in 2024 (noted from aerial imagery)

Figure 1 – Site Aerial



Source: Nearmap, 2026

2.2 Land Ownership and Encumbrances

The site comprises freehold land owned by various landowners confirmed through the Title Search enclosed in **Appendix A**. Landowner's consent to lodge this development application is provided in **Appendix B**.

There are no easements relevant to this site and the site is not located in the contaminated land or environmental management register.

2.3 Immediate Surrounds

The site's immediate surrounds are summarised below and shown in **Figure 2**:

- **North** – St Augustine's Anglican Church is located directly north of the site, together with low to low-medium density housing and a fragmented commercial and retail strip. This church and its grounds are identified as a Local Heritage Place. The Racecourse Road frontage is strongly defined by established poinciana street trees and forms part of a historic local centre known for its community character and activity. The area is well suited to increased density, supported by existing infrastructure and high-frequency public transport connections.
- **East** – Three-storey multiple dwellings are located directly east of the Site. These dwellings reflect an early intensification of Racecourse Road, acknowledging the need for higher density living to be co-located with commercial uses. Kingsford Smith Drive provides an arterial connection to Brisbane Airport and the Brisbane CBD.
- **South** – Immediately south is a public pedestrian pathway that connects Racecourse Road through to Charlton Street, with Hamilton Town Hall (Queensland Heritage Place) beyond. The broader area to the south connects to the Lores Bonney Riverwalk and Bretts Wharf ferry terminal and includes community

infrastructure such as the Brisbane City Council Hamilton Library. It is characterised by a mix of centre activities and low-medium density residential uses, where dwellings sit close to food and drink outlets, shops and commercial premises. This co-location of residential and higher-activity uses is an established feature of the locality and is not new or unusual in this centre context.

- **West** – The area to the west is predominantly characterised by one- to two-storey infill housing on historically larger residential lots, with some two- to three-storey multiple dwelling developments. It also includes home-based businesses, reflecting an area with capacity for renewal, economic diversification and more productive use of well-located land.

Beyond the adjoining sites, the wider locality contains several established five-storey multiple dwellings, reflecting a mixed-height urban environment and demonstrating that a variety of building scales is an established feature of the area. This context is discussed in further detail in Section 2.4.

Figure 2 – Immediate Context



Picture 1 – St Augustine's Anglican Church, directly adjacent and North of the Site



Picture 2- 3-storey development East of the Site

Source: Google Maps, 2022

Google Maps, 2023



Picture 3 – Pedestrian pathway and Hamilton Town Hall

Source: Google Maps, 2022



Picture 4 – Residential Infill Dwellings to the West of the Site

Source: Google Maps, 2023

2.4 Surrounding Context

The site occupies a highly strategic location within Hamilton's District Centre (refer to **Section 7.3**), fronting the established Racecourse Road Main Street and benefiting from direct access to an exceptional concentration

of transport, community and lifestyle amenities (See **Figure 3**). Relevantly, there are a number of 5 storey multiple dwellings in this area, as detailed below in **Section 2.5**.

Recent investment through Brisbane City Council's Growing Precincts Together Program (discontinued for Racecourse Road in 2023) has strengthened the precinct's appeal through public realm improvements, support for local businesses and streetscape upgrades that modernise the centre while respecting its traditional tree-lined character.

Anchored by the Eagle Farm and Doomben Racecourses, the precinct has matured into a vibrant destination that accommodates more than 180 businesses, including cafés, restaurants, bars, boutiques, fresh food providers, beauty services and professional offices. This diverse mix of uses creates an active and walkable environment that attracts residents, workers and visitors throughout the day and evening, reinforcing Racecourse Road's role as a genuine destination rather than a local convenience centre.

Figure 3 - Surrounding Context



Source: Nearmap, 2025

The site places future residents within easy reach of employment, recreation and everyday services. Frequent bus services along Racecourse Road and Kingsford Smith Drive connect directly to the Brisbane CBD and broader public transport network, while the Brett's Wharf Ferry Terminal sits within a comfortable 5 minute walk. Brisbane CBD can be reached in approximately 30 minutes by public transport or 14 minutes by car, while Brisbane Airport is only 8.3 kilometres away via Kingsford Smith Drive and Southern Cross Way. Few suburban locations offer the same level of accessibility to major employment, transport and lifestyle destinations.

Importantly, the site sits at the centre of a locality experiencing significant strategic investment and growth. Immediately to the east, the Northshore Hamilton Priority Development Area is planned to accommodate more than 14,000 homes and approximately 24,500 residents, representing one of Queensland's largest urban renewal projects. Together with the ongoing evolution of Portside Wharf as a major mixed-use destination for retail, dining, entertainment and short-stay accommodation, this investment reflects a clear and deliberate shift towards higher-density living across the broader Hamilton precinct.

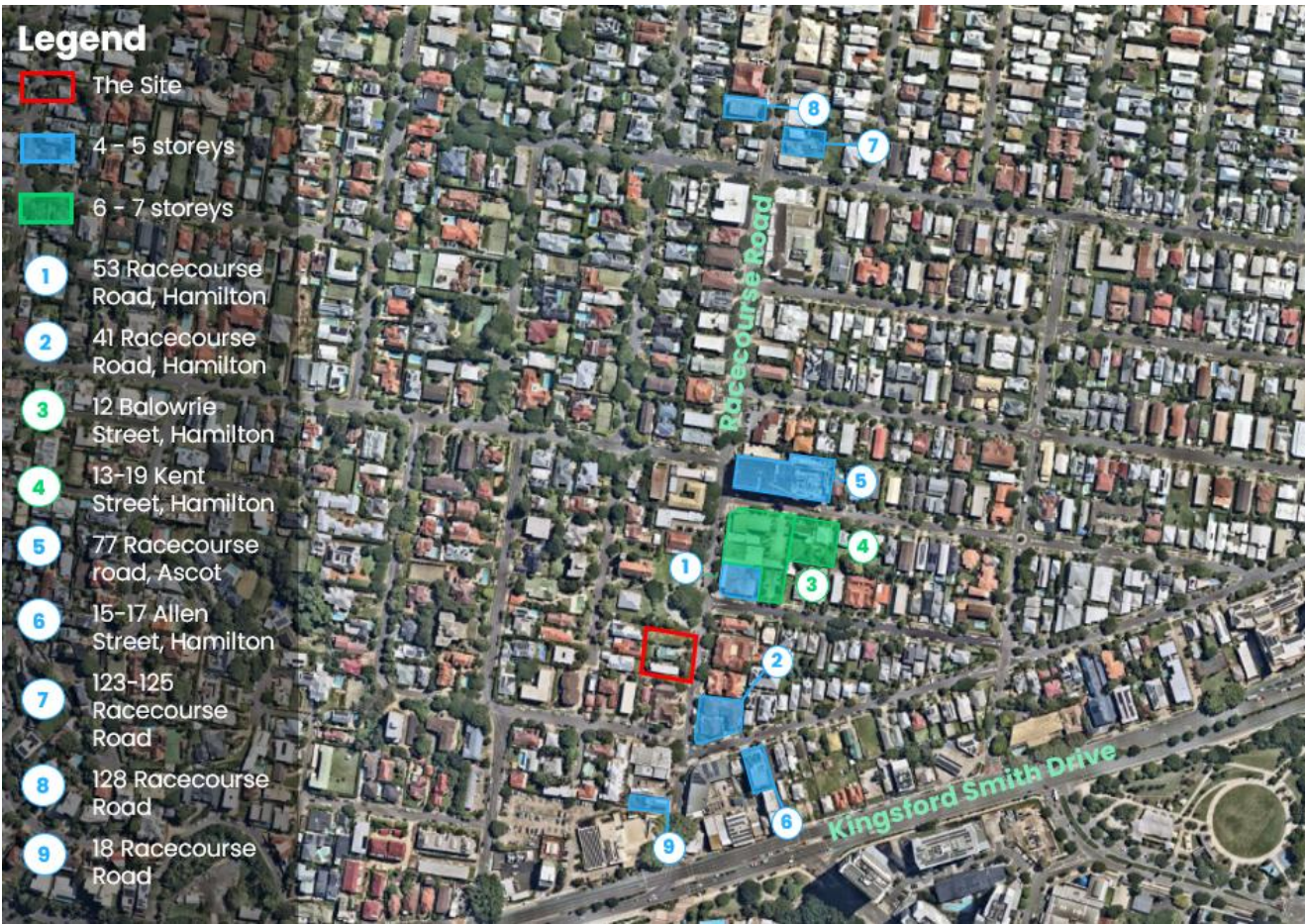
In respect to the emerging context of the locality, the site is exceptionally well positioned to accommodate additional residential density. It sits within a thriving centre, benefits from outstanding connectivity and community infrastructure, and forms part of a broader corridor that is actively transitioning towards a more urban, diverse and higher-density future. The combination of attributes supports the delivery of additional residential density and centre activities in a location where growth is occurring and can be accommodated efficiently and sustainably.

2.5 Surrounding Approvals

The site benefits from various surrounding approvals as Racecourse Road is undergoing progressive renewal, with older, commercial style buildings being replaced by contemporary medium-rise mixed-use developments. Recent approvals within the locality, as identified in **Figure 4** and **Table 4**, demonstrate an emerging scale and built form that reflects a considerable increase in height above current Neighbourhood Plan Controls. These approvals indicate that Brisbane City Council is increasingly acknowledging the existing Neighbourhood Plan has not kept pace with Brisbane’s current housing and growth needs.

The Racecourse Road Precinct (NPP-001) supports higher density mixed-use development along Racecourse Road, owing to strong access to public transport and commercial opportunities. Increased mixed-use density along this corridor will reinforce its primary focal point for retail, small business and café and dining activity, improving commercial viability and strengthening the role of the precinct in supporting local economic growth.

Figure 4 – Surrounding Development Approvals



Source: Nearmap 2026, marked up by Urbis

Table 4 – Surrounding Approvals

Council Reference	Address	Level of Assessment	Approval Date	Site Cover	Storeys
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A007001715	53 Racecourse Road	Impact	10/08/2026	Maximum 84%	5 storeys
A006915450	12 Balowrie Street, Hamilton	Impact	13/05/2026	Maximum 87%	6 storeys
A006992815	13–19 Kent Street, Hamilton	Impact	In progress, submitted 31/03/2026	Maximum 66.45%	7 storeys
A006992584 / A006560134	77 Racecourse Road, Ascot	Impact	27/04/2026	Maximum 91%	5 storeys
A004034081	15–17 Allen Street, Hamilton	Impact	15/01/2016	Not stated	5 storeys
A006971515	123–125 Racecourse Road	Impact	In progress – lodged 2/3/2026	Maximum 90%	5 storeys
A006790424	128 Racecourse Road	Impact	10/10/2025	72%	5 storeys
A006524525	18 Racecourse Road	Impact	5/11/2024	60.4%	5 storeys
A001613029	41 Racecourse Road, Hamilton	Impact –Generally Appropriate	17/10/2004	Maximum 83%	4 storeys

Collectively, these approvals establish a contemporary planning context that informs a higher density framework and the strategic importance of Racecourse road as a centre capable of accommodating increased residential density and commercial activity. The proposed five-storey development is consistent with development approved throughout the corridor and is supported by a modest site cover of approximately 69%. In this regard, the proposal contributes to the continued evolution of Racecourse Road as a vibrant mixed-use centre.

2.6 Existing Site Approval

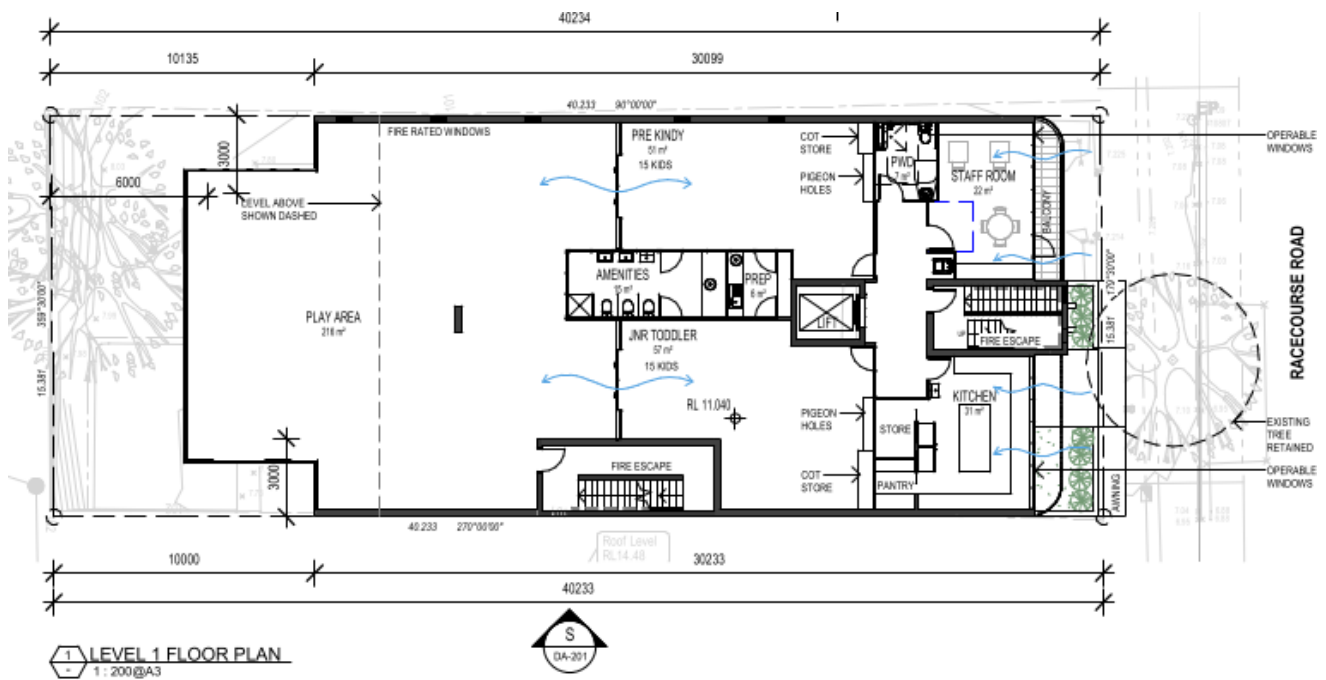
The site benefits from an existing approval for a Development Permit for a Material Change of Use for a Childcare Centre over 50 Racecourse Road, Hamilton, formally described as Lot 1 on RP43180 (Council Ref: A005990374). **Figure 5** below shows the floor plan and elevations of the approval.

The recent approval demonstrates that Council has previously assessed and supported building envelopes that include variations to side, front and rear boundary setbacks over the site. Notably, this approval related to a considerably smaller landholding, applying only to 50 Racecourse Road, compared with the broader site now proposed. The approval was for 3 storeys (20.34m RL).

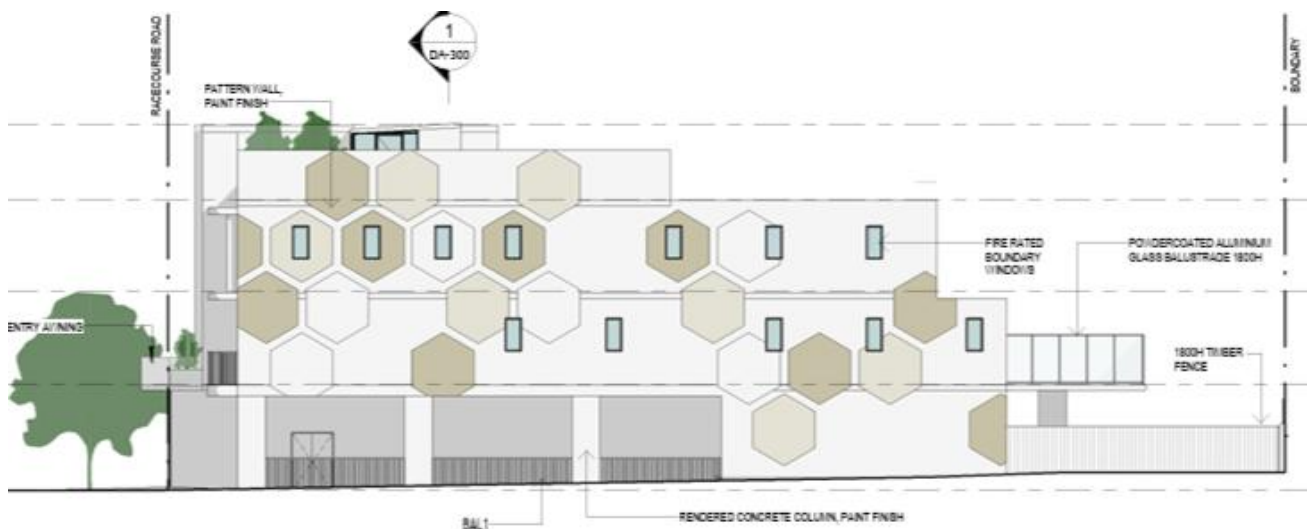
The key details of the reduced setbacks were as follows:

- Front – Reduced front boundary setback to levels above ground of 2.45m.
- Side – Side boundary setbacks delivered a built to boundary outcome to all three levels, including windows and openings to the north.
- Rear – Reduced rear setback to 5.2m at Level 1 including an elevated platform overlooking the rear.

