URBIS

Town Planning Report

118, 120 and 124 Lutwyche Road and 43 Victoria Street, Windsor

November 2026
Prepared for: Infinitec Developments Pty Ltd



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Report Number	V1

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We pay our respects to First Nations Elders, past and present.

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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 has been engaged by *Infinitec Developments Pty Ltd* to prepare this Town Planning Report in relation to a development application for land at 118, 120, 124 Lutwyche Road and 43 Victoria Street, Windsor, formally described as Lot 1 on RP129949, Lot 72 on RP18524, Lot 71 on RP80003, and Lot 1 on RP119439.

The proposal provides for the redevelopment of the site for a 19-storey residential-led development comprising 266 multiple dwellings, 81 short-term accommodation rooms and a Food and Drink Outlet, together with basement and podium car parking. The development adopts a dual-tower form above a shared podium, with the residential and short-term accommodation components accommodated within distinct tower elements.

The site comprises a consolidated landholding within an established District Centre on the Lutwyche Road corridor. Its location provides access to established public transport and proximity to significant employment, health and activity destinations within Brisbane's inner north. The proposal responds to this context through the delivery of additional housing and visitor accommodation, supported by active ground-floor uses, integrated landscaping and communal open space.

The development application is subject to Impact Assessment under the *Brisbane City Plan 2014*. The assessment undertaken within this report demonstrates that the proposal generally accords with the relevant planning framework and, where alternative outcomes are proposed, achieves the corresponding performance outcomes. The proposal is therefore considered appropriate for the site and warrants favourable consideration by Brisbane City Council, subject to relevant and reasonable conditions.

Application Details

Site and Proposal Details

Key Information	Proposal Detail
Site Address	118, 120, 124 Lutwyche Road, Windsor QLD 4030 43 Victoria Street Windsor QLD 4030
Real Property Description	▪ Lot 1 on RP129949 ▪ Lot 72 on RP18524 ▪ Lot 71 on RP80003 ▪ Lot 1 on RP119439
Site Area (Approx.)	4,110 m^2
Categorising Instrument	*Brisbane City Plan v37.00/2026*
Zone and Precinct	DC2 District Centre (Corridor)
Neighbourhood Plan Area and Precinct	▪ Lutwyche Road corridor Neighbourhood Plan – Windsor east precinct (NPP-002) • Windsor east mixed use corridor sub-precinct (NPP-002a)
Permits Sought	▪ Development Permit for Material Change of Use for Multiple Dwelling, Short-term Accommodation and Food & Drink Outlet; ▪ Development Permit for Carrying out Building Work in the Flood Overlay (Creek/waterway flood planning area and Overland flow flood planning area sub-categories); and

	▪ Development Permit for Carrying out Building Works involving demolition of existing buildings where not part of a committed program to exercise a development approval or create a temporary park.
General Description of Proposal	Staged development, involving: ▪ **Stage 1** – Demolition of the existing buildings and structures on the site. ▪ **Stage 2** – A 19-storey residential development for Multiple Dwelling, Short-Term Accommodation and a Food and Drink outlet with basement and podium car parking.
Referral Agencies	State Assessment & Referral Agency (SARA)
Land Ownership	*Infinitec Developments Pty Ltd (ABN 34 099 860 812)*

Aspects of Development

Type of Development	Type of Approval	Category of Development	Category of Assessment
Material Change of Use	Development Permit	Assessable Development	Impact Assessment
Building Works (Demolition)	Development Permit	Assessable Development	Impact Assessment

Applicant Details

Applicant	Urbis Contact	Reference Number
Infinitec Developments Pty Ltd	C/- Urbis Ltd Level 32, 300 George Street Brisbane City, QLD 4000 Grant Williams | Karan Rao (07) 3007 3800 gwilliams@urbis.com.au | kpadbidri@urbis.com.au	P0056335



1 Introduction

1 Introduction

Urbis Ltd has prepared this Town Planning Report on behalf of *Infinitec Developments Pty Ltd* (the '**Applicant'**) in support of a development application over the site at 118, 120, 124 Lutwyche Road and 43 Victoria Street, Windsor, formally described as Lot 1 on RP129949, Lot 72 on RP18524, Lot 71 on RP80003, and Lot 1 on RP119439 (referred herein as '**the site'**).

The proposed staged development involves the demolition of existing buildings and structures on the site and the redevelopment of the site to facilitate a 19-storey residential-led development comprising Multiple Dwelling, Short-term Accommodation and a Food and Drink Outlet, together with basement and podium car parking. The development comprises two articulated tower forms above a shared podium, with the tower components accommodating residential uses and the upper levels of the podium comprising the short-term accommodation component.

The proposal represents a high-quality, contextually responsive architectural design that has been developed having regard to the site's prominent location along the Lutwyche Road corridor and its relationship with the established residential areas of Windsor. The development adopts a considered built-form and landscape response, with a strong emphasis on subtropical design, articulated building form, landscaping and activation of the street interfaces.

To undertake the proposed works, the development application seeks a staged approval for the following:

- Development Permit for Material Change of Use for Multiple Dwelling, Short-term Accommodation, Food and Drink Outlet; and
- Development Permit for Carrying out Building Work in the Flood Overlay (Creek/waterway flood planning area and Overland flow flood planning area sub-categories); and
- Development Permit for Carrying out Building Work for demolition of existing buildings where not part of a committed program to exercise an existing development approval or create a temporary park.

The proposal constitutes assessable development under the *Brisbane City Plan 2014* (the '**Planning Scheme**') and is subject to **Impact Assessment**. Accordingly, this report addresses the merits of the development with regard to the assessment benchmarks under the Planning Scheme relevant statutory provisions of the *Planning Act 2016* (the '**Planning Act**').

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

- **Appendix A** – DA Forms;
- **Appendix B** – Landowner's Consent;
- **Appendix C** – Property Searches;
- **Appendix D** – State Development Assessment Provisions (SDAP) Assessment;
- **Appendix E** – State Planning Policy 2017 Assessment;
- **Appendix F** – Brisbane City Plan 2014 Assessment;
- **Appendix G** – Architectural Plans, prepared by *SPARC*;
- **Appendix H** – Landscape Concept Plan, prepared by *Laud Ink*;
- **Appendix I** – Traffic Impact Assessment, prepared by *Modus*;
- **Appendix J** – Operational Waste Management Plan, prepared by *Modus*;
- **Appendix K** – Flood Impact Assessment & Flood Management Plan, prepared by *SLR Consulting*;
- **Appendix L** – Noise Impact Assessment & Air Quality Impact Assessment, prepared by *JT Environmental Engineering Consultants*;

- **Appendix M** – Stormwater Engineering Report & Stormwater Management Plan, prepared by *Infinitec Solutions*;
- **Appendix N** – Geotechnical Report, prepared by *Core Consultants;* and
- **Appendix O** – Preliminary Arboricultural Impact Assessment, prepared by *Treescience Pty Ltd*.

The assessment of the application is to be undertaken in accordance with Section 45(5) of the Planning Act and Sections 30 and 31 of the *Planning Regulation 2017* (the '**Planning Regulation**'). 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. Brisbane City Council's (the '**Council**') approval of the application is therefore recommended, subject to the imposition of relevant and reasonable conditions.



2 Site and Surrounds

2 Site and Surrounds

2.1 Site Location

The subject site is located at 118, 120, 124 Lutwyche Road and 43 Victoria Street, Windsor, formally described as Lot 1 on RP129949, Lot 72 on RP18524, Lot 71 on RP80003, and Lot 1 on RP119439 (**Figure 2**). The site has a total area of 4,110m^2 and is encumbered by three (3) easements.

The site is located in the suburb of Windsor, which is currently undergoing a period of urban renewal. This transformation is driving a shift toward higher-density residential, commercial, and mixed-use developments, particularly along the Lutwyche Road corridor and High Density Residential Zone to the immediate east of the site. The site itself is part of a broader District Centre zone that stretches along this key arterial route leading into the Fortitude Valley and Brisbane Central Business District (CBD).

Further detail regarding Windsor's evolving context is provided in **Section 4** of this report.

Key details of the site are provided in **Table 1** below.