Figure 5 – Existing Approval

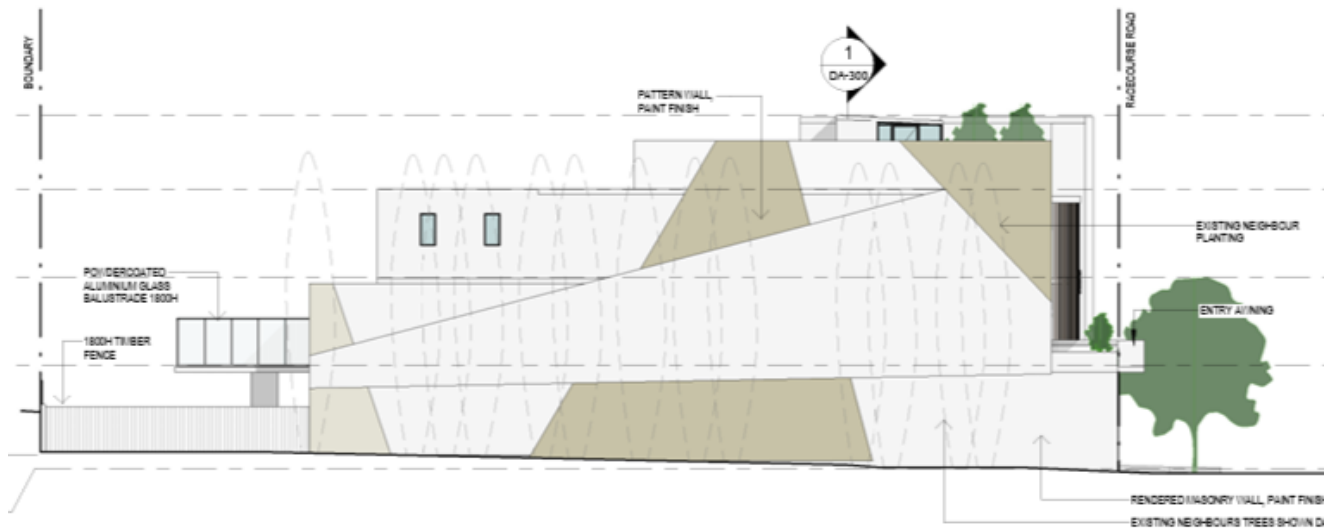


Picture 5 Level 1 Floor Plan



Picture 6 North Elevation

The current proposal applies to a substantially larger consolidated landholding and achieves a built form outcome that is more responsive to neighbouring interfaces through the incorporation of increased landscaping, deeper building separation distances and a greater emphasis on residential amenity. Importantly, while the approved Childcare Centre established the acceptability of a compact urban form, the current proposal delivers a more nuanced built form response that incorporates articulated façades, upper-level setbacks, deep planting and landscape buffering. Consequently, the proposed development achieves equal or improved planning outcomes when compared to the previously approved envelope while delivering a significantly greater public benefit through the provision of additional housing and active ground floor uses.



Picture 7 South Elevation

Source: Red Door Architecture

3 The Proposal

3 The Proposal

3.1 Overview

This development application comprises a five storey build-to-sell apartment model in Hamilton. The development will deliver a total of 29 units, comprising six two-bedroom apartments, fourteen three-bedroom apartments, eight three-bedroom apartments with multi-purpose rooms, and one four-bedroom apartment, above an activated ground floor retail tenancy (see **Figure 6**).

Specifically, this development application seeks approval for the following:

- Development Permit for a Material Change of Use for a Multiple Dwelling (29 units) and Centre Activities (Food and Drink Outlet and Shop)

The proposed design is of a compatible scale and provides a high level of green amenity through various landscaping forms and materiality that is suited to the context of the site and contributed to the historical character of Hamilton. The proposal is sympathetic to the adjoining local heritage place and places an emphasis on protecting key views to and from the church.

Overall, the proposal delivers a high-quality built form that responds to its environmental context and acoustic constraints while simultaneously prioritising safety and active uses for residents. The development will contribute to the ongoing renewal of the Racecourse Road precinct by increasing residential population, economic-vibrancy, and through the provision of a pedestrian-oriented interface through extensive screening and accessibility.

Figure 6 – Racecourse Road Elevation

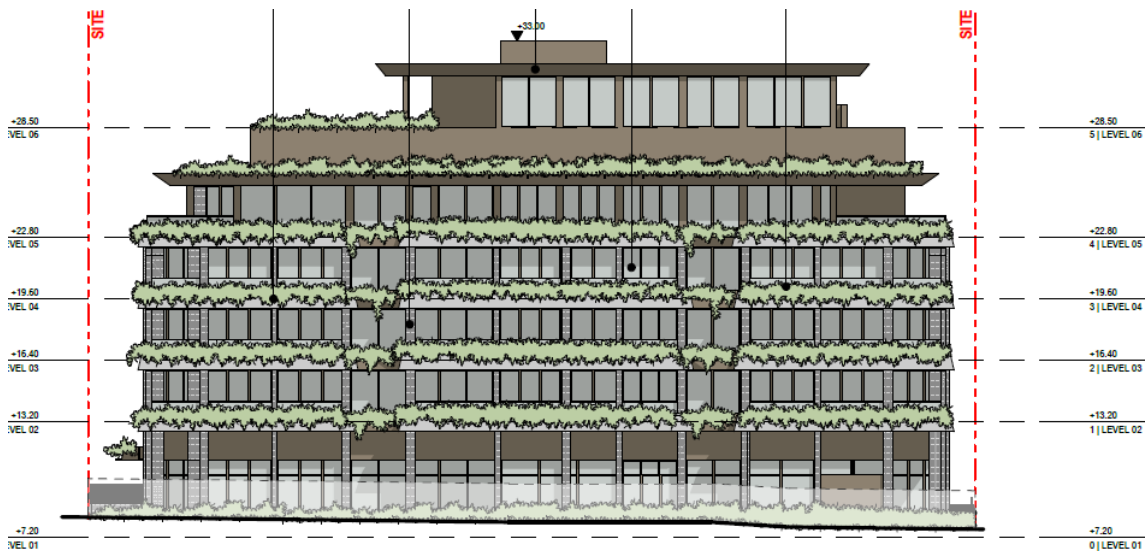


Source: DKO Architecture, 2026

Table 5 – Key Development Parameters

Item	Summary
Building Height	5 storeys, plus rooftop level (RL 32.1)
Unit Mix	6 x 2-bedroom units

Figure 7 – Racecourse Road Western Elevation



Source: DKO Architecture, 2026

The proposal incorporates a varied setback regime that responds to the site's traditional and residential interfaces, with larger setbacks provided to the rear. A setback comparison against the relevant City Plan Provisions is provided in **Section 8** below, demonstrating that the proposal has been carefully considered to balance streetscape activation and neighbouring amenity outcomes. The building footprint occupies approximately 69.9% of the site area, enabling the provision of landscaping, deep planting and communal open space that further softens the built form and reduces the overall perception of bulk.

Ground floor activation is centred on the retail tenancies fronting Racecourse road, creating an engaging and active frontage that contributes to the vitality and economic vibrancy of the area. This active edge ensures the development contributes positively to the Racecourse Road streetscape and interface with Anglian Church, while maintaining an appropriate relationship with adjoining development. Through community consultation, the church provided support for the positioning of the retail on this corner to ultimately activate the edge and allow a space for the public to admire their building.

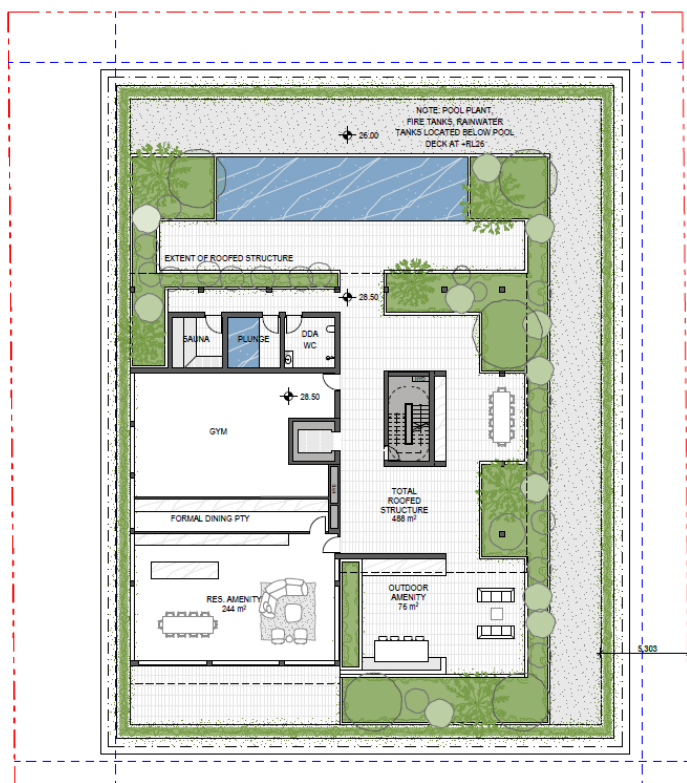
In contrast, residential uses are located toward the rear of the ground floor, providing a more compatible interface with the adjoining dwelling houses to the west. This design approach assists in softening the transition to the neighbouring residential properties by reducing potential amenity impacts associated with non-residential activity and establishing a more sensitive land use relationship at the residential interface.

3.3 Rooftop Garden

A rooftop garden is proposed to provide communal recreation and open space opportunities for residents. The rooftop incorporates soft landscaping, seating areas, recreational facilities and roofed structures that are recessed from external building edges and integrated within the overall form to minimise visual prominence when viewed from Racecourse Road and adjacent developments.

The rooftop has been designed to ensure compliance with the 'Rooftop Garden' definition under Section 1.7.4 of the City Plan, to ensure it does not constitute a storey. The rooftop contains 20% (244m²) enclosed structures, 40% (488m²) roofed structures and 15% (183m²) soft landscaping, all of which are in accordance with the City Plan requirements for a Rooftop Garden. The design is illustrated below in **Figure 8**.

Figure 8 – Rooftop Design



Source: DKO Architecture, 2026

3.4 Heritage Response and Architectural Character

The site occupies a prominent location on Racecourse Road between two heritage listed places: the Queensland Heritage Register-listed Hamilton Town Hall to the south and the locally heritage-listed St Augustine's Anglican Church Precinct to the north. While Hamilton Town Hall is separated from the site by a pedestrian laneway, 50 Racecourse Road directly adjoins St Augustine's Anglican Church Precinct and is therefore identified as an Area Adjoining Heritage under the Brisbane *City Plan 2014* Heritage Overlay.

Of note, the Town Hall that adjoins the laneway is a contemporary extension that is unsympathetic to the original heritage element. Notwithstanding, the proposed development has been designed to respond to both adjoining heritage places through architectural expression, materiality, setbacks and articulation. The contemporary architectural response, expressed through the building's form and materials, ensures that the proposal sits respectfully alongside the Hamilton Town Hall and Church precinct buildings.

The proposal provides a clear separation between the development and heritage places, ensuring the future function and use of the adjoining heritage site are not compromised. Notably, the church building is well-separated from the proposed built form. The nearest building to the site is the rectory, which is setback beyond the property boundary and screened by landscaping. The additional separation facilitates substantial landscaping opportunities (**Figure 9**), improves visual separation between the development and heritage setting, and allows light and air movement between buildings.

The building footprint that utilises setbacks and built form to protect and promote important view lines to the heritage-listed St Augustine's Church. A materials palette that has been carefully selected to be sympathetic to the adjoining heritage place, while remaining sufficiently differentiated to ensure the buildings read as separate and distinct architectural forms. The colour palette uses soft neutral tones that complement the existing and emerging character of Racecourse Road.

The current proposal will additionally result in reduced visual obstruction of the St Augustine's Church in comparison to the original approval (Council Ref.: A005990374). St Augustine's Church is the main precinct building to feature from this viewpoint and is well set back from the site.

For further details, refer to the Heritage Report in **Appendix M**.

Figure 9 – Interface with the Church



Source: DKO Architecture, 2026

3.5 Streetscape Activation

A key feature of the proposal is the delivery of an activated and pedestrian-oriented frontage to Racecourse Road. The ground floor incorporates three retail tenancies together (**Figure 10**) with a clearly identifiable residential entry (**Figure 11**), creating opportunities for activity throughout the day and evening and contributing to the continued revitalisation of the centre. It is intended that these can contain Food and drink outlets or Shops and can be amalgamated if desired.

Extensive glazing, generous openings and direct pedestrian connections promote visual interaction between the building and the public realm, strengthening passive surveillance and improving pedestrian safety. Basement parking, servicing and building infrastructure are concealed from public view wherever possible, ensuring the streetscape remains focused on people, activity and landscape rather than vehicle infrastructure.

Figure 10 – Retail tenancies



Source: DKO Architecture, 2026

Figure 11 – Residential Entry



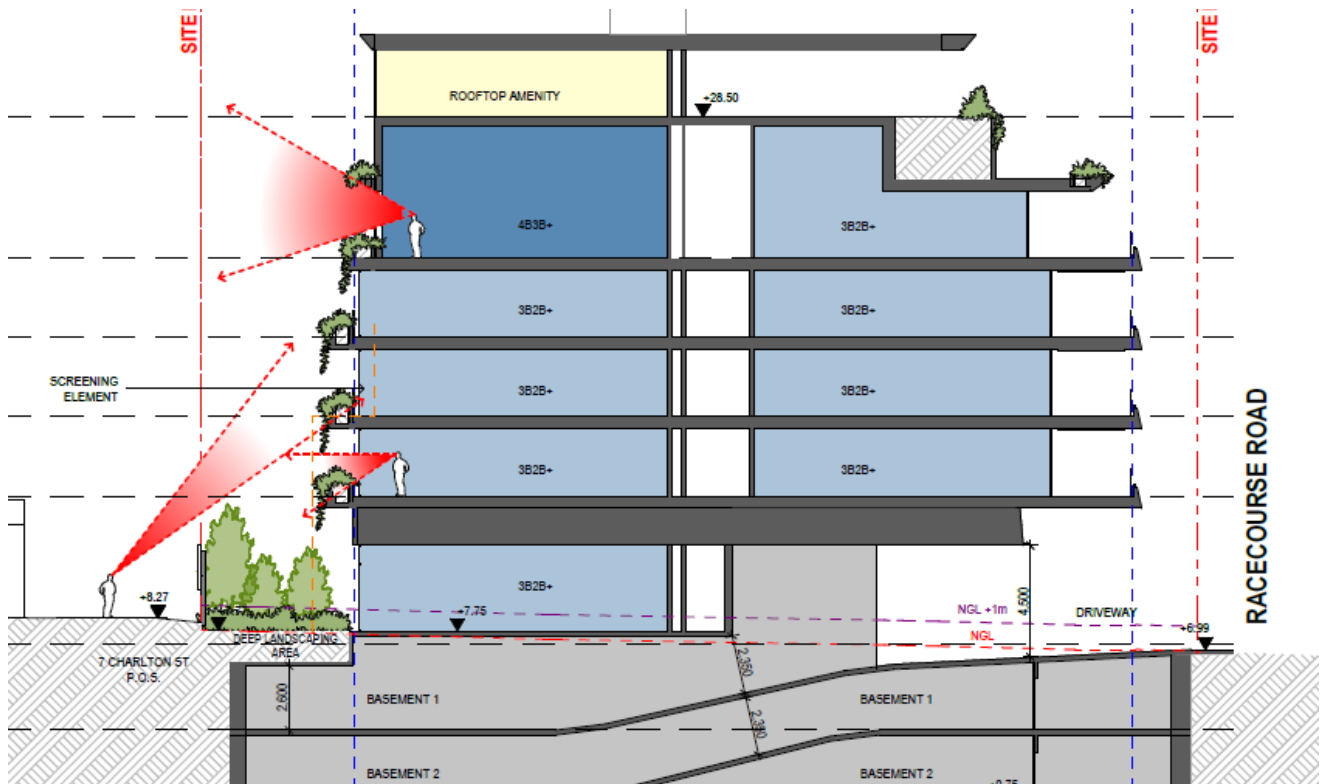
Source: DKO Architecture, 2026

3.6 Landscaping and Communal Open Space

The proposal positions landscaping as a key part of the daily living experience, providing 22.3% of the site as landscaping. This in turn has assisted in softening the mass and bulk of the building when viewed from the rear residential dwelling, as evidenced in **Figure 12**. Layered planting to the rear, side boundaries and vertical building edges strengthens this outcome by wrapping the development in green amenity.