Table 1 *- Site Details*

Category	Description
Site Address	118, 120, 124 Lutwyche Road, Windsor QLD 4030 43 Victoria Street Windsor QLD 4030
Real Property Description	▪ Lot 1 on RP129949 ▪ Lot 72 on RP18524 ▪ Lot 71 on RP80003 ▪ Lot 1 on RP119439
Site Area (Approx.)	1,482 m^2 405 m^2 336 m^2 1,887 m^2 = 4,110 m^2
Land Owner	*Infinitec Developments Pty Ltd (ABN 34 099 860 812)*
Contaminated Land	The site is not affected by contaminated soils and is not included on the Contaminated Land Register.
Easements	▪ Easement A on RP18528 for sewerage purposes ▪ Easement A on RP18529 for sewerage purposes ▪ Easement A on RP18531 for sewerage purposes

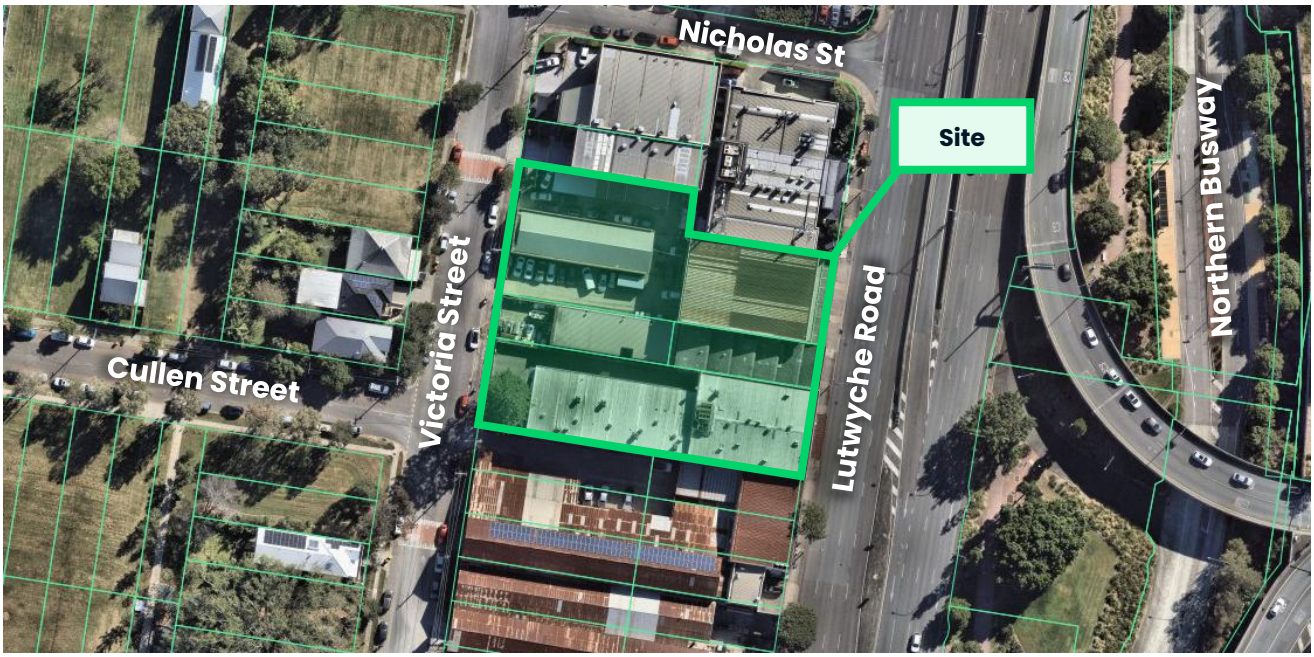
Refer to **Appendix C** for relevant title searches confirming the above details. Landowners' consent to make this development application is provided in **Appendix B**.

2.2 Site Characteristics

The subject site comprises four (4) amalgamated allotments, with a total area of approximately 4,110m². It occupies a prominent mid-block location, bounded by Lutwyche Road, an arterial road, to the east and Victoria Street, a neighbourhood road, to the west. The site benefits from approximately 50m of frontage to Lutwyche Road and 60m of frontage to Victoria Street, with both pedestrian and vehicular access provided from these frontages (refer to **Figure 1**).

The site is currently developed with commercial/industrial buildings and associated structures, which are proposed to be demolished to facilitate the redevelopment of the site. The existing development is serviced by one (1) crossover to Lutwyche Road and two (2) crossovers to Victoria Street. Topographically, the land exhibits a gradual fall across the site, descending from approximately RL 9m AHD at the north-eastern corner adjoining Lutwyche Road to approximately RL 2m AHD at the south-western corner adjoining Victoria Street. This variation in levels reflects a consistent slope across the allotment from east to west.

***Figure 1** – Site Aerial*



Source: Nearmap, 2026 (Marked up by Urbis)

2.3 Land Ownership

The site comprises freehold land, as confirmed by the certificates of title enclosed within **Appendix C – Property Searches**.

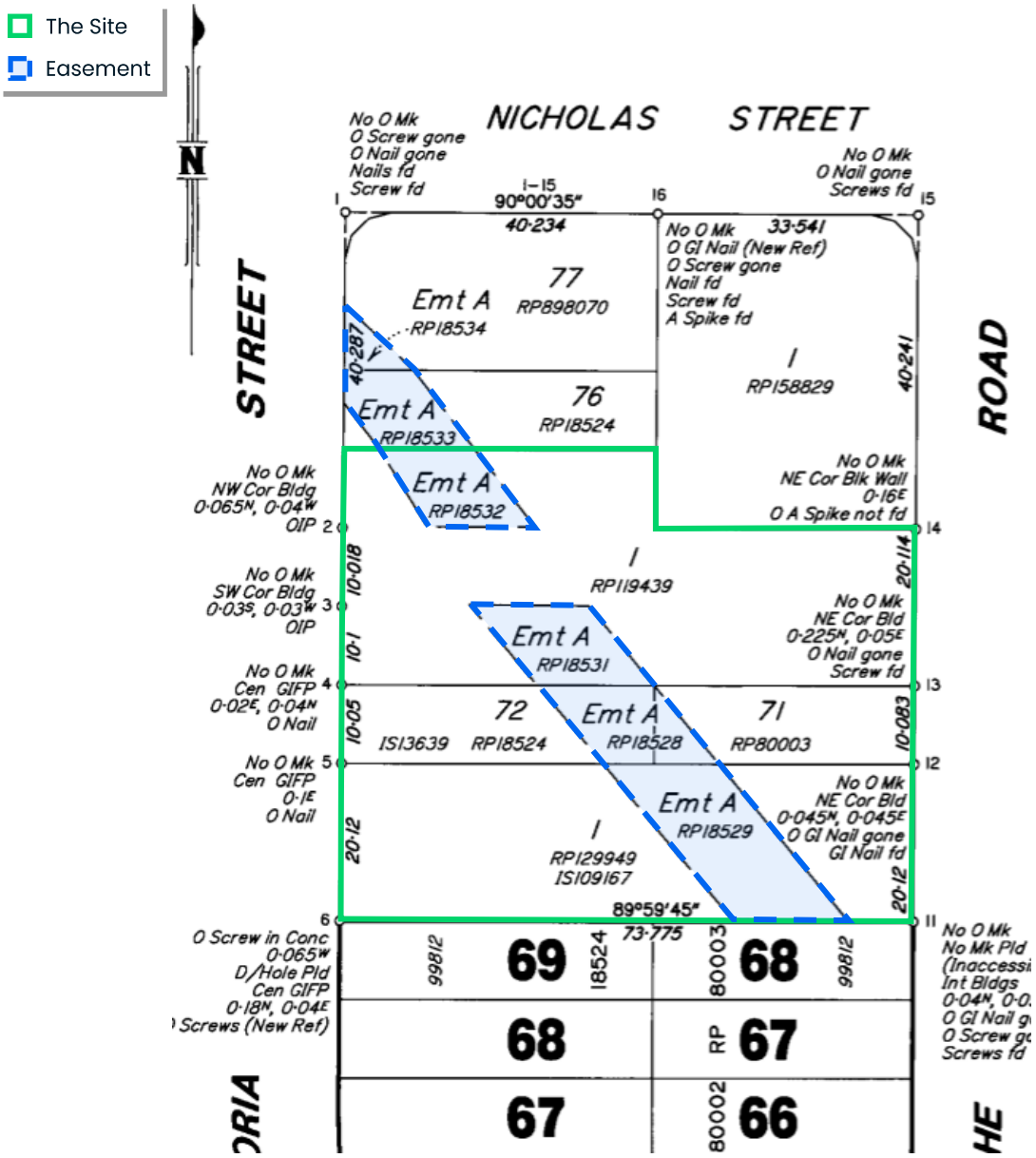
The registered owner of the site is *Infinitec Developments Pty Ltd (ABN 34 099 860 812).* Landowners consent to make this development application is provided as **Appendix B – Landowners Consent**.