Particular emphasis has been placed on landscaping along the western residential interface, where planting assists in filtering views, enhancing privacy and creating a transition between the development and adjoining lower scale uses. The proposal has undertaken significant arboricultural investigations to ensure the retention of the established poinciana street trees. This retention will preserve an important element of the Racecourse Road streetscape and contributing to a mature and enduring landscape outcome that will protect privacy and create shaded edges to improve day-to-day comfort for residents, visitors and retail patrons.

Figure 12 – Elevation from the Rear of the Proposal to adjacent Residential Dwellings



Source: DKO Architecture, 2026

A strong emphasis has also been placed on providing generous landscaped setback areas along the northern and southern boundaries of the site. Compared to the approved build-to-boundary outcome at 50 Racecourse Road and the existing condition at 46 Racecourse Road, the proposal delivers a significantly improved landscape outcome that enhances visual amenity, softens the building's presentation, and strengthens the pedestrian environment along these interfaces. The landscaped treatment also contributes to improved connectivity and public realm outcomes adjacent to the church and pedestrian pathway. Importantly, these design outcomes have been directly informed by feedback received through the applicant's extensive pre-lodgement consultation with adjoining landowners and key stakeholders.

The established green edge ensures a subtropical design that prioritises the comfort of residents and visitors. The result is a more liveable residential environment, where apartments and communal areas benefit from outlook, shade and greenery within a highly urbanised centre setting.

3.7 Access, Parking and Servicing

Vehicle access is provided via a single consolidated 6.5m wide crossover from Racecourse Road, connecting to two basement levels accommodating resident, visitor and retail parking. 75 car parking spaces and 35 bicycle parking spaces will be provided in total, with all parking, servicing and loading functions located below ground level ensuring the vibrancy of the streetscape and Racecourse Road public realm.

Relevantly, although the site is located within 400 m of the high-frequency public transport services at Bretts Wharf CityCat terminal, where no on-site retail parking would ordinarily be required, the proposal provides six car parking spaces to support the ground-floor retail tenancy. This parking has been incorporated at significant cost in response to community consultation undertaken prior to lodgement, with adjoining stakeholders, including the neighbouring church and residents on Charlton Street, identifying additional parking provision as a key concern.

The development has ultimately been designed to provide safe and efficient vehicle, pedestrian and servicing arrangements while maintaining an active street frontage and prioritising pedestrian movement throughout the site. For further details, refer to **Appendix H**.

4 **Specialist Reporting**

4 Specialist Reporting

The design of the proposed development has carefully considered specialist advice and been informed by numerous technical investigations. A summary of the key findings of each of the technical reports is provided below.

In addition to the Architectural Plans prepared by *DKO Architecture*, the following specialist reports have been prepared in support of the proposed development. The complete list of specialist reports is included in the following appendices and summarised in the sections below

4.1 Landscape Concept Plan

A landscape concept plan has been prepared by *LatStudios* and is included in **Appendix F**.

The proposal incorporates landscaping and greenery throughout the development to create a living environment integrated with the adjacent St Augustine's Church, and the leafy character of Racecourse Road. Specifically, the significant streetscape of the project site, and its prominence as a large landholding along the Racecourse Road Strip, represents an opportunity to incorporate integrated green infrastructure, to retain the character of the high street and local area. Extensive landscaping is proposed to retain the existing poinciana trees fronting Racecourse Road, and to provide cooling and privacy at the rear (see **Figure 13**).

Figure 13 – Proposed Landscaping from Racecourse Road, and the rear of the proposal.



Picture 8 – East Façade (Fronting Racecourse Road)

Source: *LatStudios*, 2026



Picture 9 – West (Rear) Facade

Source: LatStudios, 2026

Key aspects of the proposed landscape concept design are as follows:

- Three existing Poinciana street trees along Racecourse Road are proposed to be retained and integrated into the streetscape design;
- Landscaped works will include containerised planting in 'raised planters' and or recesses in podium construction. Planting on podium will comply to the minimum requirements identified within the report;
- Planting will be strategically developed to offer seasonality, flowering and bird attracting species with points of interest to create an enriched experience as the residents move through the development;
- A landscaped buffer comprising large canopy trees and dense planting is proposed along the western boundary adjoining the Charlton Street residential properties, enhancing privacy, softening the built form interface and contributing to a high level of residential amenity.
- Enhanced landscaping is proposed along the northern and southern boundaries adjacent to the church and public pedestrian pathway, respectively, improving visual amenity, strengthening the pedestrian environment and delivering an attractive transition between the development and surrounding land uses.

The assessment confirms that the proposal will create a contemporary and respectful landscape that positively contributes to the character of Racecourse Road.

4.2 Engineering Infrastructure Report

An Engineering Infrastructure Report has been prepared by *Create Engineers* and included as **Appendix G**

The report assesses the servicing and infrastructure requirements of the proposed development and concludes that the site can be appropriately serviced without creating unacceptable infrastructure impacts, as summarised below:

- The site can be adequately serviced by water, sewer, stormwater, electricity and telecommunications infrastructure;

- Stormwater runoff from the development will be directed to a lawful point of discharge via Council's existing stormwater infrastructure within Racecourse Road;
- A new consolidated vehicle access and associated infrastructure works are proposed to service the development;

The assessment confirms that the development can be designed and constructed in accordance with Brisbane City Council requirements and relevant engineering standards. Accordingly, as no infrastructure or servicing constraints have been identified that would preclude the development of the site, the site can be appropriately serviced and achieve compliance with the City Plan.

4.3 Traffic Impact Assessment

A Traffic Impact Assessment has been undertaken by *Lambert & Rehbein* and is included as **Appendix H**.

The report concludes that the proposal generally complies with the relevant requirements of the Transport, Access, Parking and Servicing Planning Scheme Policy, with a performance outcome sought for visitor bicycle parking provisions. Key findings of the assessment are summarised as follows:

- The site benefits from a high level of accessibility to public transport and active transport infrastructure, with several bus services and the Bretts Wharf ferry terminal located within walking distance of the site.
- The development is expected to generate a maximum of 11 vehicle trips during peak hour, and is therefore considered a low traffic generator that is not expected to have a material impact on the operation of the surrounding road network;
- Vehicle access is provided by a single crossover to Racecourse Road, with suitable sight distance and manoeuvring arrangements achieved. No alternative vehicle ingress / egress points are available. The crossover has been located as far south as possible to maximise separation to the crossover for St Augustine's Church. Further, the single crossover consolidates three existing crossovers into one, and as a result the supply of on-street carparking is expected to be maintained;
- A total of 75 car parking spaces is proposed across two basement levels, exceeding the minimum requirement of 52 spaces and complying with applicable parking provisions;
- A total of 35 bicycle parking spaces is proposed, including secure resident bicycle storage and visitor bicycle parking facilities.
- Servicing arrangements include loading facilities and waste collection areas that are capable of accommodating required services.

On this basis, the proposed development can be accommodated within the existing transport network and the proposal will not result in undue impacts on the surrounding road network.

4.4 Operational Waste Management Plan

A Waste Management Plan has been undertaken by *Colliers* and included as **Appendix I**. The plan assesses the proposed waste generation; collection and servicing arrangements associated with the Multiple Dwelling and retail components of the development and confirms that the development can be appropriately serviced throughout its operational life.

Key findings of the assessment include:

- The development has been assessed based on 29 residential dwellings and three (3) retail tenancies with a floor space of 435m², with sufficient waste storage capacity provided to accommodate the anticipated waste generation from both residential and commercial uses.
- Separate waste storage facilities are provided for the residential and commercial components of the development, ensuring waste streams are appropriately segregated and managed in accordance with Brisbane City Council requirements.

- Dedicated waste rooms are provided at ground level and are designed to accommodate general waste and recycling streams, with the facilities being enclosed, screened and conveniently located for occupants and collection vehicles.
- Residential waste management is supported through dual waste chutes servicing Levels 1 to 4, allowing separate disposal of general waste and recyclable materials and reducing reliance on manual waste transfer throughout the building.
- Waste collection is proposed to occur on-site, with refuse collection vehicles able to safely access the development and service the waste facilities without adversely impacting the surrounding road network or public realm.
- The refuse rooms are located adjacent to the collection area, minimising bin transfer distances and supporting efficient operational servicing arrangements.
- Appropriate measures have been incorporated to manage potential amenity impacts associated with waste storage and collection, including odour, noise, visual impacts and vermin control. Waste facilities include screening, drainage and wash-down provisions to ensure a high standard of residential amenity is maintained.

Overall, the assessment confirms that the proposed waste storage, collection and servicing arrangements are capable of complying with Brisbane City Council's refuse management requirements. Accordingly, no waste management constraints have been identified that would preclude approval of the proposed development.

4.5 Site Based Stormwater Management Plan

A Conceptual Stormwater Management Plan has been prepared by *Create Engineers* and is included as **Appendix J**.

The report details the following key findings:

- Stormwater runoff from the development will be conveyed to a lawful point of discharge via Council's existing stormwater infrastructure within Racecourse Road;
- An assessment of pre- and post- development runoff confirms that stormwater flow from the site will increase as a result of the development;
- On-site stormwater detention is not proposed, as the site is located within the lower third of the catchment in close proximity to the Brisbane River and the existing impervious area exceeds 60%, satisfying the circumstances where detention requirements may be waived under Brisbane City Council's Infrastructure Design Planning Policy Scheme;
- An upstream water connection is proposed along the western boundary to provide lawful drainage outcomes for adjoining properties at 1, 5 and 7 Charlton Street;
- Stormwater quality treatment measures are not required as the development site area is less than 2,500m²

Overall, the proposed stormwater strategy provides an acceptable solution for the site and demonstrates compliance with Brisbane City Council's Stormwater Code.

4.6 Air Quality and Odour Report

An air quality and Odour Report has been undertaken by *Vipac Engineers and Scientists Limited* and is included as **Appendix K**.

The report details the current site conditions and provides an assessment of the proposal against the relevant air quality controls which apply to the development. The report concludes that the development is not expected to result in unacceptable air quality or odour impacts on surrounding sensitive uses.

The report concludes that the proposed uses are appropriate from an air quality perspective, provided recommendations are implemented.

4.7 Arborist Impact Report

An Arboricultural Impact Assessment has been undertaken by *Independent Arboricultural Services* and included as **Appendix L**.

The assessment concludes that subject to the implementation of recommended protection measures, the proposal can proceed without resulting in unacceptable impacts to retained vegetation and Council Street Trees. Key findings are summarised as follows:

- Five (5) existing trees are required to be removed to facilitate the development in the central portion of the site where the proposed building footprint, basement excavation and associated works are set to occur, and will be replaced after the completion of construction.
- Seventeen (17) existing trees will be retained and protected through the implementation of appropriate tree protection measures and supervision by a Project Arborist;
- Subject to compliance with the recommended protection measures and management plan, the development will not result in unacceptable impacts on retained vegetation and will ensure the retention of Racecourse Road's leafy environment.

4.8 Heritage Report

A Heritage Impact Statement was prepared by *Urbis* and is included in **Appendix M**.

The report assesses the proposed development in the context of the adjoining St Augustine's Anglican Church Precinct and nearby Hamilton Town Hall and concludes that the proposal will not result in adverse impacts on the cultural heritage significance, setting or appreciation of either heritage place. Key findings include:

- The site is located between the locally listed St Augustine's Anglican Church Precinct and the State heritage listed Hamilton Town Hall, with 50 Racecourse Road identified as an Area Adjoining Heritage under the Heritage Overlay;
- The proposal adopts a contemporary architectural expression that is clearly distinguishable from adjoining heritage places and avoids imitation of heritage forms, materials and detailing.
- The principal heritage elements of St Augustine's Anglican Church Precinct, including the church building, bell tower and landscaped setting, will remain prominent and readily visible within the Racecourse Road streetscape
- While the proposal will alter some existing views across the site, it will not obscure, dominate or impair important views that contribute to the appreciation and understanding of the adjoining heritage places.
- The proposal has been assessed against the Heritage Overlay Code and is considered to comply with PO16, maintaining views to and appreciation of St Augustine's Anglican Church Precinct.

Overall, the assessment concludes that the proposal represents an appropriate contemporary response within a heritage-sensitive context and is compatible with the ongoing operation and retention of heritage values of St Augustine's Anglican Church.

4.9 Noise Impact Assessment

A Noise Impact Assessment was prepared by *Engineering Lab NSW Pty Ltd* and is included in **Appendix N**.

The report identifies and provides acoustic design advice for noise impacts affecting the subject site and potential noise emission from the proposed development, with a particular focus on noise intrusion from

toad traffic and noise emission from subject site to the nearby noise sensitive receiver boundaries. Key recommendations include:

- The retail areas are assessed to operate between 6pm and 12am where minimum 180mm reinforced concrete slab is used in the retail areas, and there will be no amplified sound before 7am and after 10pm and limited to 57dB(A)/60dB(C) at 1 metre from the loud speaker at all other times;
- Indoor areas will be used for Food and Drink and Shop Uses, and are suitable for lounge type low level background music to ensure no more than 65dB(A)Leq,T noise levels from amplified sounds and in combination with activities inside (patrons) would be 75dB(A) Leq,T. / 78dB(C) / 86dB(A)Lmax;
- Rooftop communal areas will be utilised between 7am and 10pm and will be designed per National Construction Code Requirements, with additional consideration for weight dropping on gym flooring.
- Mechanical plant on the site will be designed to comply with noise emission and noise intrusion criteria with potential control measures included fully enclosed rooms, silencers, acoustic barriers and a selection of low-noise plant;
- Loading dock, refuse and carparking activity are to be controlled through mitigation measures to minimise the risk of noise disturbance at the nearest noise sensitive receivers.

Overall, the assessment concludes that through the mitigation measures listed above, the proposal will comply with relevant Brisbane City Council development parameters and will not result in adverse impacts to surrounding sites.

5

Pre- lodgement Engagement

5 Pre-lodgement Engagement

5.1 Brisbane City Council

A formal pre-lodgement meeting was held with Brisbane City Council on 24 June 2026 (Council Reference: ASR-16489-G9L) to discuss the proposed development and obtain preliminary feedback on the key planning and design considerations associated with the site. The meeting provided valuable guidance on Council's expectations for built form, amenity and site design. Key matters discussed included:

- Building height, visual bulk, upper-level articulation and transition to adjoining lower-scale development;
- Setbacks, privacy outcomes, landscaping and residential amenity;
- The relationship with St Augustine's Anglican Church and protection of views to the Local Heritage Place;
- Activation and presentation of the Racecourse Road frontage, including residential entry design and deep planting opportunities;
- Servicing, traffic, parking and waste collection arrangements; and
- Retention of established street trees and integration of infrastructure within the streetscape.

Council officers acknowledged that Racecourse Road has experienced recent approvals for five-storey development and reflects a broader emerging character within the precinct. Notably, **Council advised that additional height may have planning merit** where supported by a high-quality architectural response, appropriate transitions to adjoining development, careful consideration of heritage values and a strong streetscape outcome.

Following the pre-lodgement meeting, the project team undertook several iterations of design refinement in response to Council's feedback. The design continues to be informed by the key principles established through discussions with Council. These refinements are reflected in the architectural plans and supporting technical documentation accompanying this application.

Key design amendments made in response to Council's advice include:

- Refinement of the building form, articulation and upper-level setbacks to reduce perceived bulk and improve the presentation of the development within the streetscape;
- Enhancement of landscaping and deep planting opportunities along Racecourse Road and adjoining boundaries to strengthen privacy, screening and visual amenity outcomes;
- Further development of the architectural material palette to provide a high-quality built form response and reinforce the site's relationship with the surrounding character and heritage context;
- Improvements to the residential entry and ground-floor interface to enhance legibility, activation and CPTED outcomes; and
- Ongoing refinement of servicing, parking, access and waste collection arrangements having regard to Council's engineering and transport advice.

Critically, the Applicant has engaged extensively and proactively with relevant Council officers throughout the design development process in an effort to frontload the assessment of the development application. This has included the review and refinement of the proposed built form, public realm interface and technical design responses having regard to the matters identified during the pre-lodgement process. The resulting proposal represents a considered evolution of the concept presented to Council and seeks to respond positively to the opportunities and constraints of the site while delivering a high-quality residential outcome within the Racecourse Road precinct.

5.2 Community Consultation

Prior to lodgement, the Applicant undertook extensive community and stakeholder engagement to inform the development outcome, including:

- Letterbox drops to surrounding properties;
- Multiple meetings with residents and property owners on Charlton Street;
- Ongoing consultation with representatives of St Augustine's Church; and
- Engagement with other key community stakeholders within the local area.

Feedback received through this consultation process informed the evolution of the proposal, including the provision of retail parking, landscape treatments, and the design of interfaces with neighbouring properties and the public realm.