2.4 Easements and Encumbrances

The four (4) allotments are burdened by Easement in gross no 601099559 for sewerage purposes (refer to **Appendix C – Property Searches** for detail). The location of the sewer pipe has informed the design of the basement and has restricted the depth to which excavation can occur.

These easements are shown in **Figure 2**.

Figure 2 *– Easement location*



Source: Survey Plan, 2015 (marked up by Urbis)

2.5 Infrastructure Services

The site has access to all required infrastructure services, including reticulated mains water, telecommunications, stormwater drainage, sewerage and electricity.

2.6 Surrounding Context

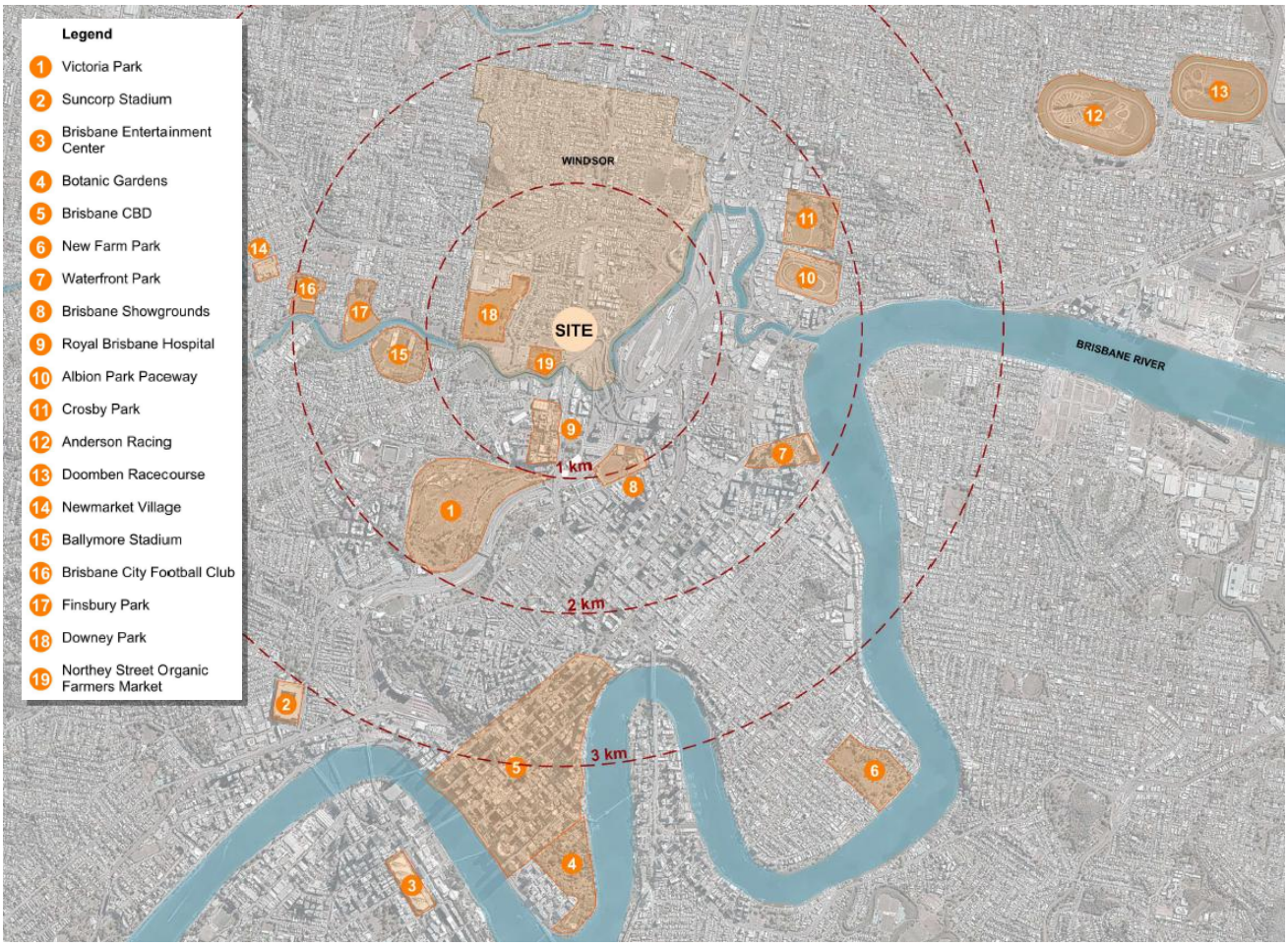
The surrounding area is characterised by a diverse urban environment comprising a mix of commercial, residential, retail and service-based land uses. Development in the locality includes commercial premises, apartment buildings, large-format retail outlets, service stations, and drive-through food and beverage establishments. To the north of the site are The Windsor Hotel Rooms & Apartments and the Imperial Motel, reflecting the presence of short-term accommodation and visitor-serving uses within the precinct.

The site benefits from a highly accessible and well-connected location with strong links to the broader transport network and key employment, health, and activity centres. High-frequency bus services are available from stops immediately adjoining the site, while the Federation Street Busway Station is located approximately 100m to the east, providing convenient access to the Inner Northern Busway. The Windsor

Railway Station is situated approximately 850m from the site and offers direct connections to destinations across the metropolitan rail network.

The site's accessibility is further enhanced by its proximity to major regional destinations. The Royal Brisbane and Women's Hospital (RBWH) and the Herston Health Precinct are both within walking distance, while the Brisbane CBD is located less than three kilometres to the south, reinforcing the site's strategic position within an established inner-city growth corridor.

***Figure 3** – Surrounding Context*



*Source: Sparc**

2.6.1 Immediate Context

The site is situated within a mixed-use locality characterised by a combination of industrial, commercial and residential development. Surrounding land uses are described as follows and illustrated in **Figures 4** and **5**:

- **North** – The site adjoins commercial uses to the north-east. Beyond these uses, across Nicholas Terrace, are a number of motor vehicle sales and service establishments. Further north, the Lutwyche Road corridor accommodates a diverse range of retail, commercial, and short-term accommodation activities.
- **East** – Immediately east of the site, across Lutwyche Road, is the Federation Street Busway Station, which provides access to high-frequency public transport services. Further east is Enoggera Creek, a significant waterway corridor that extends south of the site.
- **South** – Land to the south is characterised by a continuation of the commercial and retail activities that front Lutwyche Road and apartments up to seven (7) storeys, reinforcing the site's location within an established mixed-use corridor.

- **West** – Across Victoria Street, the area is historically characterised by detached 1- and 2-storey traditional character dwellings within a low to medium density residential setting. However, this context is evolving, with the majority of properties having been acquired through Council's Voluntary Home Buy-Back Program and subsequently converted to parkland, resulting in a transition from a residential to an open space character.

Figure 4 *– Surrounding Context*



*Source: Sparc**

Figure 5 *– Immediate Surrounding Context*



Picture 1 – North (Nicholas Street)

Source: Google Streetview, 2022



Picture 2 – East (view from site)

Source: Google Streetview, 2022



Picture 3 – South (Northey Street)

Source: Google Streetview, 2022



Picture 4 – West (view from site)

Source: Google Streetview, 2022

3 Site History

3 Site History

3.1 Approval History

The site's approval history has been summarised in **Table 2** below.

***Table 2** – Past Approval History over the Site*

Application Number	Date Approved	Description
A003997294	23 February 2016	Infinitec Group received approval for 166 multiple dwellings (11 storeys), 121 short term accommodation units (10 storeys) and food and drink outlet. The approval has since lapsed.  *Picture 5 - Approved Development (A003997294)* *Source: Sparc**

3.2 Prelodgement Engagement

The Applicant undertook a formal pre-lodgement meeting with Brisbane City Council on 14 July 2025 to discuss the proposed development and obtain preliminary feedback on key planning, urban design and technical matters.

Discussions focussed on building height, setbacks and separation, built form, landscaping, deep planting, transport, parking, servicing and the overall design quality of the proposal. Council's feedback provided valuable guidance on the level of design excellence and subtropical design response required to support the proposed development.

The Applicant has carefully considered the advice from Council and, where practicable, the Applicant has sought to respond to advice through amendments to the development design and supporting technical documents.

A summary of Council's key advice from the meetings, and the Applicant's response, is provided in **Table 3** below.

***Table 3** – Prelodgement Engagement*

Prelodgement Matter	Design Response
Building Height Council acknowledged that the site's location may support some additional height, subject to demonstrating an appropriate planning and urban design outcome.	The proposal has been reduced from 22 to 19 storeys, with the maximum building height decreasing from RL82.0m to RL71.6m, representing a significant reduction in overall scale.
Building Separation	The revised design maintains approximately 12m separation between towers and introduces greater

Council sought appropriate tower separation and setbacks to support residential amenity and future development opportunities on adjoining sites.	articulation, resulting in more varied separation distances and improved visual relief between built form elements.
Tower Length and Building Bulk Council encouraged further refinement of tower lengths and articulation to reduce perceptions of building bulk.	Both towers have been substantially articulated into smaller building components, reducing their apparent scale and creating a more refined built form outcome.
Ground-Level Activation Council identified opportunities to strengthen activation and increase the mix of active uses at ground level.	The revised proposal introduces a publicly accessible café together with work-from-home facilities, meeting rooms, lounges and gym spaces, creating a more active and engaging interface with the surrounding streets.
Deep Planting and Landscaping Council encouraged increased landscaping and deep planting to better align with the neighbourhood plan's streetscape objectives.	In response, deep planting has increased from approximately 260m² (6.4%) to 327m² (8%) of the site area, with additional planting opportunities incorporated along both Victoria Street and Lutwyche Road frontages.
Existing Vegetation Council highlighted the need to appropriately consider and document existing vegetation.	Through refinement of the western tower footprint, the revised scheme retains the established tree along the Victoria Street frontage, improving the site's landscape character and contribution to the streetscape.
Car Parking and Servicing Council requested further consideration of parking provision and servicing arrangements.	The revised proposal provides an increase in total parking numbers from 382 to 384 spaces. Combined with the reduction in residential yield, this results in an improved parking provision ratio for residents, visitors and hotel guests.

The architectural design and supporting consultant reports accompanying this application address the matters raised through Council's review and demonstrate a coordinated response to the site's planning, urban design, transport and servicing considerations.

4 Windsor's Evolving Context

4 Windsor's Evolving Context

4.1 Brisbane's Growth and Housing Task

Brisbane is continuing to experience substantial population growth and associated demand for additional housing. Council's *Sustainable Growth Strategy* projects the city's population to reach 1.5 million by 2041, generating demand for more than 115,000 additional dwellings. The inner and middle suburbs are expected to accommodate approximately 473,000 residents, with apartments anticipated to comprise more than 70% of the housing stock.

Accommodating this growth will require a substantial proportion of new housing to be delivered through infill development within Brisbane's established urban area. In particular, locations with established public transport, employment, services and infrastructure have an important role in accommodating additional population while supporting a more compact pattern of urban growth.

Council's strategic response is reflected through a suite of complementary policies and strategies, including *Brisbane Vision 2031*, *Brisbane's Sustainable Growth Strategy* and *Brisbane's Housing Supply Action Plan* (refer to **Figure 6**). Collectively, these establish a clear direction towards accommodating growth within established and accessible parts of the city.

Figure 6 *– Brisbane City Council Strategies*



The subject site is well placed within this broader growth context. Located within an established District Centre on the Lutwyche Road corridor, the site provides an opportunity to accommodate additional housing and complementary uses on a consolidated inner-city landholding. The strategic relevance of this location is considered further below.

4.2 Brisbane Vision 2031

Brisbane Vision 2031 is Council's long-term community plan for the city, detailing aspirations for Brisbane's future and outlining idea for achieving them. The vision for Brisbane in 2031 is identified as:

> ***Brisbane will continue to be a safe, vibrant, green and prosperous city. A city valued by all for its friendly, energetic and optimistic character and subtropical outdoor lifestyle.***
>
> ***Brisbane will be respected for its strong international relationships, particularly with our Asian neighbours, for its boundless innovation and growing economic prosperity.***

The Vision identifies the delivery of additional housing and employment as integral to accommodating Brisbane's future growth, including targets for 156,000 new dwellings, of which 138,000 are identified as infill dwellings, together with 443,000 new jobs.

The proposed development supports this direction by contributing additional housing within Brisbane's established urban area, complemented by short-term accommodation and a food and drink outlet. This mix responds to the site's role within an established centre and enables its redevelopment for a more intensive and diverse urban outcome.

4.3 Brisbane's Sustainable Growth Strategy

Brisbane's Sustainable Growth Strategy provides a framework for accommodating population growth while maintaining the city's liveability. A key direction of the Strategy is to accommodate additional housing close to jobs, services and public transport, while managing development pressure on established lower-density neighbourhoods.

The site exhibits characteristics consistent with this growth model. It is located within the Lutwyche Road corridor, with access to the Federation Street Bus Station and Windsor Railway Station and is in proximity to significant employment and activity destinations including the RBWH, Herston Health Precinct and Brisbane CBD.

Redevelopment of the site therefore provides an opportunity to accommodate additional residential and visitor populations within an existing urban area where transport, services and employment are already established. In this context, increased development intensity supports the broader strategic direction towards urban consolidation and the continued evolution of the Lutwyche Road corridor.

4.4 Brisbane's Housing Supply Action Plan

Brisbane's Housing Supply Action Plan gives further effect to Council's growth strategy, with a focus on facilitating additional housing in locations already designated and serviced for growth, including well-connected centres with access to public transport, employment, services and community infrastructure.

The proposal provides **266 multiple dwellings** as part of the redevelopment of the consolidated site. In doing so, the development makes a direct contribution to additional housing supply within an established District Centre and supports the efficient use of urban land already positioned to accommodate greater residential intensity.

4.5 Brisbane 2032 Olympic and Paralympic Games Legacy

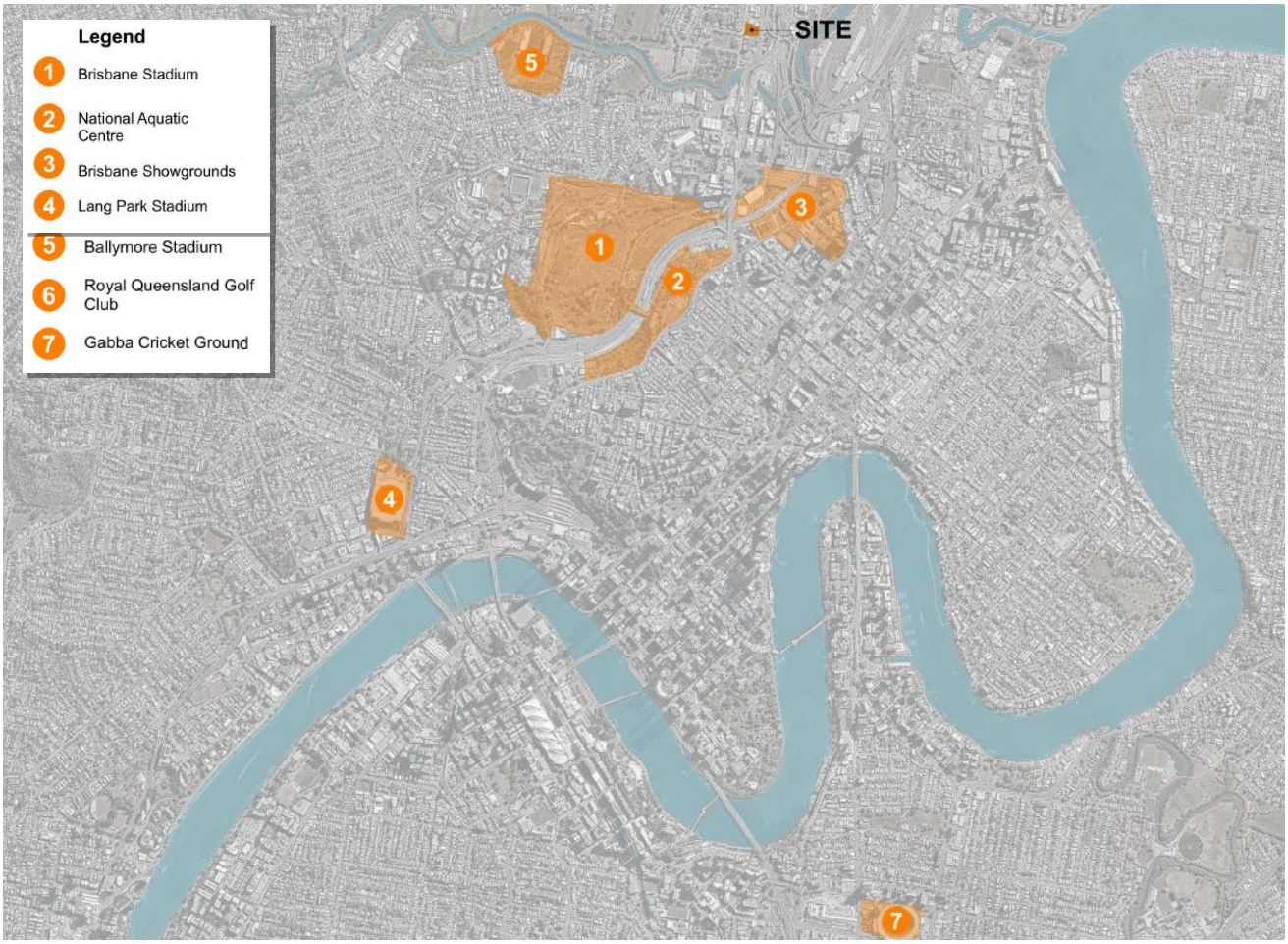
The strategic context of Brisbane's inner north is also being influenced by investment associated with the Brisbane 2032 Olympic and Paralympic Games. The site is located in proximity to key venues, including (refer to **Figure 7**):

- Brisbane Stadium;
- National Aquatic Centre;
- Brisbane Showgrounds; and
- Ballymore Stadium.