6

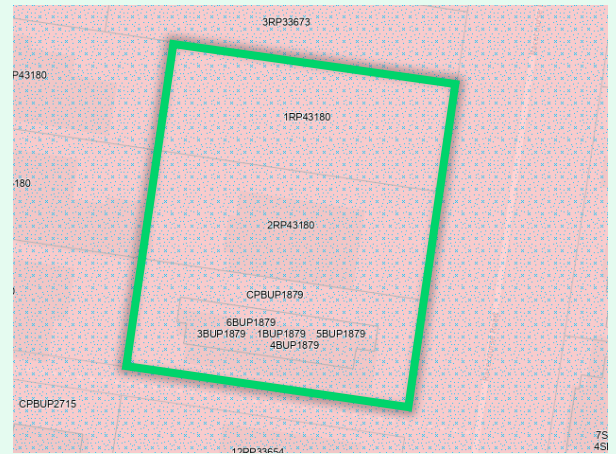
State Planning Framework

6 State Planning Framework

A summary of compliance with the relevant state planning instruments is outlined in **Table 6** below.

Table 6 – State Planning Framework

Instrument / Assessment Benchmark	Date of Instrument	Assessment
State Planning Policy (SPP)	3 July 2017	The mapping indicates the following SPP matters apply to the site: - Natural Hazards Risk and Resilience - Flood hazard area – local government flood mapping area Section 2.1 of Planning Scheme confirms all elements of the SPP have been fully integrated into the Planning Scheme, except for the following: - Natural Hazards, Risk and Resilience – the bushfire prone area in the planning scheme does not reflect the State mapping layer. - Strategic Airports and Aviation Facilities – the building restricted area is not identified in the planning scheme. State interest policy (4) and Assessment benchmark (5), if the development and associated activities within the building restricted area are not addressed via the Australian Noise Exposure Forecast (ANEF) contours, obstacle limitation surfaces or height restriction zones, public safety area, lighting buffer areas, light restriction zones or wildlife hazard buffer zones. The site is not identified within a bushfire prone area, or the building restricted area in the SPP mapping. The SPP is therefore not a relevant assessment benchmark for the purpose of assessing this development application.
South East Queensland Regional Plan (Shaping SEQ 2023)	15 December 2023	The site is located within the Urban Footprint of the Regional Plan. The proposed development accords with the objectives of ShapingSEQ 2023 and does not undermine the goals and themes for development within the region.
Referral Agencies & State Development Assessment Provisions (Version 3.3) (SDAP)	18 July 2025	The image below highlights all State Development Assessment Provisions relevant to the Site. Accordingly, no referral triggers are identified.



- Urban Footprint
- Water Resource Planning Area Boundaries

7

Local Planning Framework

7 Local Planning Framework

The *Brisbane City Plan 2014 (version 36)* (**City Plan**) is the local planning instrument that is used to assess the proposed development.

The following sections of this report provide an assessment of the proposed development against the assessment benchmarks under the City Plan.

7.1 Definitions

Under the City Plan, a **Multiple Dwelling** is defined as follows:

“Multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached.”

Additionally, proposed ground floor uses result in the additional use definition of **Food and Drink Outlet**, and **Shop** defined as follows:

“Food and drink outlet means the use of premises for—

- a. preparing and selling food and drink for consumption on or off the premises; or*
- b. providing liquor for consumption on or off the premises, if the use is ancillary to the use in paragraph (a).”*

“Shop means the use of premises for—

- a. displaying, selling or hiring goods; or*
- b. providing personal services or betting to the public.”*

Further, the proposal includes a **Rooftop Garden** – defined as follows:

A recreation and amenity space on a building rooftop that incorporates a mix of hard and soft landscaping and open space.

“For the purpose of Section 1.7.7(3) only, a rooftop garden also means a space that:

- a. is not located on a podium or in a building height transition;*
- b. includes communal open space and does not include private open space;*
- c. includes a minimum soft landscaping area of 15% of the rooftop;*
- d. may only include the following structures:*
 - i. lift shaft and stairway;*
 - ii. pool or spa including any elevated deck, platform or floor level;*
 - iii. roofed structures and fully enclosed structures:*
 - A. lobby or foyer;*
 - B. shade or shelter structure;*
 - C. internal communal recreation space;*
 - D. toilets, bathrooms, showers and change room facilities;*
 - E. a structure accommodating a Bar or Food and drink outlet if in the Mixed use zone or a zone in the Centre zones category where the premises does not contain accommodation activities;*
 - F. a structure accommodating building plant, equipment or a meter room;*
- e. meets the following parameters for structures mentioned in (d):*

- i. maximum height above the rooftop of:
 - A. 3.5m for a pool, spa and any elevated deck, platform, walkway or floor level (excluding safety barriers up to 1.8m where not tinted);
 - B. 3.5m where setback less than 3m from the outermost projection of the rooftop;
 - C. 6m where setback a minimum 3m from the outermost projection of the rooftop;
- ii. maximum combined total footprint of 40% of the rooftop for all roofed structures (excluding lift shaft and stairway);
- iii. maximum combined total gross floor area of 20% of the rooftop for all fully enclosed structures (excluding lift shaft and stairway).

Note—For the purpose of calculations under (c), (d) and (e):

- a reference to the rooftop means the area on top of the highest storey of a building measured to the outermost projection;
- the highest storey of a building for determining the rooftop excludes the storey that is the rooftop garden;
- a roofed structure is a roof or an adjustable roofing system with the capability of being impervious to water or wind.

Note—Examples of internal communal recreation spaces may include a gymnasium, media/games room, communal dining/entertainment room or sauna.”

7.2 Strategic Framework

The Strategic Framework sets the policy direction for the Planning Scheme and forms the basis for ensuring appropriate development occurs in the Planning Scheme area for the life of the Planning Scheme. The Strategic Framework outlines five (5) themes that collectively represent the policy intent of the scheme:

- Brisbane’s globally competitive economy;
- Brisbane’s outstanding lifestyle’
- Brisbane’s clean and green leading environmental performance;
- Brisbane’s highly effective transport and infrastructure; and
- Brisbane’s City Shape.

The proposal gives practical effect to this strategic direction by delivering new housing and active centre uses in a highly accessible District Centre location, where growth can be supported by existing transport, services and commercial activity.

The five themes articulate the strategic outcomes, elements, specific outcomes and land use strategies for the City. Although each theme has its own section, the Strategic Framework in its entirety represents the policy intent for the Planning Scheme.

Section (Section) of the District Centre Zone Code states that development in the zone is guided by the strategic direction of:

- Theme 1: Brisbane’s globally competitive economy,
 - Element 1.3: Brisbane’s population-serving economy, and
- Theme 5: Brisbane’s CityShape, including
 - Element 5.5: Brisbane’s suburban living areas; and

- Element 5.8: growth nodes on selected transport corridors.

An assessment against each of the relevant themes is outlined below. The development accords with the intent of the Strategic Framework, and a detailed assessment of the relevant Specific Outcomes and Land Use Strategies is provided in **Appendix D**.

7.2.1 Brisbane's Globally Competitive Economy

Relevant strategic outcomes are included below:

- o. Brisbane is renowned for the quality of its health and education services and is a celebrated shopping destination. Brisbane's Major Centres are highly regarded cultural, recreational and entertainment destinations with high-quality personal and community services. Brisbane's population-serving economy is strong and continues to expand and diversify.*
- p. Brisbane's services and facilities are within easy reach of all. Local suburban precincts offer desirable goods and services and opportunities for new businesses to innovate and appeal to local communities.*

The proposal supports Brisbane's population-serving economy by introducing a ground-floor retail tenancy and 29 additional dwellings within the Racecourse Road centre. The increased residential population will support local shops, hospitality venues, services and employment, helping Racecourse Road expand and diversify its role as an established district destination. The active ground-floor frontage will also increase day-to-day activity and reinforce the commercial function of the centre. Locating this use provides key dwellings along a strip that is undergoing revitalisation to improve upon the commercial viability. The proposed small-scale retail use improves economic vibrancy in the area, which will support a population-serving economy that can continue to expand and diversify.

7.2.2 Brisbane's CityShape

7.2.2.1 Element 5.5 – Brisbane's Suburban Living Areas

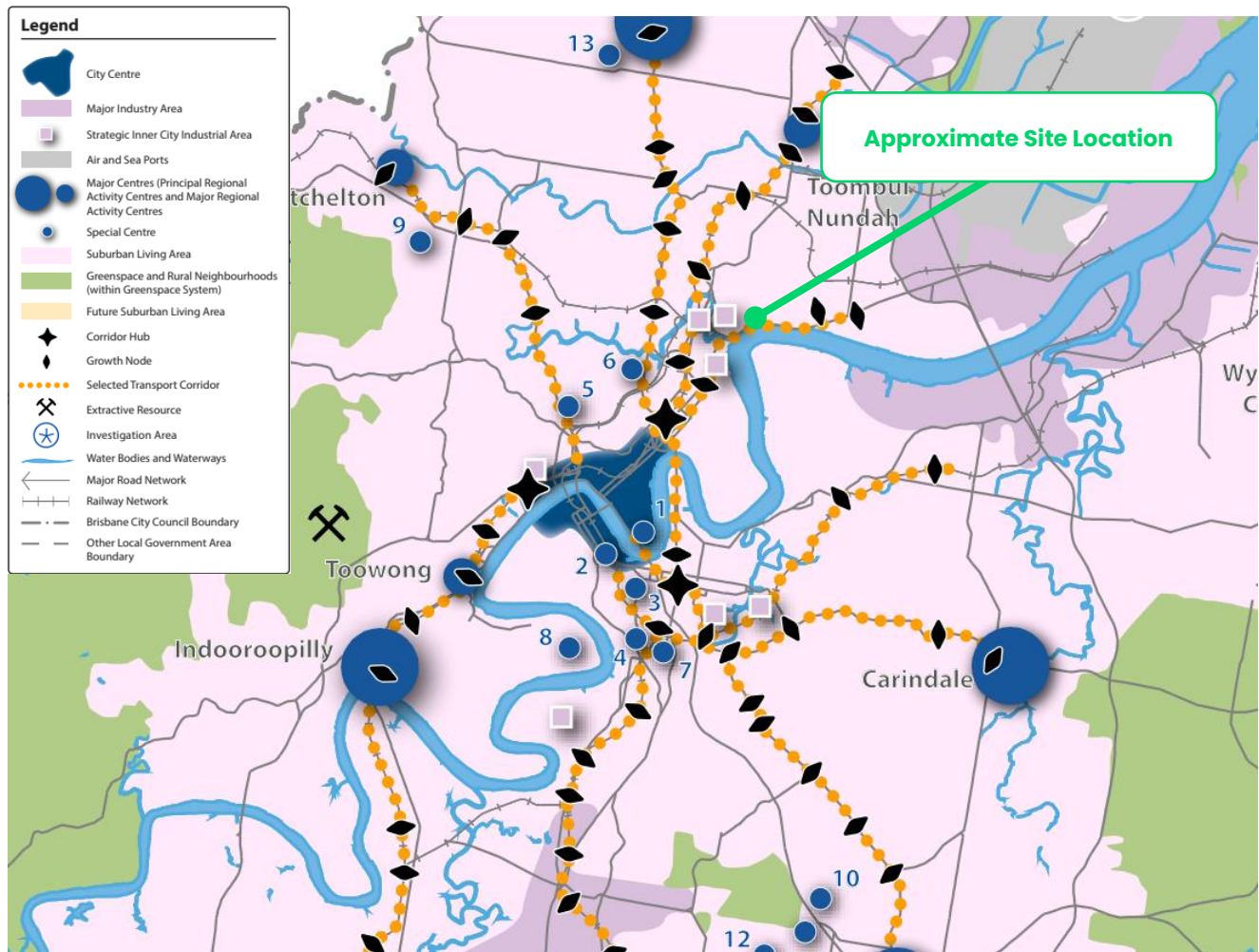
The proposal seeks to establish a multiple dwelling on the site which will exceed the acceptable height limit for the Racecourse Road Neighbourhood Plan. The site is in the Suburban Living area of the Strategic Framework and development in this framework accords with the relevant outcomes below:

- f. Brisbane's Suburban Living Areas represent the majority of established residential suburbs in Brisbane, where growth occurs in response to local needs and impacts on local amenity and values are carefully considered. Brisbane's Suburban Living Areas comprise the following:*
 - i. low density residential areas where the majority of development is housing in the form of detached dwellings ranging from small cottages to large family homes on lots typically in the range of 400–800m²;*
 - ii. centres, community facilities, medium and high density residential and industrial uses, as indicated in neighbourhood plans and the zoning pattern.*
 - iii. localities identified in overlays, neighbourhood plans and the zoning patterns as having a particular character or value that is desired to be retained with very little visible change over the life of the planning scheme;*
 - iv. areas of character housing substantially constructed in 1946 or earlier and commercial character buildings;*
 - v. areas of small-scale low-medium density housing such as dual occupancy or row housing that encourage intergenerational housing options to facilitate ageing in place;*
 - vi. a range of non-residential land uses that generally support the needs of the surrounding residential area;*
 - vii. Emerging community zoned land where low density residential development is generally anticipated depending on location, infrastructure, services and facilities, planning need,*

development constraints, environmental values, character and amenity and the established pattern of development.

The proposal accommodates growth in an anticipated area for centre activities and multiple dwellings, as it is located in a Suburban Living Area (see **Figure 14**). The site responds to local housing needs by providing a greater range of apartment sizes in a well-connected inner-urban location. The design combines increased density with landscaping, upper-level articulation, active frontages and a considered relationship with adjoining residential and heritage-sensitive land, allowing the development to contribute to Hamilton's evolving urban character while managing local amenity impacts.

Figure 14 – Brisbane's City Shape



Source: Brisbane City Plan 2014

7.2.2.2 Element 5.8 – Brisbane's Growth Nodes on Selected Transport Corridors.

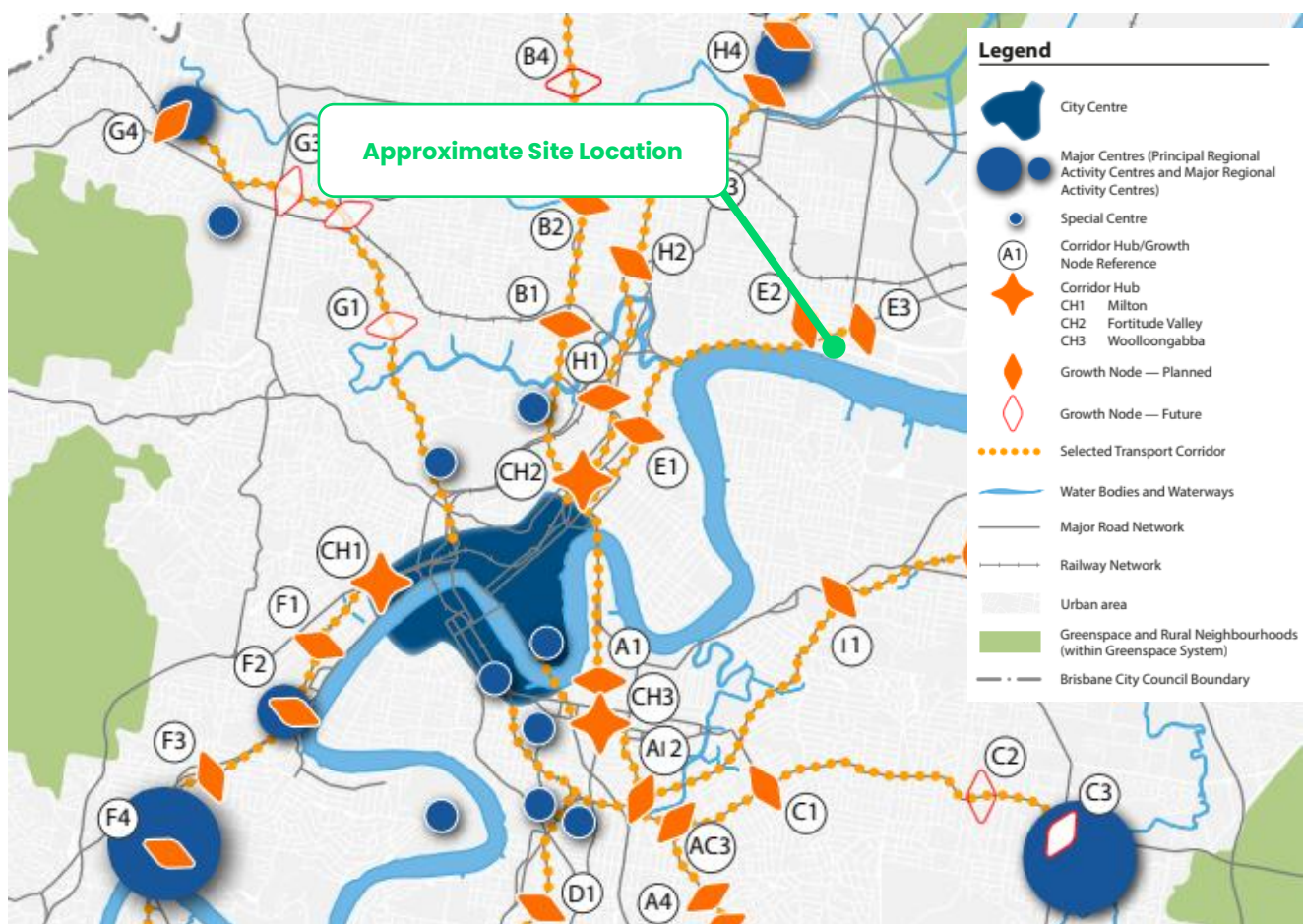
Key overall outcomes relevant to Element 5.8 include:

- f. Brisbane's Growth Nodes on Selected Transport Corridors provide for growth in dwellings and jobs to be concentrated in identified nodes along Selected Transport Corridors to ensure access to employment, services and infrastructure whilst maintaining the leafy suburban character of Brisbane's Suburban Living Areas. The future Growth Nodes are to be preserved as future opportunities for achieving the infill requirements of the SEQ Regional Plan and employment growth until the following are satisfied:
 - i. a neighbourhood plan has been prepared by the Council which is to:
 - A. determine the extent of land included in each node and the preferred mix of land uses, densities, character and elements that comprise each node;

- B. provide for a range of higher density housing forms and clusters of activity around hospitals, universities and other Special Centres that have easy access to public transport along Brisbane's transport corridors;
 - C. articulate that the centres closest to the City Centre and Major Centres generally support the highest densities and most diverse range of land uses whilst the centres along the Selected Transport Corridors in outer locations are hubs for their surrounding suburbs and provide a range of shops, employment opportunities and community facilities; or
- ii. a comprehensive planning process is completed which involves a local area and precinct approach, community consultation and consideration of the planning matters consistent with the scope of a neighbourhood plan prepared by the Council.
- g. Brisbane's development is strongly aligned with the provision of infrastructure to service that development to enable the best value and efficiency to be gained from the land use and the infrastructure planned for in the Local government infrastructure plan and Long term infrastructure plans.