Within this context, the proposal provides a complementary mix of permanent residential and short-term accommodation. The residential component contributes to Brisbane's longer-term housing supply, while the short-term accommodation component increases visitor accommodation capacity within the inner north and benefits from the site's access to the broader public transport network.

Importantly, these uses also respond to the longer-term function of the locality beyond the Games, providing housing and visitor accommodation in proximity to established and emerging employment, health, recreation and activity destinations.

***Figure 7** – Surrounding Context*



*Source: Sparc**

4.6 Exhibition Precinct

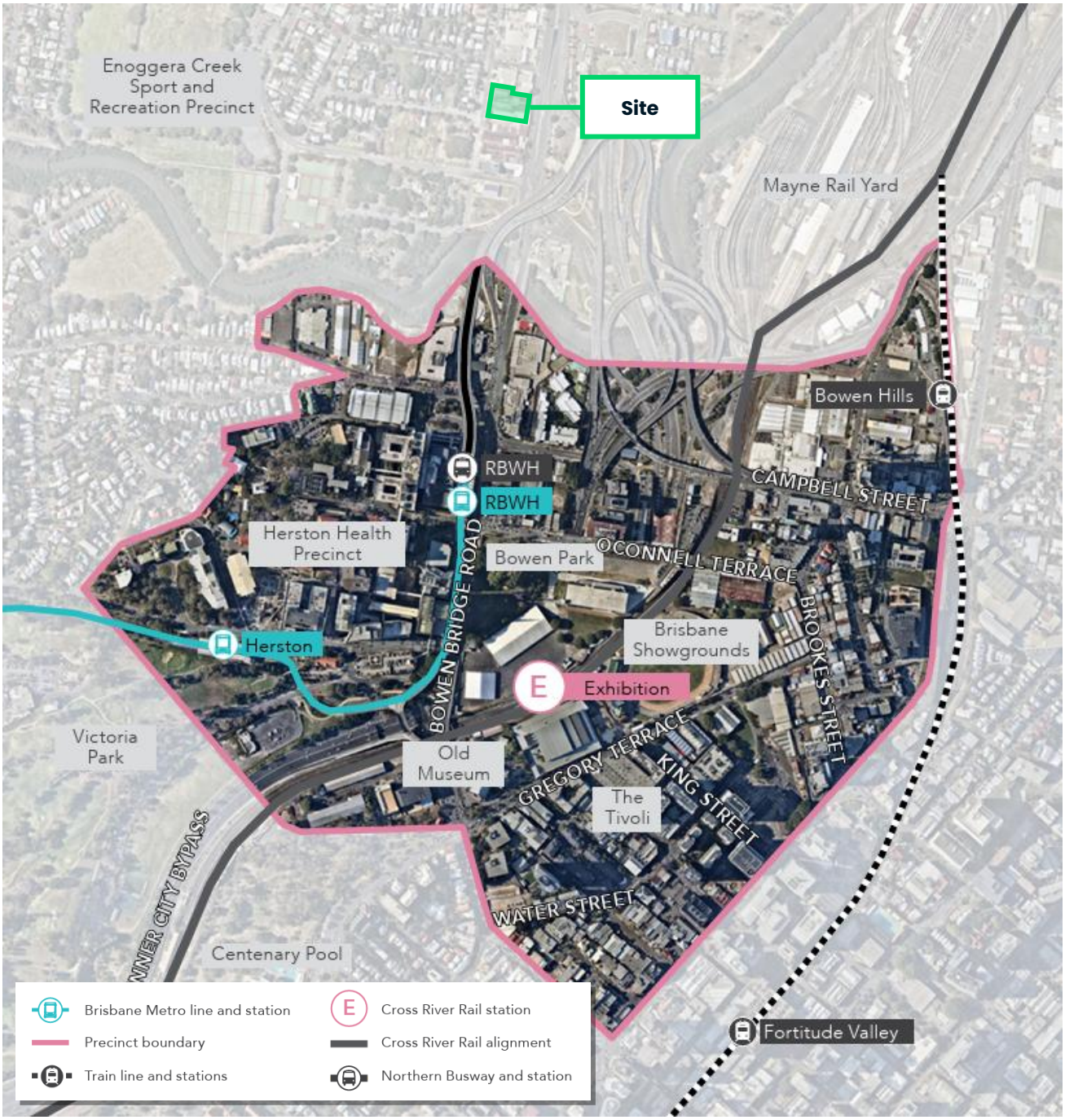
The strategic role of the site is further reinforced by its proximity to the Royal Brisbane and Women's Hospital and Herston Health Precinct (refer to **Figure 8**). Together with the Brisbane Showgrounds, King Street and Victoria Park, these areas form part of the broader Exhibition Precinct identified in *Brisbane's Knowledge Corridor Framework*.

The continued evolution of this precinct is contributing to a greater concentration of employment, health, research, recreation and higher-density living within Brisbane's inner north. The subject site occupies a complementary position within this wider urban context, with established connections to the precinct and the broader inner-city transport network.

The proposed mix of multiple dwellings, short-term accommodation and a Food and Drink Outlet responds to this context by introducing additional permanent and visitor accommodation alongside complementary ground-floor activity. This represents an efficient use of a consolidated site within an established centre and supports the continuing transition of the Lutwyche Road corridor towards a more intensive mixed-use urban environment.

Against this strategic backdrop, the proposal translates the site's locational attributes into a coordinated residential-led development that responds to Brisbane's growth, housing and accommodation needs while establishing an appropriate mix and intensity of uses for this inner-city location.

Figure 8 *– Exhibition Precinct*



Source: Brisbane's Knowledge Corridor

5 Proposal

5 Proposal

5.1 Overview

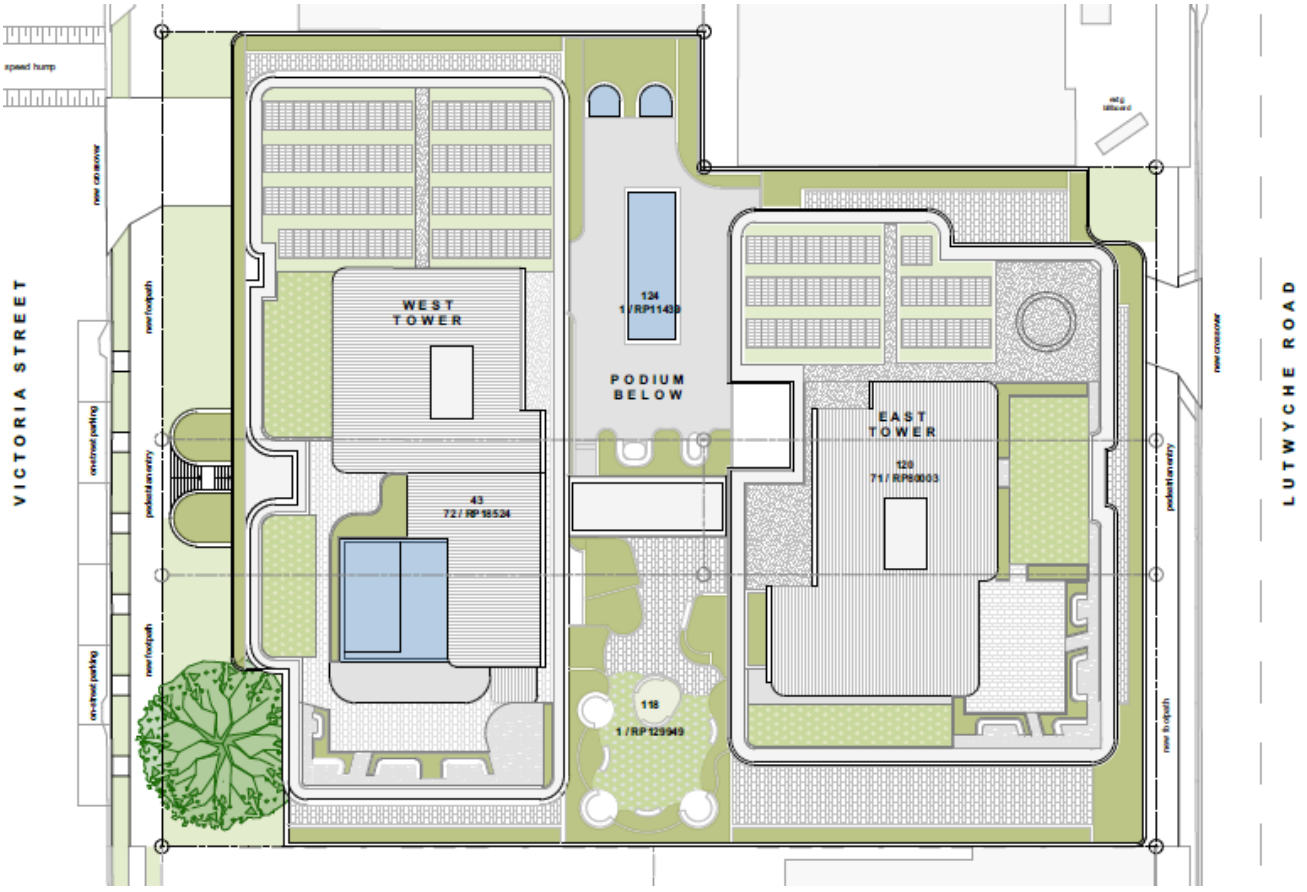
The Development Application seeks a staged approval, involving:

- **Stage 1** – the demolition of the existing buildings and structure on the site, and
- **Stage 2** – development of a 19-storey residential-led development comprising Multiple Dwelling, Short-term Accommodation and a Food and Drink Outlet, together with basement and podium car parking.

5.2 Proposal Details

The Applicant proposes to demolish the existing structures on site and redevelop the land for a high-density residential-led development comprising 266 multiple dwellings, 81 short-term accommodation rooms and a Food and Drink Outlet. The proposal adopts a podium and dual-tower typology, with the upper levels of the podium (Levels 3 and 4) accommodating the Short-term Accommodation component and the distinct tower forms comprising residential apartments.

Figure 9 *- Site Plan*



*Source: Sparc**

The development has been designed to respond to the site's position between the higher-intensity Lutwyche Road corridor and the established residential areas of Windsor. The podium establishes the base of the development and accommodates car parking, building services and short-term accommodation, together with active and landscaped interfaces to Lutwyche Road and Victoria Street. Above, the development transitions into two articulated tower forms, providing a clear distinction between the residential and short-term accommodation components and reducing the presentation of the development as a single continuous building mass. The architectural response is described in further detail at **Section 5.3**.

At ground level, the proposal establishes the primary pedestrian and arrival functions for the development, including dedicated residential and short-term accommodation lobbies, a Food and Drink Outlet and a landscaped pedestrian connection between Victoria Street and Lutwyche Road. The ground plane incorporates landscaped edges and deep planting, complemented by pedestrian entries and building activation addressing both street frontages.

The overall height of the proposed development is 19-storeys, with the principal tower forms rising above the shared podium. The towers incorporate articulated floorplates, recessed and projecting balconies and breaks within the building form, while maintaining physical and visual separation between the two tower elements. The podium provides a lower-order built-form datum to the street interfaces, with landscaping and screening integrated throughout its edges.

The development incorporates communal recreation and landscaped open space across the podium and rooftop levels, providing dedicated amenity areas associated with the residential and short-term accommodation components. Car parking is accommodated within the basement and podium, together with bicycle parking, servicing, waste and associated building infrastructure. These elements are integrated within the overall building composition and are described in further detail in the following sections of this report.

Further details of the proposed development are provided in **Appendix G – Architectural Plans** accompanying the application, together with the following sections of this report. A summary of the key development parameters is provided in **Table 4** below.

Table 4 *– Development Summary*

Development Parameter	Proposed Development	
Dwelling Mix	Multiple Dwelling - 266 units comprising: ▪ 1 Bedroom – 42 units ▪ 2 Bedroom – 182 units ▪ 3 Bedroom – 42 units	Hotel – 81 units comprising: ▪ Single key – 47 units ▪ Dual key – 34 units
Building Height	19 storeys	
Site Cover	91.7%	
Setbacks	**East Boundary, Lutwyche Road** Basement: ▪ 0.75m to wall Ground Level: ▪ 0.85m to wall ▪ 9.6m to main entrance Levels 1-2, Podium: ▪ 0.75 to planters ▪ 1.4m to wall Level 3, Podium ▪ 0.75m to planters ▪ 2m to balcony ▪ 3.4m to wall Levels 4-19, Tower: ▪ 2.9m	

	West Boundary, Victoria Street Basement: ▪ 5.05m to wall Ground Level: ▪ 5.05m to wall Levels 1-2, Podium: ▪ 5.2m to planters ▪ 6.1m to wall Level 3, Podium: ▪ 5.15m to planters ▪ 6.1 to balcony ▪ 6.9m to wall Levels 4-19, Tower: ▪ 5.15m to planters ▪ 6.9m to wall
	Northern Side Boundary Basement-Level 2 Podium ▪ 0m Level 3, Podium: ▪ 1.4m to balcony ▪ 3.3m to wall Levels 4-19, Tower: ▪ 3.05m to wall
	Southern Side Boundary Basement-Level 2 Podium ▪ 0m Level 3, Podium: ▪ 1.4m to balcony ▪ 3.4m to wall Levels 4-19, Tower: ▪ 3.27m to wall
Communal Open Space	1,555m^2
Total Landscaped Areas	1,562m^2
Deep Planting	327m^2 (8%)
Car Parking	384 spaces (total) ▪ Multiple Dwelling - Resident spaces – 304, Visitor spaces – 39 ▪ Short-term Accommodation – 40 spaces ▪ Food and Drink Outlet – 1 space

Vehicle/Service Access	A single 6.4m wide vehicle access crossover is provided to Lutwyche Road, with an 8.0m wide access onto Victoria Street. Refuse collection vehicles will enter the site via access 1 Lutwyche Road and exit through access 2 onto Victoria Street.
Servicing	Residential waste servicing will be undertaken on-site by a Brisbane City Council contractor using a rear-loading refuse collection vehicle. While non-residential waste servicing will be conducted by a private contractor. The vehicle will stand within a 3.5m-wide by 11.74m-long loading area, with a minimum 3.6m height clearance. The loading area is located within 5m of the refuse room, and all refuse streams will be collected up to three times per week.

5.3 Design Vernacular

The architectural expression of the proposed development responds to the site's position at the interface between Windsor's established residential fabric and the evolving higher-density character of the Lutwyche Road corridor. The design draws upon the structural rhythm, materiality and subtropical qualities evident within the surrounding locality, translating these characteristics into a contemporary high-rise residential and short-term accommodation development.

The architectural concept, **Arpa**, draws upon the structural and rhythmic qualities of a harp to establish a cohesive design language across the development. A grounded podium, articulated tower forms, rhythmic façade composition and integrated landscaping collectively provide a clear architectural hierarchy and assist in moderating the scale of the development. This approach establishes a contemporary and distinctly subtropical built-form response that reflects both Windsor's established character and the evolving urban form of the Lutwyche Road corridor.