The proposal concentrates housing along Racecourse Road, and near to Kingsford Smith Drive with established bus and ferry services, providing critical dwellings within walking distance of employment, shops, community facilities and public transportation. The multiple dwelling reflects a compact development pattern, which is likely to reduce reliance on private vehicles and encourage efficient use of existing public infrastructure. The site is additionally located in proximity to a Planned Growth Node and Selected Transport Corridor traversing Kingsford Smith Drive (see **Figure 15**), which strengthens the site's suitability for increased residential density. Overall, the proposal gives practical effect to the Strategic Framework by delivering housing where Brisbane's Strategic Intent seeks growth and revitalisation.

Figure 15 – Brisbane Key Growth Nodes



Source: Brisbane City Plan 2014

7.3 Zoning

Under the City Plan, the site is identified in the **District Centre Zone (DC1 – District)**. The intent of the District Centre Zone is to provide for a large variety of uses and activities that service the Hamilton district. Anticipated uses include residential or retail uses or activities. An extract of the relevant zoning is provided below in **Figure 16**. The purpose of the zone will be achieved through the following relevant overall outcomes.

- a. *Development provides a diverse range of centre activities, comprising commercial, retail, government, service, community and cultural activities and level of economic and social activity to serve a district catchment, along with visitors, workers and residents in the centre.*
- c. *Development is:*
 - i. *tailored to its specific location and to the role of the individual centre in the District centre zone and the relevant zone precinct;*
 - ii. *consistent with the location-specific provisions in the relevant neighbourhood plan.*
- d. *Development provides activation and surveillance at ground level where adjoining streets and other public spaces.*
- e. *Development for a residential use:*
 - i. *does not compromise the provision of a fully active street frontage and the mix of uses required to sustain an economically and socially sustainable centre serving district needs;*
 - ii. *supports the creation of a walkable centre with the potential for residents to live within walking distance of and be well connected to high-frequency public transport and employment, entertainment and community facilities existing within the centre and reduces vehicle-based trips to work, shops or centres;*
 - iii. *provides a wide choice in housing sizes and housing adaptability that meets the needs of a diverse population and responds to residents' changing life-cycle needs;*
 - iv. *may include a home-based business where it is of a scale and nature that protects the amenity of adjoining residents.*
- i. *Development is designed, sited and constructed to minimise noise, odour and air-quality impacts on residents consistent with its location in the District centre zone, although residents cannot expect to enjoy the same level of noise, odour and air-quality amenity as compared with low density suburban areas (due to the high levels of activity envisaged during the day and evening).*

Figure 16 – Zoning Extract



Source: Brisbane City Plan 2014 (Version 36)

	The Site		Community Facilities (Community Purposes)
	District Centre (District – DC1)		Low Medium Density Residential (Up to 3 Storeys)
	Character Residential (Infill – CR2)		Racecourse Road District Centre Corridor

The site is directly adjacent to Character Residential (Infill Housing) and Community Facilities (for Community Purposes) and reflects a broader emerging pattern of co-locating key District Centre uses with residential uses. The site is separated from the core District Centre corridor along Racecourse Road and should be considered in this context, with particular regard to its role as a transition area that supports higher order uses while managing potential amenity impacts.

7.4 Neighbourhood Plan

Under the City Plan, the site is identified within the Racecourse Precinct Neighbourhood Plan, within the Racecourse Road Precinct (NPP-001) (refer to **Figure 17**). The Racecourse Road Precinct supports higher density mixed-use development along Racecourse Road, owing to strong access to public transport and commercial opportunities. Relevant Overall Outcomes of the Racecourse Precinct Neighbourhood Plan are listed below.

- e. *Racecourse Road continues to be the focal point for the area's retail, small business and cafe/dining activities. The proximity of the neighbourhood plan area to the Brisbane Airport also supports complementary uses such as short-term accommodation.*
- k. *Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.*

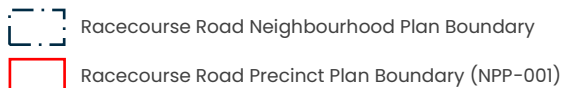
Additionally, given the site is located in the Racecourse Road Precinct (NPP-001), additional overall outcomes listed below apply to the site.

- a. *The Racecourse Road centre remains the focus of business activity and community life in the Racecourse Precinct. Racecourse Road consolidates its role as the primary commercial/retail, entertainment and leisure centre in the neighbourhood.*
- b. *Uses consistent with the outcomes sought in the precinct include centre activities (a mix of active uses at ground level such as shops, offices, cafes and services), childcare centre, community care centre, indoor sport and recreation (gymnasium), multiple dwellings (located above ground), office (small-scale commercial offices located above ground) and short-term accommodation.*
- c. *Development in the precinct provides a human scale to the street while also managing impacts on the adjoining Low density residential zone and the Low-medium density residential zone. The maximum building height on sites containing buildings built in 1946 or before contributes to the traditional building character of the precinct.*
- d. *Increased gross floor area is appropriate on consolidated development sites in the precinct and development rationalises vehicle access to Racecourse Road and improves the pedestrian environment and safety.*
- e. *Driveway crossovers to Racecourse Road and Kingsford Smith Drive are limited to achieve a safe and continuous pedestrian spine. Additional access to Racecourse Road or Kingsford Smith Drive is not consistent with the outcomes sought. Access for car parking and servicing is via side streets and shared where possible. Car parking and servicing areas are located behind or under buildings to ensure a continuous active frontage is provided to the street.*
- f. *Artwork and entrance features reinforce the precinct's identity and sense of place.*

Figure 17 – Neighbourhood Plan Mapping



Source: Brisbane City Plan 2014



The site occupies a highly accessible location within Hamilton’s District Centre and contributes to the broader vitalisation of the locality through active street frontages, high quality architectural design, extensive landscaping, and a highly walkable environment. The proposal gives practical effect to the Neighbourhood Plan’s vision for Racecourse Road as Hamilton’s primary mixed-use centre by co-locating additional housing with active centre uses public transport, employment opportunities and community infrastructure in a highly accessible location.

7.5 Overlays

Parts of the site are identified within the following overlays (**Table 7**). A complete assessment of the site against the overlays below is provided in **Appendix D**.

Table 7 – Overlays

Overlays	Sub-category
Airport Environs Overlay	- OLS – Horizontal limitation surface boundary - Procedures for air navigation surfaces (PANS) - BBS zone – Distance from airport 3–8km
Bicycle Network overlay	Secondary Cycle Route
Critical Infrastructure and Movement Network Overlay	Critical infrastructure and movement network overlay
Potential and actual acid sulfate soils overlay	- Potential and actual acid sulfate soils sub-category - Land above 5m AHD and below 20m AHD sub-category
Road Hierarchy overlay	District Road
Streetscape Hierarchy Overlay	Locality Street

7.6 Category of Development and Assessment

7.6.1 Category of Development

There are three categories of development under the Planning Act 2016. These are Accepted Development, Assessable Development and Prohibited Development.

The Brisbane City Plan 2014, Acting as the Categorising Instrument, determines that the category of development for the proposed development is **Assessable Development**.

7.6.2 Category of Assessment

The applicable category of assessment is determined by the relevant zone, neighbourhood plan and overlay provisions. Section 5.3.2 of the City Plan provides that where a neighbourhood plan has a different category of assessment, that category prevails over the zone category. The site is located within the Racecourse Road Precinct (NPP-001), where the prescribed maximum building height is three storeys. As the proposal seeks approval for a five-storey building, it exceeds the prescribed height range and remains subject to **Impact Assessment**. As such, the proposal seeks approval for:

Development Permit for Material Change of Use for Multiple Dwelling (29 units) and Centre Activities (Food and Drink Outlet and Shop).

7.7 Assessment Benchmarks

7.7.1 Relevant Codes

The assessment benchmarks (codes) within the City Plan that are relevant to the assessment of the proposed development are prescribed by the Category of Assessment Table for the District Centre Zone, Racecourse Road Neighbourhood Plan and the applicable overlays.

The Planning Scheme assessment benchmarks for the proposed development are summarised below. Those which are not considered to be relevant to the proposal are greyed out below.

Table 8 – Relevant Codes

Primary	Secondary	Overlay
- Racecourse Road Neighbourhood Plan Code, attached in Appendix D. - District Centre Zone Code, attached in Appendix D. - Centre or mixed use code, attached in Appendix D.	- Filling and excavation code, attached in Appendix X. - Infrastructure design code, attached in Appendix G - Landscape work code, attached in Appendix M. - Outdoor lighting code, attached in Appendix D. - Stormwater code, attached in Appendix H; - Multiple Dwelling code, attached in Appendix D. - Transport, access, parking and servicing code, attached in Appendix F	- Heritage Overlay Code, attached in Appendix M - Bicycle Network overlay Code, attached in Appendix D - Potential and actual acid sulfate soils overlay code - Road Hierarchy Overlay Code, attached in Appendix D. - Streetscape Overlay Code, attached in Appendix D. - Airport Environs Overlay, attached in Appendix D.

A review of Part 5 of the Planning Scheme identifies that the following codes are not relevant to the proposed development and consequently, a detailed response has not been provided for the following reasons:

- Park planning and design code:** The proposal is not seeking approval for a park component.
- Critical Infrastructure and Movement Network Overlay Code:** The proposal is seeking approval for a Multiple Dwelling with a retail component and does not trigger the definition of Critical Infrastructure. As such, no further assessment is warranted.
- Retirement and residential care facility code:** The proposal is seeking approval for a Multiple Dwelling. As such, assessment against the retirement and residential care facility code is not warranted.
- Wastewater Code:** The proposal is currently connected to the sewerage infrastructure. As such, no further assessment is warranted.

7.8 Local Government Infrastructure Plan

The Local Government Infrastructure Plan (**LGIP**) integrates and coordinates land use planning and infrastructure planning and ensures that trunk infrastructure is planned and provided for in an efficient and orderly manner. The plans for trunk infrastructure do not identify any future LGIP items at or within proximity of the site for which to be considered by this proposal.

8

Key Planning Matters

8 Key Planning Matters

The proposed development achieves a high level of compliance with the applicable assessment benchmarks, including the Planning Scheme as a whole. In a majority of circumstances, this is achieved by compliance with the Acceptable Outcomes within the applicable assessment benchmarks, which are prescriptive measurable criteria for development and represent one way of achieving Performance Outcomes.

There are instances where the proposal involves alternative solutions to the Acceptable Outcomes, which comply with the relevant Performance Outcomes and therefore the Purpose and Overall Outcomes of the relevant code under the City Plan. In this regard, the Planning Scheme is a performance-based document and Performance Outcomes are considered to be overarching guidelines of development.

The following sections provide a summary of the key Performance Outcomes (grouped into key planning considerations) sought as part of the development application.

It is important to also consider that under the hierarchy of assessment benchmarks, the Strategic Framework prevails over all other components, to the extent of any inconsistency in assessing Impact Assessable development applications. Therefore, a non-compliance at a Performance Outcome level would not necessarily warrant refusal. The Impact Assessment process allows for a merits-based consideration of the development. A detailed assessment against the Strategic Framework has been provided in **Appendix D**, as well as the identification of 'other relevant matters' that warrant approval, which are outlined in **Section 9** of this report.

8.1 Building Height

The Racecourse Precinct Neighbourhood prescribes specific building height requirements for sites within the Racecourse Road precinct.

The intent of the building height provisions in the Racecourse Precinct Neighbourhood Plan Code is to ensure that development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character.

Acceptable Outcome AO1 of the Racecourse Precinct Neighbourhood Plan Code states the following:

AO1

Development complies with the number of storeys and building height in Table 7.2.18.1.3.C and is in accordance with Figure a, Figure b and Figure c.

Table 7.2.18.1.3.C identifies an intended building height of 3–5 storeys within the Racecourse Road NPP-001 precinct. Figure A identifies a three-storey height outcome for the subject site.

The proposal seeks a five-storey built form, excluding the rooftop garden and associated rooftop structures which do not constitute a storey. As the proposal exceeds the site-specific mapped height outcome, assessment is required against Performance Outcome **PO1**, which states:

PO1

Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:

- a. consistent with the anticipated density and assumed infrastructure demand;*
- b. aligned to community expectations about the number of storeys to be built;*
- c. proportionate to and commensurate with the utility of the site area and frontage width;*

- d. *designed to avoid a significant and undue adverse amenity impact to adjoining development;*
- e. *sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites.*

While the proposal exceeds the prescribed building height, it satisfies PO1 on the basis that the proposed height, scale and form respond appropriately to the site's strategic role, physical characteristics and surrounding context and do not result in significant adverse impacts on adjoining development.

The proposed development satisfies the elements of PO1 for the following reasons:

(a) Consistent with the anticipated density and assumed infrastructure demand

The site is located within the District Centre Zone and forms part of the Racecourse Road centre, an established mixed-use destination accommodating retail, dining, commercial, community and residential activities. The proposal reinforces this role by delivering additional housing and active ground-floor uses in a highly accessible location that is well served by public transport, community infrastructure and existing services.

The site is located in a highly urbanised part of Hamilton and is appropriately serviced by existing infrastructure. The Engineering Infrastructure Report prepared by Create Engineers confirms that the development can be adequately serviced by public utilities. The Traffic Impact Assessment prepared by L+R also confirms that the surrounding road network can accommodate the additional traffic generated by the proposal. The site further benefits from nearby public transport options within a five-minute walk.

The development demand will be offset through adopted infrastructure charges contributions levied for the development. The additional demand proposed by the development will not result in undue pressure on local infrastructure networks.

(b) Aligned to community expectations about the number of storeys to be built

Community expectations for building height are informed by the acceptable outcomes in the Racecourse Precinct Neighbourhood Plan Code. However, they are also informed by the broader planning context, the centre zoning, the role of Racecourse Road as a mixed-use high street, and the pattern of existing, approved and emerging development in the locality.

Racecourse Road occupies a strategic location between the higher-density urban renewal environment emerging within Northshore Hamilton to the east and lower-density residential areas located further west. Northshore Hamilton is planned to accommodate substantial residential growth, including more than 14,000 dwellings and approximately 24,500 residents. Portside Wharf also continues to develop as a major retail, dining, entertainment and short-stay accommodation destination.

In this context, Racecourse Road performs an important transitional role. It is capable of accommodating medium-rise, human-scaled development that supports housing choice, local business activity and high street activation while maintaining a strong neighbourhood character.

The proposed five-storey development represents an appropriate built form response to this context. It provides a transition between the higher-density environment of Northshore Hamilton and lower-density residential areas beyond Racecourse Road, while contributing to the activation of the centre through ground-floor retail and commercial uses.

This contextual shift is reflected in numerous approved and proposed developments within the Racecourse Road corridor, which comprise buildings between five and seven storeys in height. Key nearby examples include:

- 12 Balowrie Street, Hamilton: 6 storeys
- 53 Racecourse Road, Hamilton: 5 storeys
- 77 Racecourse Road, Ascot: 5 storeys
- 15-17 Allen Street, Hamilton: 5 storeys

- 123–125 Racecourse Road, Hamilton: 5 storeys
- 128 Racecourse Road: 5 storeys
- 18 Racecourse Road: 5 storeys

These developments are further detailed in **Section 2.5**.

This emerging approval pattern demonstrates that medium-rise built form is now an established and reasonable expectation along the Racecourse Road corridor. While the neighbourhood plan prescribes particular height outcomes for individual sites, these mapped distinctions are not readily discernible at street level. A height response informed by the site's context, frontage, nearby approvals and urban role will result in a more cohesive and legible built form pattern across the precinct.

On this basis, the proposed height is consistent with the existing and emerging character of Racecourse Road and aligns with reasonable expectations for development in this location.

(c) Proportionate to and commensurate with the utility of the site area and frontage width

The proposed height is proportionate to the utility of the site, having regard to its substantial area, approximately 45 metre frontage to Racecourse Road and strategic location within the District Centre. The site comprises a consolidated parcel of approximately 1,856m², positioned between two heritage places and within a key part of the Racecourse Road centre.

The size and configuration of the site allow the proposed development to sit comfortably within its context. The proposal incorporates appropriate setbacks, landscaping, building articulation and interface treatments, enabling an efficient urban development outcome while managing its relationship with adjoining properties.

The development will facilitate the renewal of three underutilised lots in a prominent location on Racecourse Road without adversely impacting adjoining land uses.

(d) Designed to avoid a significant and undue adverse amenity impact to adjoining development

The proposed development is designed to achieve a high standard of amenity for residents, occupants and adjoining properties. The proposal adjoins St Augustine's Anglican Church to the north, three detached dwellings to the west and a laneway with Hamilton Town Hall beyond. The proposal incorporates appropriate setbacks and separation distances to maintain privacy and access to natural light and breezes for both future residents and neighbouring properties. The development of adjoining sites is unlikely given their heritage listing, or location within the Character zone and Traditional building character overlay.

Critically, the proposal does not present as a singular five-storey building. Significant articulation has been incorporated into the built form through deep recesses, varying building alignments, landscaping, balconies and material transitions. This is shown through **Figure 18** below. These architectural measures visually divide the development into a collection of smaller built-form elements and substantially reduce perceptions of visual bulk when viewed from Racecourse Road, adjoining residential properties and the church grounds.

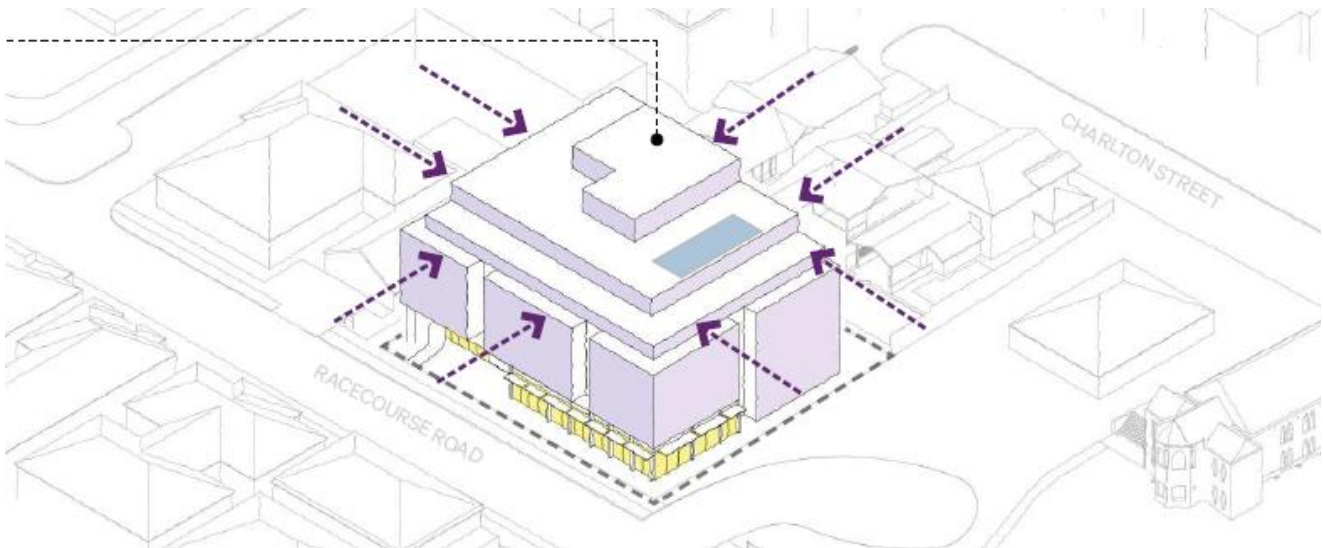
Figure 18 – Architectural Articulation



Source: DKO Architecture, 2026

The proposal has also been specifically designed to reduce perceptions of height through the recession of upper levels and rooftop elements. The uppermost levels are setback from the principal building edges and the rooftop structures are centrally located within the rooftop garden rather than positioned along external building faces. Consequently, the upper portions of the building remain visually recessive and do not contribute to an overbearing built-form outcome when viewed from neighbouring residential properties or Racecourse Road. This is further demonstrated through **Figure 19** below.

Figure 19 – Recessed Upper Levels



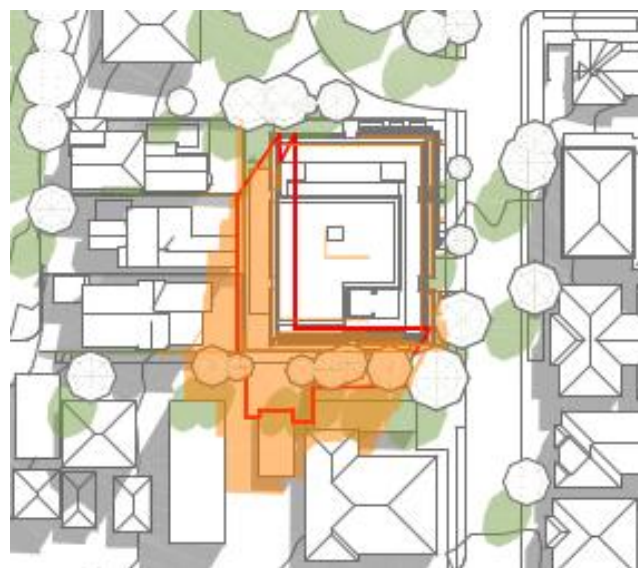
Source: DKO Architecture, 2026

Shadow diagrams prepared by *DKO Architecture* demonstrate that the proposal will result in limited and acceptable shadow impacts. While the five-storey form will create some additional shadowing compared with a three-storey outcome, the additional impacts are limited to a small number of properties and occur for discrete periods. Importantly, additional overshadowing of adjoining dwellings' private open space is limited to the morning period and does not extend beyond 11am. The proposal therefore achieves an appropriate balance between managing localised amenity impacts and delivering additional housing in a form that is consistent with the emerging character of Racecourse Road.

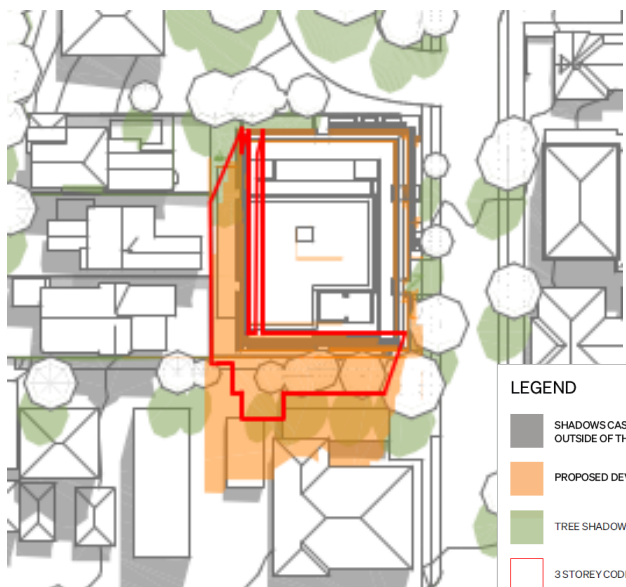
Figure 20 – Sun Shading Diagrams



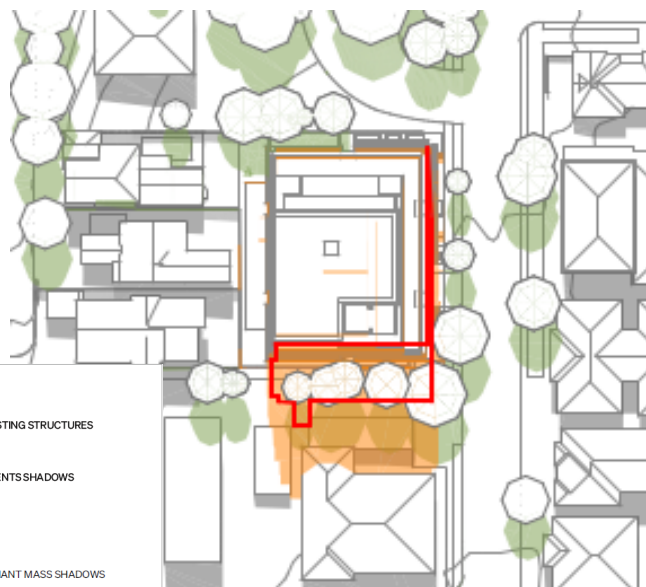
Picture 10 – 9am – 22 June



Picture 11 – 10am – 22 June



Picture 12 – 11am – 22 June



Picture 13 – 12pm – 22 June

LEGEND	
	SHADOWS CAST BY EXISTING STRUCTURES OUTSIDE OF THE SITE
	PROPOSED DEVELOPMENTS SHADOWS
	TREE SHADOWS
	3 STOREY CODE COMPLIANT MASS SHADOWS

Source: DKO Architecture, 2026

(e) Sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites

The proposal provides meaningful separation to sensitive interfaces and does not prejudice the future development potential of adjoining land.

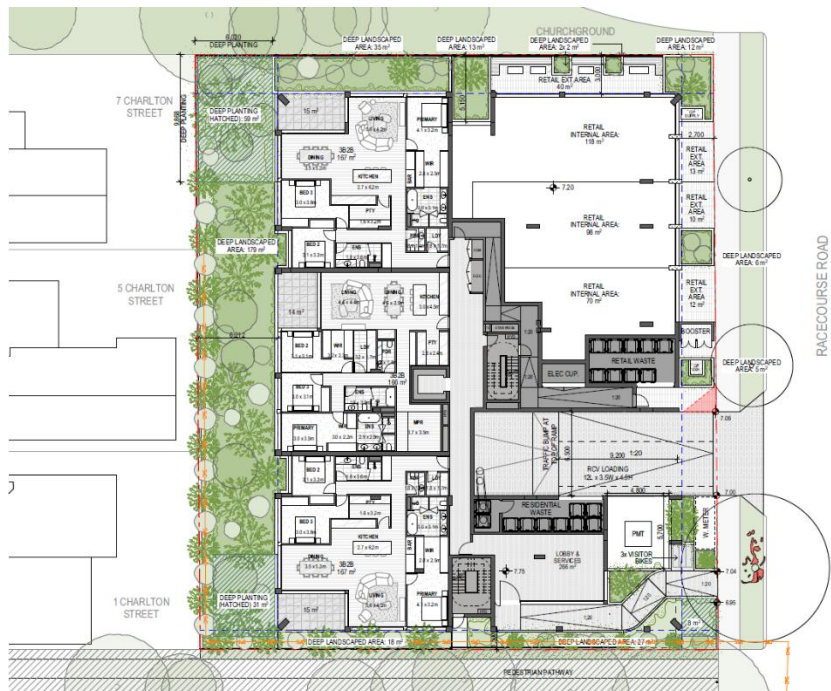
Although the Centre or Mixed Use Code allows built-to-boundary development at ground level in some circumstances, the proposal provides generous setbacks to both side boundaries. These setbacks improve visual and spatial separation, allow for landscaping and create a more appropriate interface with St Augustine's Anglican Church and Hamilton Town Hall.

The proposal also provides an appropriate rear setback at ground level and incorporates building articulation, landscaping, planter boxes and upper-level recesses to maintain a suitable transition to

adjoining residential properties. These measures ensure neighbouring sites retain access to light, ventilation and outlook while preserving reasonable development opportunities.

Overall, the proposal has been sited and designed to provide appropriate separation to adjoining buildings and sensitive interfaces. It does not rely on future redevelopment of adjoining sites to achieve an acceptable outcome and does not compromise the reasonable development potential of adjoining land.

Figure 21 – Landscape Buffering and Site Separation



Source: DKO Architecture, 2026

Overall Compliance with PO1

When assessed against the relevant elements of Performance Outcome **PO1**, the proposal achieves an appropriate outcome for the site and surrounding context. The proposed five-storey built form responds to the role of Racecourse Road as a medium-density high street, aligns with the emerging approval pattern, is proportionate to the site's size and frontage, and is designed to manage amenity impacts through articulation, setbacks, landscaping and recessive upper levels.

On this basis, the proposal complies with PO1 and represents a well-considered built form outcome that is appropriate for the site.

8.2 Setbacks

AO5.2 of the Racecourse precinct neighbourhood plan outlines setback requirements for the **front** setback, as follows:

AO5.2

Development ensures the ground storey of buildings is built to the street frontage.

AO2.2 of the Racecourse precinct neighbourhood plan outlines setback requirements for the **rear** setback, as follows:

AO2.2

Development has building setbacks in accordance with Table 7.2.18.1.3.E.

AO7.1 of the Multiple dwelling code outlines setback requirements for the **side** setbacks, as follows:

AO7.1

Unless greater setbacks are required to achieve adequate building separation, development provides a rear boundary and side boundary setback that complies with:

- a. a neighbourhood plan; or
- b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.14.3.C.

Refer to Figure d.

The proposal seeks alternative setback outcomes to portions of the Racecourse Road frontage and rear boundary, while also incorporating a tailored setback response to the northern and southern side boundaries. The specific setbacks have been provided in **Table 9** below.

Table 9 – Setback Compliance

Boundary / interface	Level	City Plan Prescribed Value	Minimum Proposed setback	Compliance
Racecourse Road frontage	Ground level	Max 0m (Racecourse Road Neighbourhood Plan)	2.7m	Performance outcome required
	Upper levels	3m (Racecourse Road Neighbourhood Plan)	2.5m	Performance outcome required
Rear boundary	Ground level	6m (Racecourse Road Neighbourhood Plan)	6.16m	Complies
	Upper levels	7m (Racecourse Road Neighbourhood Plan)	6.01m	Performance outcome required
Side boundary (North)	Ground level	0m (Centre or Mixed Use Code)	3m	Complies
	Upper levels	3m (Multiple Dwelling Code)	3m	
Side boundary (South)	Ground level	0m (Centre or Mixed Use Code)	1.5m	Complies
	Upper levels	3m (Multiple Dwelling Code)	1.5m	Performance outcome required

While not all setback dimensions align with the nominated acceptable outcomes, the proposal satisfies the intent of each relevant PO by providing appropriate building separation, access to light and ventilation, privacy, landscape integration and a built form that does not dominate the street or adjoining pedestrian spaces.

8.2.1 Front Setback

Racecourse precinct neighbourhood plan

PO5

Development ensures that the siting and design of a building:

- a. respect the layout, scale (including height and setback) and character of existing buildings in Racecourse Road;
- b. incorporate elements of traditional shopping street design;
- c. provide a continuous active street frontage;
- d. provide opportunities for natural surveillance of the street to improve safety;
- e. provide continuous pedestrian shelter to maximise pedestrian comfort and accessibility and maintains the tree-lined streetscape;
- f. maintain privacy for adjoining residential properties including by vegetated buffers.

While the proposal does not achieve the acceptable outcome that envisions a built to boundary outcome at the street frontage, it satisfies the intent of PO5 because the siting and design of the building continue to reinforce the role, character and activation of Racecourse Road whilst delivering additional public realm, landscape and heritage interface benefits.

Racecourse Road functions as a highly active mixed-use main street characterised by retail, dining, commercial and community activities that engage directly with the public realm. Consistent with PO5(c), the proposal provides a continuous active street frontage through food and drink outlet tenancies, extensive glazing, outdoor dining opportunities and a clearly identifiable residential entrance, as shown through **Figure 22** below. The non-compliant front setback does not diminish this active frontage outcome. Rather, it creates usable outdoor activation areas that further strengthen pedestrian engagement with Racecourse Road.