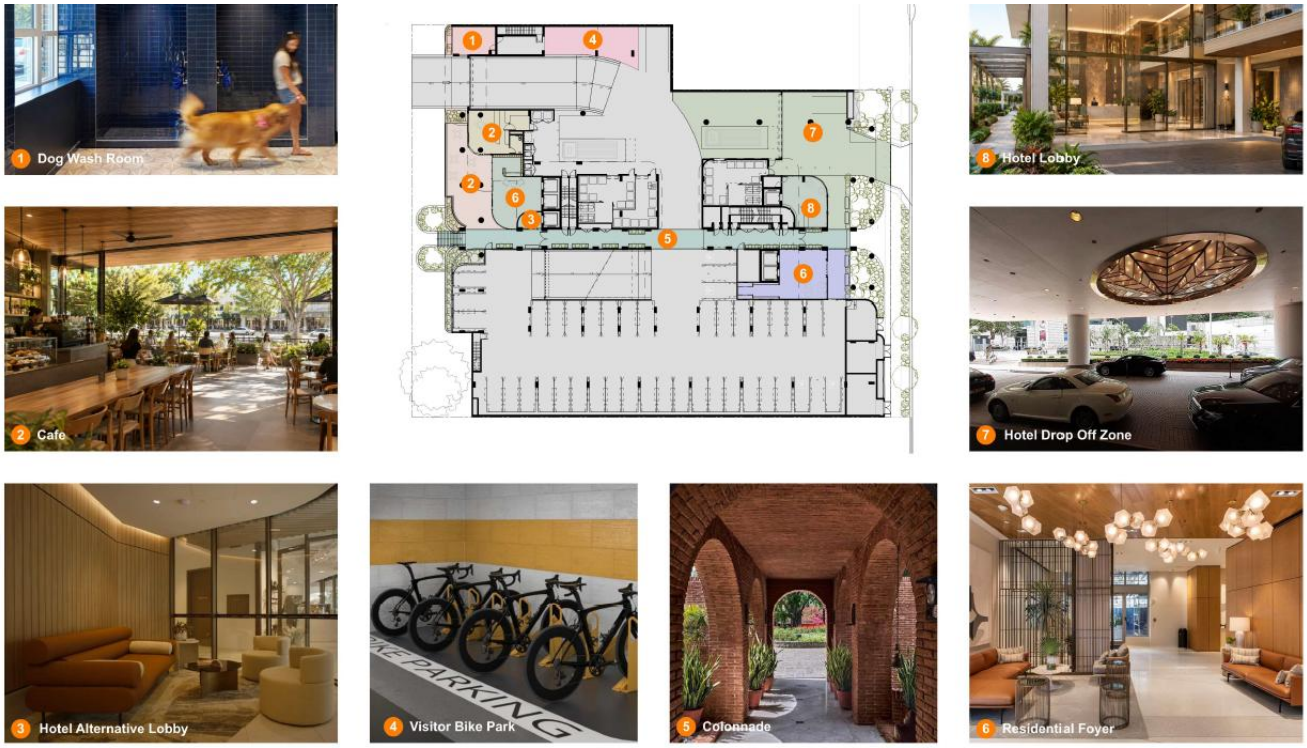
5.3.1 Ground Plane

The ground plane establishes the primary interface between the development and the public realm, responding independently to the differing character and function of the Lutwyche Road and Victoria Street frontages. A landscaped pedestrian connection extends through the site between both streets, providing a legible cross-site connection and linking the separate residential and short-term accommodation arrival areas.

The ground level incorporates the principal residential and hotel lobbies, coffee shop, visitor bicycle parking and visitor drop-off area. These uses introduce activity and passive surveillance to the building edges, while the pedestrian walkway and landscaped setbacks provide a more permeable interface between the development and adjoining streets.

Landscaping forms an integral part of the ground-plane response, with planting concentrated along the street interfaces and pedestrian arrival areas. Together with the building entries, walkway and active uses, this establishes a landscaped and subtropical setting at pedestrian level and assists in softening the transition between the public realm and the larger building form above.

Figure 10 *– Ground Floor Plan*



*Source: Sparc**

5.3.1.1 Flood-Resilient Design Approach

The development incorporates a flood-resilient design approach whereby vulnerable residential and accommodation uses are elevated above flood-affected areas, with lower levels accommodating uses and infrastructure that can appropriately respond to flood events. Vehicle parking, services and circulation areas are integrated within the podium and basement levels, while building entries and critical infrastructure have been designed to maintain functionality and resilience during extreme weather events.

The development also adopts a comprehensive water-sensitive urban design and stormwater management strategy that minimises potential impacts on adjoining properties and public infrastructure. The proposed landscape design integrates deep planting areas and landscaped communal spaces that contribute to stormwater treatment outcomes.

For further detail, refer to **Appendix G – Architectural Plans** and **Appendix H** – Landscape Concept Plan.

5.3.1.2 Cross Block Pedestrian Link

A defining feature of the ground plane is the central pedestrian walkway, which establishes a legible east-west pedestrian connection through the development and forms a strong architectural threshold between the public and private domains. This pedestrian spine is reinforced through generous landscaping, seating opportunities and active frontages, contributing to an attractive and comfortable pedestrian environment. Vehicle access and servicing requirements have been consolidated and integrated to minimise impacts on pedestrian movement and streetscape presentation. For further detail, refer to **Figure 11** and **Appendix G – Architectural Plans**.

Figure 11 *– Proposed Development (view from Victoria Street)*



*Source: Sparc**

5.3.2 Podium

The podium establishes a defined base to the development, accommodating the principal car parking and building servicing functions together with short-term accommodation and supporting amenity uses.

Figure 12 *- Lutwyche Road Podium View*



*Source: Sparc**

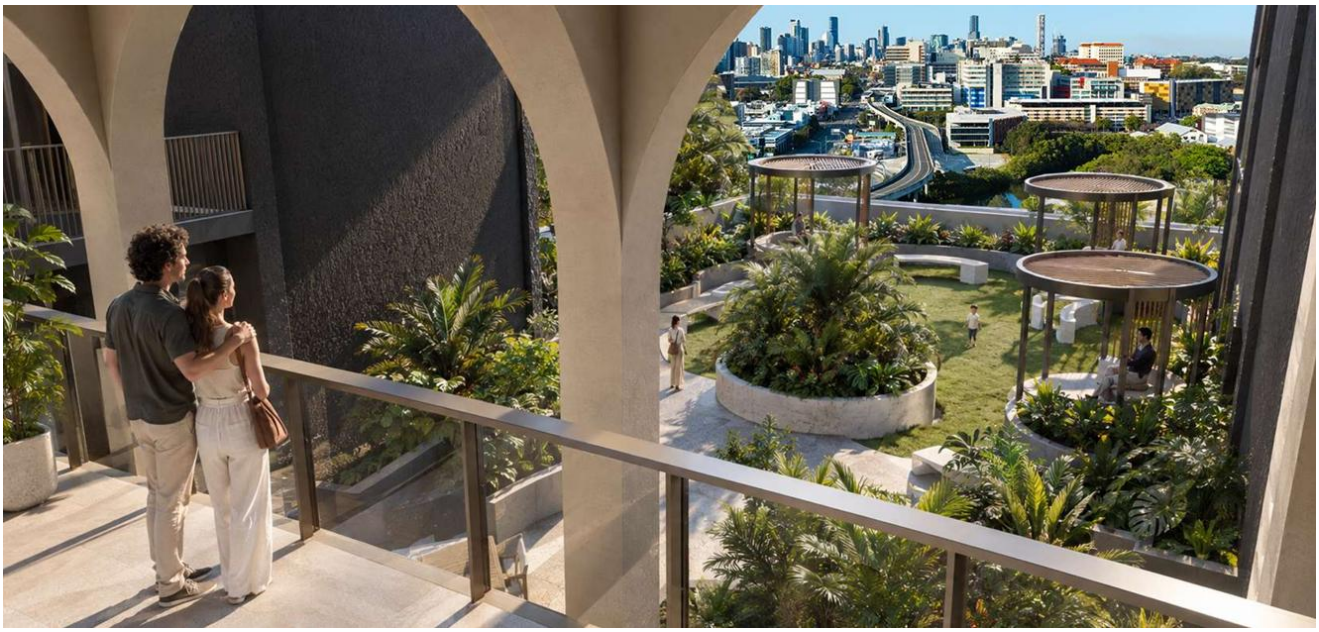
The mezzanine level comprises meeting rooms, co-working space, an exercise centre, lounge and short-term accommodation administration areas. The upper podium transitions to the short-term accommodation component, including guest rooms and associated recreation, function and landscaped terrace areas. These uses assist in sleeving and activating the podium while providing a transition between the ground plane and the principal tower forms above.

Figure 13 *– Proposed Communal Pool*



*Source: Sparc**

Figure 14 *– Proposed Recreation Deck*



*Source: Sparc**

The architectural expression of the podium is reinforced through a combination of expressed structural elements, screening and integrated landscaping. Planting extends across the podium edges and upper levels, softening the presentation of the built form and establishing a landscaped datum beneath the towers.

5.3.3 Tower

Above the podium, the development transitions into two distinct and articulated tower forms. The physical separation between the towers breaks down the overall scale of the development and allows the upper building to be read as two individually articulated forms rather than a continuous building mass.