Figure 22 – Residential Entrance



Source: DKO Architecture, 2026

The proposed setback therefore equally contributes positively to the streetscape character sought by PO5(a). The development maintains a strong visual relationship with the street through active uses, transparent frontages and a highly articulated built form. The development continues to address Racecourse Road as the principal frontage and reinforces the established main street character of the precinct.

The increased front setback responds to the established character of the streetscape, including the generous setback of the adjoining St Augustine's Church. The setback also facilitates improved sightlines to the church from Racecourse Road, supporting the heritage significance and visual prominence of this landmark building within the local context.

Importantly, the additional setback allows for the retention and integration of the established poinciana street trees that define the character of Racecourse Road. The proposal also incorporates complementary landscaping and outdoor dining areas which enhance the pedestrian environment and contribute to the established subtropical character of the street.

The development further satisfies PO5(d) by providing excellent opportunities for natural surveillance. Ground-floor tenancies, outdoor dining areas, residential entries and upper-level balconies provide continual passive surveillance of Racecourse Road, increasing activation and supporting pedestrian safety.

Although the building is not constructed directly to the frontage, the proposal incorporates a number of traditional shopping street characteristics consistent with PO5(b), including active frontage uses, frequent entrances, transparent shopfronts, strong pedestrian interaction and a clear relationship between the building and public realm. This has been further reinforced through the streetscape façade shown in **Figure 23** below.

The proposal also responds positively to PO5(e). The setback allows the retention of the mature street tree canopy, while balcony overhangs, landscape planting and outdoor activation areas contribute to pedestrian comfort and assist in maintaining the established tree-lined character that distinguishes Racecourse Road.

Figure 23 – Streetscape Facade



Source: DKO Architecture, 2026

Accordingly, while the proposal does not comply with AO5.2, the front setback achieves the broader outcomes sought by PO5 by maintaining an active street frontage, reinforcing the traditional main street character of Racecourse Road, supporting pedestrian activity and surveillance, retaining important landscape elements and contributing positively to the public realm. The proposal therefore satisfies PO5 notwithstanding its departure from the acceptable outcome.

8.2.2 Rear Setback

Racecourse precinct neighbourhood plan

PO2

Development of a building incorporates a design, bulk and setbacks which:

- a. enable existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy and ensure windows are not built out by adjoining buildings;*

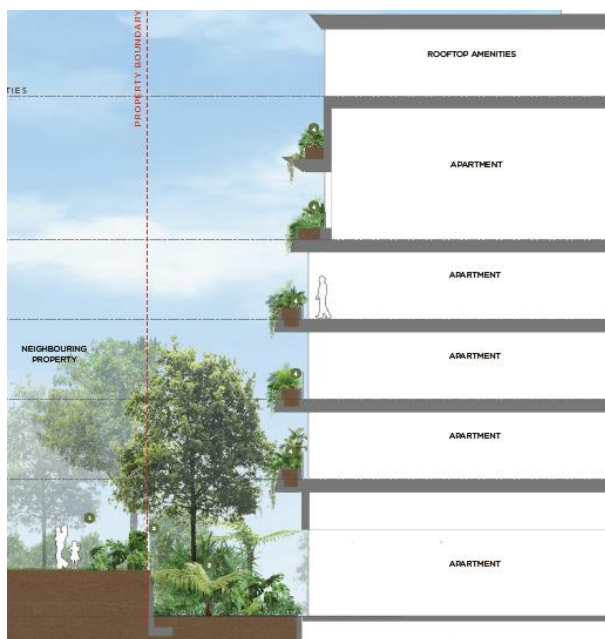
- b. do not prejudice the development of adjoining sites;
- c. do not dominate the street or other pedestrian spaces;
- d. result in sensitive massing and articulation that ensures the building does not dominate the street or other pedestrian spaces.

The proposal provides a compliant rear setback at ground level of 6.16m and a minor variation at upper levels, where a minimum setback of 6.01m is provided compared to the prescribed 7m setback.

The rear boundary interfaces with detached dwelling houses and therefore represents the most sensitive residential interface associated with the development. Notwithstanding the minor variation, the proposal satisfies PO2 because it provides appropriate building separation, protects residential amenity and ensures the built form does not adversely impact adjoining development.

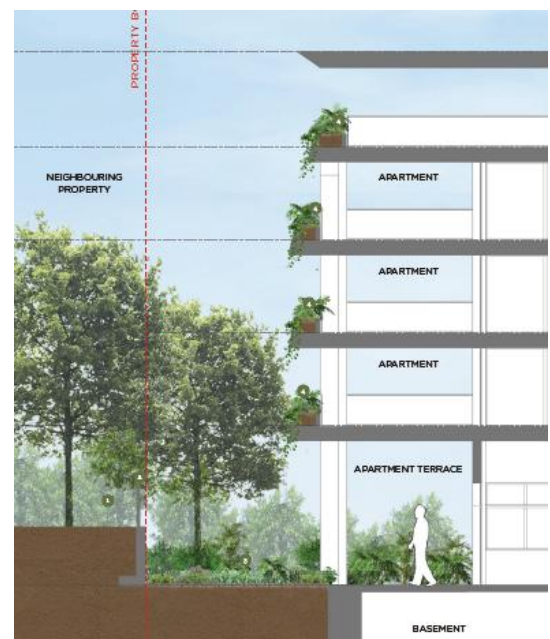
With respect to PO2(a), the combination of rear separation, upper-level recesses, extensive landscaping, planter boxes and building articulation maintains appropriate access to light penetration, air circulation, outlook and privacy for both future residents and neighbouring properties. The proposed landscaping on each level of the building in particular forms a physical barrier to avoid direct overlooking from the edge of the balconies into the adjoining properties. The rear elevation avoids the presentation of a large uninterrupted building wall and instead incorporates a highly articulated built form which reduces perceptions of bulk and scale. This is further highlighted through the landscaping sections shown in **Figure 24** below.

Figure 24 – Landscaping Sections – Rear Interface



Picture 14 – South

Source: Lat Studios



Picture 15 – North

Source: Lat Studios

The proposal further satisfies PO2(b) by not prejudicing the future development of adjoining sites. The retained rear separation ensures neighbouring properties continue to have reasonable opportunities for future redevelopment while maintaining appropriate access to light, ventilation and outlook.

Importantly, the rear setback arrangement contributes to a sensitive built-form response that avoids domination of adjoining residential properties. Building recesses, landscaping and screening treatments create a graduated transition between the district centre and the lower-scale residential area situated to the west. Further, in other centre-based development contexts, the City Plan anticipates a 6m rear setbacks and therefore the development remains consistent with setback outcomes accepted elsewhere.

The proposal therefore achieves the outcomes sought by PO2 notwithstanding the minor upper-level setback variation.

8.2.3 Southern Side Setback

Multiple dwelling code

PO7

Development provides side and rear boundary setbacks that:

- a. *consider future development;*
- b. *minimise the impacts of development on the amenity and privacy of future and existing neighbourhood residents;*
- c. *support the separation of buildings to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes;*
- d. *contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;*
- e. *maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.*

The southern boundary interfaces with a public pedestrian pathway connecting Racecourse Road and Charlton Street, with the Queensland Heritage Register-listed Hamilton Town Hall located on the opposite side of the pathway. Notably, the area of town hall that adjoins the laneway and has interface with this proposal is a contemporary addition of limited heritage value.

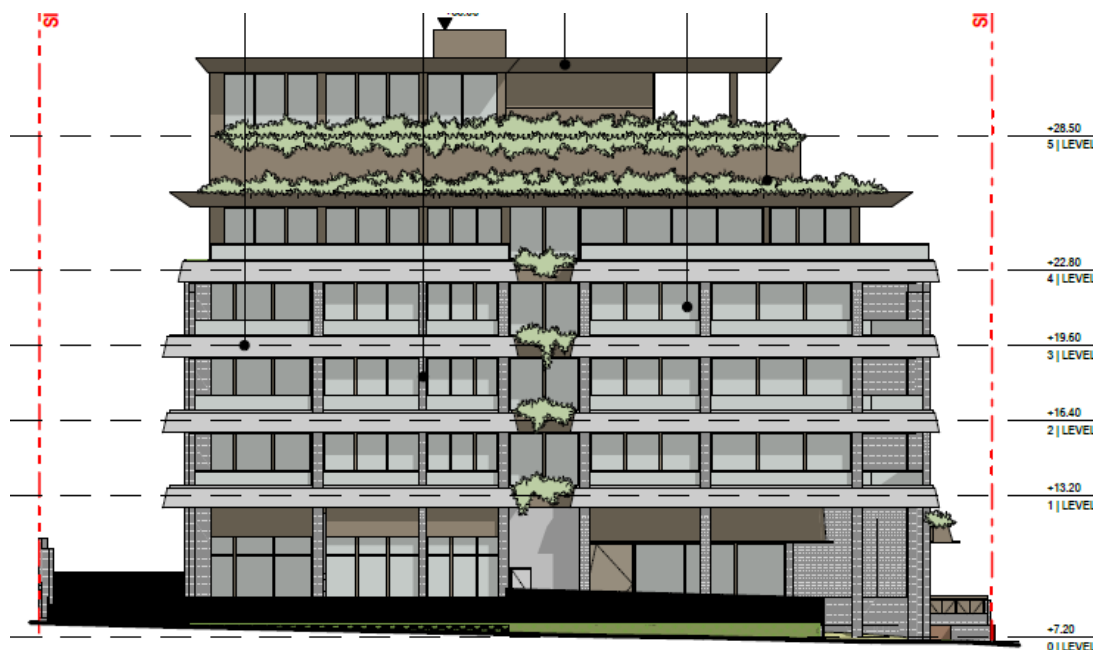
While the proposal seeks an alternative upper-level setback outcome, the development satisfies PO7 for the following reasons:

The proposal appropriately considers future development, as anticipated by PO7(a), as the southern boundary does not adjoin a developable allotment and therefore the proposed setback does not constrain future development opportunities or prejudice the ongoing function of adjoining land.

The proposal minimises impacts on the amenity of future and existing neighbourhood residents, as anticipated by PO7(b), through the provision of a compliant ground-level setback, upper-level articulation, landscaping, recessed balconies and varied façade treatments which reduce perceptions of bulk and prevent the development from creating an overbearing interface to the adjoining public realm.

The proposal supports building separation and maintains access to natural light, sunlight and breezes, as anticipated by PO7(c), through the provision of separation to the public pedestrian corridor and the incorporation of a highly articulated southern elevation. Recessed balconies, varied building planes and landscape treatments reduce perceptions of enclosure and maintain openness along the pedestrian connection without reliance on extensive screening measures. This has been demonstrated further through **Figure 25** below.

Figure 25 – Southern side setback interface



Source: DKO Architecture, 2026

The proposal contributes positively to the rhythm and pattern of the streetscape, as anticipated by PO7(d), through a built form that avoids the presentation of a continuous wall of development and instead reads as a series of articulated building elements. The southern setback also maintains openness along the pedestrian pathway and contributes positively to the setting of the Queensland Heritage Register-listed Hamilton Town Hall, ensuring the heritage building remains a visually prominent element within the local streetscape.

The proposal also maximises opportunities for landscaping and subtropical planting, as anticipated by PO7(e), through the provision of a compliant ground-level setback and extensive landscape treatment along the southern interface. These landscaping opportunities soften the appearance of the development, enhance pedestrian amenity and contribute positively to the subtropical character of the locality.

Further, an extensive Arboricultural Impact Assessment (**Appendix L**) has informed the design of the development and demonstrates that the existing trees along this boundary can be retained and appropriately protected, preserving established landscape character and visual amenity.

Accordingly, while the proposal provides a reduced upper-level side setback of 1.5m in lieu of 3m, it achieves the outcomes sought by PO7 through maintaining an appropriate relationship with the adjoining public realm, preserving openness and amenity along the pedestrian connection, contributing positively to the setting of the Hamilton Town Hall, and delivering a highly articulated and landscaped built form. The proposal therefore represents an appropriate and well-resolved planning outcome.

8.3 Plot Ratio

Table 7.2.18.1.3.D as referenced in AO2.1 of the Racecourse Road Neighbourhood Plan Code stipulates:

"Development has a maximum gross floor area in accordance with Table 7.2.18.1.3.D."

Table 7.2.18.1.3.D provides a maximum gross floor area (GFA) for development in the Racecourse Road Precinct of 150% of the site area for sites that are 800m² or greater.

It is noted that the level of assessment trigger for this site, insofar as it relates to GFA / plot ratio, only applies to the non-residential components of the development. However, AO2.1 and Table 7.2.18.1.3.D technically relates to the building as a whole, inclusive of all its uses.

The proposed development has a combined GFA, inclusive of both non-residential and residential components, that totals 5,299m², which equates to a plot ratio of 286% of the site area. Therefore, the proposal requires assessment against the corresponding performance outcome.

Performance Outcome PO2 of the Racecourse Precinct Neighbourhood Plan Code states:

PO2

Development of a building incorporates a design, bulk and setbacks which:

- a. *enable existing and future buildings to be well separated from each other to allow light penetration, air circulation, privacy and ensure windows are not built out by adjoining buildings;*
- b. *do not prejudice the development of adjoining sites;*
- c. *do not dominate the street or other pedestrian spaces;*
- d. *result in sensitive massing and articulation that ensures the building does not dominate the street or other pedestrian spaces.*

The GFA and gross plot ratio metric act as a regulator of built form, in addition to other metrics such as setbacks, site cover and building height. In practice, a GFA and plot ratio limitation is often at odds with these other regulators and can result in limitations on achieving good design outcomes. A 'compliant' GFA outcome in accordance with AO2.1 would result in a modest GFA of 2,784m². This would substantially limit the scale of a building and it is unlikely the maximum AO building height could be achieved if this GFA / plot ratio provision was complied with.

With respect to the above performance outcome, the proposed plot ratio is deemed to be appropriate, as the proposal has addressed the other key built form parameters such as setbacks, building separation and site cover, and is commensurate with other emerging developments in the locality which have also exceeded this metric, including the approved developments at 53 Racecourse Road (Council Ref.: A007001715), 77 Racecourse Road (Council Ref: A006560134), 71 Racecourse Road (Council Ref: A006790991).

Further, the proposal also satisfies Performance Outcome PO18 of the Centre or Mixed Use Code, which states:

PO18

Development provides a land use mix and gross floor area that:

- a. *is consistent with the intent of the zone and any applicable neighbourhood plan;*
and
- b. *supports the role and function of the centre.*

The proposed mixed-use development directly aligns with the intent of the District Centre Zone by integrating non-residential uses at street level with residential accommodation above. This land use mix supports the function of Racecourse Road as a vibrant commercial corridor while introducing additional residents within walking distance of local services, public transport and employment opportunities.

Further, the development responds to Performance Outcome PO28 of the Centre or Mixed Use Code, which states:

PO28

Development is of an intensity that supports both the strategic and local role and function of the centre or mixed use area and the development of a vibrant public realm considering the capacity of infrastructure.

The proposed GFA is contained within a building envelope that maintains appropriate setbacks, building separation and site coverage, ensuring that the development integrates appropriately with surrounding development and does not prejudice the future development potential of adjoining sites.

Importantly, the proposed development maintains a strong active street interface along Racecourse Road, facilitating pedestrian activity and reinforcing the main street character of the precinct. The scale and intensity of development remain proportionate to the site's location within a designated District Centre where medium-rise mixed-use development outcomes are anticipated.

Overall, the proposed gross floor area represents an appropriate and efficient utilisation of land within the Racecourse Road precinct, delivering a well-integrated mixed-use development that reinforces the centre's function while supporting the continued revitalisation and consolidation of the locality.

8.4 Deep Planting

Acceptable Outcome AO56.2 of the Centre or Mixed Use Code relates to provision of deep planting areas and outlines the following:

AO56.2

Development:

- a. *provides for a minimum 10% of the site area for deep planting;*
- b. *ensures that each deep-planting area has a minimum area of 25m² and a minimum dimension of 4m in any direction."*

As detailed in **Section 5.4** above, the development includes a 'true' deep planting area that is approximately 90m² in size, or approximately 5.23% of the site area, which does not meet the 10% required to achieve compliance with AO56.2. Accordingly, compliance with the associated PO is required.

The associated Performance Outcome PO56 of the Centre or Mixed Use Code states the following:

PO56

Development incorporates deep planting which:

- (a) supports the retention and protection of existing significant vegetation and large subtropical shade trees;*
- (b) provides for the establishment of vegetation to contribute to the landscape character of the centre or mixed use area;*
- (c) is grouped with deep-planting areas on adjacent sites to maximise contiguous areas of deep planting;*
- (d) is open to the sky with access to light and rainfall and into the natural ground with no underground development;*
- (e) is planted with large subtropical tree species that at maturity are complementary in scale and height to the building form;*
- (f) is capable and supported to grow and at maturity provide effective shade or screening to buildings, outdoor spaces or adjoining uses;*
- (g) balances hard-stand areas and provides shade and informal recreation spaces that are directly accessible from residences, building tenancies or the street frontage."*

Given the significant challenges associated with providing deep planting areas within urbanised areas, an alternative outcome is proposed, which includes a combination of true deep planting (as defined), deep soil planting, containerised planters across the upper levels (with soil depths of up to 1200mm to accommodate feature trees), as well as a landscaped rooftop garden. This ensures a high-quality subtropical landscape outcome is still achieved as intended under the PO, despite not achieving the deep planting provision as prescribed in the AO.

It is noted that many contemporary developments are not capable of achieving the 10% provision by virtue of their urbanised contexts and challenges faced with achieving other necessary functional outcomes including building services and basement carparking.

The proposed development achieves the criteria of PO56 for the following reasons:

- In addition to the area of true deep planting, the proposal provides an additional 316m² (17.03%) of supporting planting in key locations within the site (**Figure 26**). These areas are only excluded from true deep planting due to the basement. Notwithstanding, the areas still allow for the establishment of

medium-large sized trees thereby achieving the intent of the deep planting areas. Further, the basement level has been designed to accommodate a greater extent of parking than would otherwise be required under the Brisbane City Plan. In particular, six car parking spaces have been provided for the ground-floor retail tenancy in response to feedback received through pre-lodgement community consultation, including from the adjoining church and nearby Charlton Street residents, who identified on-site visitor and customer parking as an important consideration.

Figure 26 – Deep Planting



Source: LatStudios

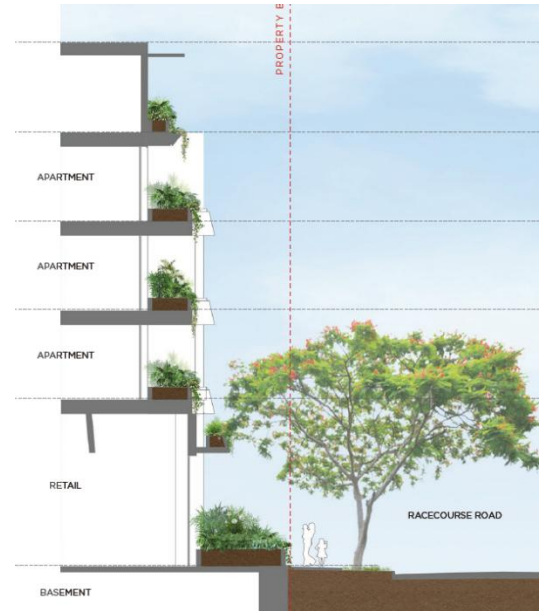
- It is noted that at this stage the requirement for a PMT is unconfirmed. Based on the surrounding development, it is considered unlikely to be required which would allow for the area identified to be used for deep planting;
- The highly urbanised nature of the site combined with operational and Planning Scheme requirements for mixed use development (i.e. basement levels) as well as accommodation of building services (including a possible pad mount transformer) present challenges for the provision of true deep planting areas (i.e. soil areas that are unencumbered above and beneath the surface). Despite such challenges, the design has still prioritised the achievement of additional supporting planting (with deep soils) at the frontage;
- As noted above, the proposed development includes a significant provision of landscaping oriented towards the sensitive receivers the rear, including on the ground plane, residential levels and rooftop garden. This vegetation is tiered and responsive to the configuration of the relevant containers, to create layered greenery across the facades and to also assist with softening the more striking material elements of the building. **Figure 27** below illustrates this positive contribution.

Figure 27 – Landscaping sections



Picture 16 – Rear

Source: Lat Studios



Picture 17 – Front

Source: Lat Studios

- The proposed deep planting and vegetation arrangements provide an appropriate balance between the built and natural elements, particularly given its location within a highly urbanised area.
- The design of the development incorporates a significant provision of rooftop space (as a compliant rooftop garden), with 488m² of outdoor space being provided. This outdoor space has been substantially landscaped with 184m² of soft planting, including spaces for large feature trees, to maximise its impact on amenity for residents and the streetscape.

In view of the above, the proposed landscaping design complies with Performance Outcome PO56 of the Centre or Mixed Use Code. For further details, please refer to the Landscape Concept Plan prepared by *Lat Studios* and included within **Appendix F**.

8.5 Awning Design

Acceptable Outcome AO5.4 of the Racecourse precinct neighbourhood plan code states the following:

AO5.4

Development provides awnings to the Racecourse Road and Kingsford Smith Drive street frontages that are located to avoid interference with street trees.

The proposal does not provide a continuous awning along the Racecourse Road frontage. Notwithstanding, the proposal achieves the intent for awnings as provided in the corresponding Performance Outcome:

PO5

Development ensures that the siting and design of a building:

- respect the layout, scale (including height and setback) and character of existing buildings in Racecourse Road;*
- incorporate elements of traditional shopping street design;*
- provide a continuous active street frontage;*
- provide opportunities for natural surveillance of the street to improve safety;*
- provide continuous pedestrian shelter to maximise pedestrian comfort and accessibility and maintains the tree-lined streetscape;*

- f. maintain privacy for adjoining residential properties including by vegetated buffers.

The proposal achieves the intent of PO5 because it provides a high-quality pedestrian environment that maximises pedestrian comfort, maintains the established tree-lined streetscape and delivers a superior streetscape and heritage outcome.

A defining characteristic of Racecourse Road is its mature poinciana tree canopy, which contributes significantly to the identity, character and pedestrian amenity of the centre. While AO5.4 anticipates awnings as a means of providing pedestrian shelter, the introduction of a continuous awning at this location would create an undesirable conflict with the established street trees and diminish the contribution of the mature canopy to the public realm.

The proposed design instead retains and celebrates the existing tree-lined character of Racecourse Road by allowing the established poinciana canopy to remain the dominant streetscape element. The mature tree canopy provides substantial shading and contributes to pedestrian comfort whilst preserving the subtropical character that distinguishes Racecourse Road from other commercial centres.

Importantly, the absence of an awning also preserves key view corridors towards St Augustine's Anglican Church and church grounds. Due to the site's position immediately adjoining the church precinct, a continuous awning would introduce an additional horizontal built form element along the frontage and partially obscure views into and across the heritage setting. By omitting the awning, the development maintains a more open visual relationship with the church precinct and allows the heritage place to remain visually prominent within the streetscape. A comparison of the proposed frontage and the frontage with an awning extent is provided in **Figure 28** to demonstrate the impact.

Figure 28 – Awning Comparison



Picture 18 – Proposed

Source: DKO Architecture, 2026



Picture 19 – Proposed with required awning over footpath

Source: DKO Architecture, 2026

The proposal nevertheless achieves the broader pedestrian comfort outcomes sought by PO5(e). Pedestrian amenity is supported through a combination of mature street tree canopy, extensive frontage landscaping, outdoor dining areas, building recesses and upper-level balcony projections which provide localized weather protection along the active frontage (**Figure 29** below). The proposal also encourages pedestrian activity by providing active ground-floor uses and a highly engaging public realm interface that contributes to the vibrancy and walkability of Racecourse Road.

The reimagining of pedestrian protection represents a site-responsive design solution that acknowledges the unique characteristics of the frontage, including the established street trees and adjoining heritage place. In this regard, the proposal achieves a superior outcome by maintaining the tree-lined streetscape, preserving key heritage views and delivering a highly activated pedestrian environment.

Accordingly, while the proposal does not comply with AO5.4, it satisfies the intent of PO5 because it maintains pedestrian comfort, reinforces the established character of Racecourse Road, protects the contribution of

mature street trees and preserves important views to St Augustine's Anglican Church. The proposed outcome therefore achieves the intent of the neighbourhood plan notwithstanding the absence of a continuous awning.

Figure 29 – Racecourse Road interface



Source: DKO Architecture, 2026

9 **Other Relevant Matters**

9 Other Relevant Matters

Section 45 of the *Planning Act 2016* identifies that, for an application subject to impact assessment, the assessment manager may carry out an assessment against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

Examples of other relevant matters include:

- a planning need;
- the current relevance of assessment benchmarks in light of changed circumstances; and
- whether assessment benchmarks or other prescribed matters were based on material errors.

The proposed development application is subject to impact assessment. Accordingly, the assessment manager may have regard to other relevant matters in carrying out its assessment of the proposal.

This section identifies other relevant matters which support approval of the proposed development. These matters demonstrate that the proposal will deliver significant public benefits, respond to changed planning and urban conditions within the Racecourse Road locality, and advance the purpose of the *Planning Act 2016*.

9.1 Current Relevance of the Planning Framework

The site is located within the Racecourse Precinct Neighbourhood Plan area. The relevant planning controls have not been substantially updated since 3 July 2017. Since that time, the locality has experienced ongoing urban renewal and revitalisation, with approved and emerging development outcomes ranging from four to seven storeys in height.

This evolving pattern of development demonstrates that the existing planning framework does not fully reflect the current and emerging built form context of Racecourse Road. In particular, recent approvals indicate a shift toward medium-rise development outcomes that frame and support the Racecourse Road high street.

In this context, the proposed five-storey built form, together with a rooftop component, is consistent with the emerging character of the locality and reflects a reasonable contemporary expectation for development in this part of Hamilton. The proposal therefore responds appropriately to changed circumstances since the preparation of the neighbourhood plan provisions.

9.2 Housing Supply and Diversity

The proposal will contribute to housing supply in a well-located and highly accessible part of Brisbane's inner north. The site benefits from proximity to high-frequency public transport, local shops and services, community facilities and open space, making it an appropriate location for additional residential density.

The development provides a diverse apartment offering in a location where demand for alternative housing typologies is increasing. The provision of apartment living in this locality will support a broader range of household types and life stages, including opportunities for downsizing and ageing in place.

By increasing housing choice within an established and serviced urban area, the proposal may also assist in reducing pressure on traditional detached housing stock within the broader locality. This represents a cumulative public benefit through improved housing availability, diversity and accessibility.

9.3 Economic Benefits

The proposal will deliver economic benefits through capital investment, construction activity and future operational expenditure.

During construction, the development will support employment opportunities and contribute to the local construction sector. Once operational, the additional residents accommodated on the site will contribute to ongoing local expenditure within the Racecourse Road precinct and surrounding centres.

These economic benefits support approval of the development and reinforce the proposal's contribution to the continued renewal and vitality of the locality.

9.4 Design Excellence

The proposal delivers a high-quality architectural outcome that represents a benchmark standard of development within the Racecourse Road precinct. The building has been carefully designed to respond to its prominent location, surrounding heritage context and emerging urban character through a contemporary architectural expression, substantial landscaping and a highly articulated built form.

A key feature of the proposal is its commitment to design excellence through the integration of architecture, landscape and public realm outcomes. The building incorporates deep recesses, generous balconies, varied setbacks, extensive planting and upper-level articulation which collectively reduce perceptions of bulk and create a visually refined development outcome. Rather than presenting as a singular building mass, the proposal reads as a series of layered elements that contribute positively to the streetscape and surrounding locality.

The proposal also delivers an activated ground plane through the provision of food and drink outlet and shop tenancies, outdoor dining opportunities and a clearly identifiable residential entrance. These elements contribute to the vitality of Racecourse Road and reinforce its role as a vibrant mixed-use high street. The design successfully balances increased residential density with high-quality public realm outcomes, landscaping and pedestrian amenity.

Accordingly, the proposal demonstrates a level of architectural and urban design quality that exceeds the minimum requirements of the planning framework and represents a significant public benefit that warrants favourable consideration in the assessment of the application.

The proposed development has been designed in accordance with Brisbane's *Buildings that Breathe* principles, delivering a subtropical built form that responds to climate, landscape and place. The proposal integrates architecture and landscaping to create a development that promotes natural ventilation, outdoor living, urban greening and high-quality resident amenity.

9.5 Buildings that Breathe

The proposed development has been designed in accordance with Brisbane's *Buildings that Breathe* principles, delivering a subtropical built form that responds to climate, landscape and place. The proposal integrates architecture and landscaping to create a development that promotes natural ventilation, outdoor living, urban greening and high-quality resident amenity.

- **Orientate Yourself:** The building's form and orientation have been carefully designed to capitalise on views towards the Brisbane River, Brisbane CBD and surrounding leafy urban landscape, while ensuring apartments benefit from natural light, ventilation and generous outdoor living opportunities. Deep balconies and the strategic placement of glazing minimise solar exposure while enhancing occupant comfort and amenity.
- **Occupy Outdoor Spaces:** Generous balconies, landscaped rooftop spaces and communal areas provide functional outdoor environments that support recreation, social interaction and year-round use. The development integrates subtropical planting throughout the building and activates the Racecourse Road frontage, strengthening connections between residents, visitors and the public realm.
- **Illuminate with Natural Daylight:** Building setbacks, articulated façades and extensive glazing maximise access to natural daylight and ventilation for residents while maintaining amenity for

adjoining properties. Apartment layouts have been configured around access to natural light, with living areas and bedrooms designed to take advantage of daylight and outlook opportunities.

- **Natural Air & Ventilation:** The proposal incorporates operable windows, large sliding doors, generous balconies and layered façades to promote natural ventilation throughout apartments and communal spaces. The design enables residents to control airflow, sunlight and privacy, reducing reliance on mechanical cooling and supporting a comfortable subtropical living environment.
- **Shade & Protection:** Oversized balconies, projecting slab edges, operable screening devices and integrated planter elements provide effective protection from sun and rain while maintaining access to views, daylight and natural ventilation. These design measures improve user comfort and enhance the usability of outdoor living spaces throughout the year.
- **Living Greenery:** Extensive landscaping is integrated throughout the development, including deep planting, elevated gardens, balcony planters and rooftop landscaping. The vertical connection of greenery from the ground plane to upper levels softens the built form, contributes to urban cooling and reinforces Brisbane's subtropical identity while providing long-term opportunities for vegetation growth and maintenance.
- **Identity Matters:** The architectural design responds to the character of Racecourse Road through the use of high-quality and durable materials, including masonry elements and lightweight architectural detailing. The layering of materials, balconies and landscaping creates a distinctive architectural expression that reflects the subtropical character and evolving urban context of Hamilton.
- **Reduce Energy and Waste**
The development incorporates energy-efficient fixtures and appliances, opportunities for solar infrastructure, rainwater harvesting for landscape irrigation, bicycle parking facilities and naturally ventilated apartment layouts. Its proximity to public transport, including bus services and the CityCat network, further encourages sustainable transport choices and reduces reliance on private vehicles.

The proposal demonstrates how increased residential density can be delivered while enhancing Brisbane's subtropical character, landscape qualities and public realm. Collectively, these outcomes are consistent with the intent of the *Buildings that Breathe* principles and provide a significant public benefit that supports approval of the proposed development.

10 Conclusion

10 Conclusion

The proposed development represents an appropriate and well-considered redevelopment of a strategically located site on the Racecourse Road.

The proposal warrants approval for the following reasons:

- Delivers a high-quality mixed-use development comprising active ground-floor retail tenancies and residential apartments that support the ongoing vitality and viability of the Racecourse Road centre.
- Provides an active and engaging streetscape outcome through active frontages, outdoor dining opportunities, extensive landscaping and natural surveillance of the public realm.
- Responds appropriately to the site's prominent location through a highly articulated architectural design that reduces perceptions of bulk and scale and contributes positively to the character of Racecourse Road.
- Achieves an appropriate balance between increased development intensity and protection of adjoining amenity through building separation, landscaping, upper-level recesses and privacy treatments.
- Establishes sensitive interfaces with Hamilton Town Hall and St Augustine's Anglican Church through increased separation, retention of important view corridors and a landscape-led design response.
- Reinforces the established tree-lined character of Racecourse Road through the retention of mature poinciana street trees and integration of substantial subtropical landscaping.
- Makes efficient use of a well-located site within an established centre that is supported by existing infrastructure, public transport, employment opportunities and community services.
- Achieves the intent and purpose of the *Brisbane City Plan 2014*, including the relevant provisions of the Racecourse precinct neighbourhood plan code, Multiple dwelling code and Centre or mixed use code, notwithstanding identified performance-based assessment matters.

Accordingly, the proposal is considered to represent a well-founded and desirable planning outcome and is recommended for approval, subject to reasonable and relevant conditions.



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Appendix A – Property Searches

Appendix B – Landowners Consent

Appendix C – DA Form 1

Appendix D – BCC Code Responses

Appendix E – Architectural Plans

Appendix F – Landscape Concept Plan

Appendix G – Civil Engineering Report

Appendix H – Traffic Engineering Report

Appendix I – Waste Management Plan

Appendix J – Stormwater Management Plan

Appendix K – Air Quality Assessment

Appendix L – Arboricultural Impact Assessment

Appendix M – Heritage Impact Assessment

Appendix N – Noise Impact Assessment



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