5.3.3.1 Western Tower

The western tower addresses Victoria Street and forms the development's interface with the lower-scale residential neighbourhood to the west. The tower has been carefully articulated through a combination of

stepped balcony projections, curved corners and varied façade recesses that reduce visual massing and establish a softer residential character. The building's form responds to the surrounding fine-grain residential context while contributing to the site's transition towards the more intensive urban environment of Lutwyche Road.

The tower accommodates a mix of one, two and three-bedroom dwellings designed to maximise natural ventilation, daylight access and panoramic views. Deep perimeter balconies provide valuable outdoor living opportunities while contributing to the tower's architectural expression and environmental performance. Extensive planter integration further softens the built form and strengthens the development's landscape character.

Figure 15 *- Western Tower (fronting Victoria Street)*



*Source: Sparc**

5.3.3.2 Eastern Tower

The eastern tower forms a prominent landmark element along Lutwyche Road and presents the project's primary address to the major transport corridor. The tower adopts a contemporary architectural expression characterised by vertical proportions, highly articulated balcony forms and extensive glazing that reinforces its gateway presence. Its positioning capitalises on views towards the Brisbane CBD, Exhibition precinct and surrounding inner-city areas while maintaining appropriate separation from adjoining developments.

The tower's design incorporates a combination of curved balcony edges, vertical screening elements and recessed glazing to create a refined and visually dynamic façade. Together with the western tower, it contributes to a cohesive dual-tower composition, with the two buildings united through a common material palette, podium design and landscape framework. This approach establishes a distinctive architectural landmark that supports the continued evolution of the Lutwyche Road corridor as a higher-density mixed use precinct.

Figure 16 *- Tower Articulation*



*Source: Sparc**

5.3.4 Materiality

The material palette reinforces the architectural composition of the development, drawing upon materials and tones evident within Windsor's established built fabric while providing a contemporary expression appropriate to the evolving Lutwyche Road corridor. The design combines brickwork, textured masonry and expressed concrete with glazing, metal elements and integrated screening, establishing a clear distinction between the grounded podium and the lighter tower forms above.

At the lower levels, warmer masonry tones and more robust materials provide texture and solidity to the podium and street interfaces. As the development rises, increased glazing and refined metal screening

provide a lighter and more recessive expression to the towers. The restrained colour palette draws upon neutral tones, complemented by darker accents that provide definition and depth across the façades.

Together with the integrated landscape response, the material palette provides continuity across the ground plane, podium and tower while allowing each component of the development to retain a distinct architectural expression. Refer to **Appendix G** for more details.

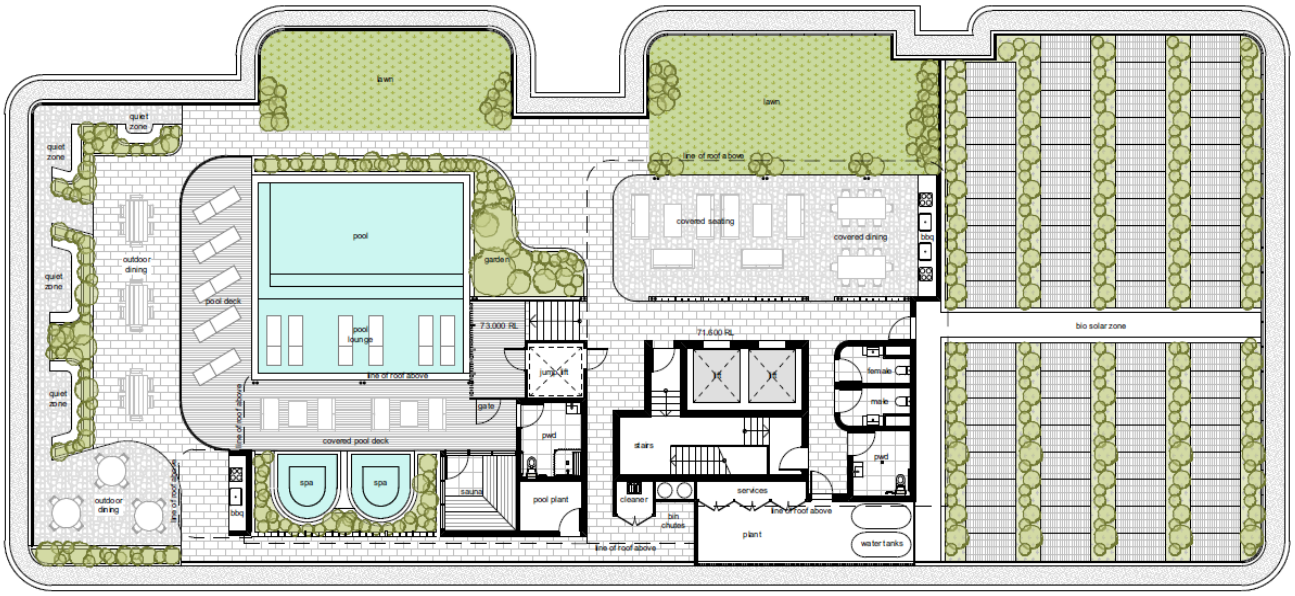
5.4 Communal Open Space

A key feature of the proposal is the extensive communal amenity offering provided throughout the development. Rather than concentrating communal facilities within a single area, a network of indoor and outdoor recreation, relaxation and gathering spaces is distributed across the podium and rooftop levels, providing a high level of amenity for residents and guests throughout the development

The podium incorporates a range of supplementary communal facilities, including a gym, work-from-home areas, meeting and lounge spaces, providing opportunities for recreation, flexible working and informal gathering within the building. These facilities are complemented by the podium-top recreation areas associated with the Short-term Accommodation component, which incorporate a landscaped terrace, swimming pool and spas, together with function and outdoor gathering spaces.

At the upper levels, the communal amenity offering extends to dedicated rooftop recreation areas. The western rooftop incorporates a swimming pool and spas, lawn areas, quiet zones and indoor and outdoor dining facilities, while the eastern rooftop provides function and dining areas, quiet spaces, a yoga lawn and community garden. Landscaping is integrated throughout these spaces, extending the development's subtropical landscape response to the upper levels of the building.

Figure 17 *– Rooftop Plan (West Tower)*



*Source: Sparc**

Figure 18 *– Rooftop Plan (East Tower)*



*Source: Sparc**

Collectively, the communal open space network provides a generous and varied suite of recreation, wellness, working and social spaces that supports the day-to-day needs of residents and guests. The distribution of these facilities throughout the development provides choice in how the communal spaces are used and contributes to a high standard of amenity appropriate to contemporary inner-city living and short-term accommodation.

5.5 Car Parking

The proposed development provides a total of 384 car parking spaces, comprising:

- Multiple Dwelling:
  - 304 resident spaces; and
  - 39 visitor spaces.
- Short-term Accommodation: 40 spaces; and
- Food and Drink Outlet: 1 space.

Car parking is accommodated within the basement and podium levels, consolidating parking within the building form and allowing the ground plane and street interfaces to prioritise pedestrian access, landscaping and active uses.

The provision of on-site parking should also be considered in the context of the site's highly accessible inner-city location. The site is located on the Lutwyche Road transport corridor, with access to bus and broader public transport services connecting Windsor with the Brisbane CBD and surrounding inner-city destinations. Lutwyche Road is also identified as a secondary cycle route under the Planning Scheme.

The site's accessibility is further reinforced by its proximity to the Brisbane Central Business District (CBD) and other major employment, recreation and activity destinations, including the future Olympic stadium precinct.

These locational characteristics provide opportunities for travel demand associated with the development to be distributed across private vehicle, public transport and active transport modes, reducing reliance on private vehicle travel as the sole means of access to the site.

Further details regarding car parking, access, servicing and the anticipated transport impacts of the development are provided in the supporting Traffic Impact Assessment (**Appendix I – Traffic Impact Assessment**) and the relevant sections of this report.

The ground plane has been designed to provide a highly active and pedestrian-oriented interface with both Lutwyche Road and Victoria Street. A series of publicly accessible spaces, landscaped areas and building entries create a welcoming arrival experience while strengthening connections between the development and the surrounding public realm.

Ground-floor uses include a small-scale commercial tenancy, hotel lobby, residential lobbies, visitor bicycle facilities, dog wash facilities and supporting service functions, encouraging activity throughout the day and evening.



6 Specialist Information

6 Specialist Information

The following specialist reports have been undertaken in support of the proposed development:

- **Appendix H** – Landscape Concept Plan, prepared by *Laud Ink*;
- **Appendix I** – Traffic Impact Assessment, prepared by *Modus*;
- **Appendix J** – Operational Waste Management Plan, prepared by *Modus*;
- **Appendix K** – Flood Impact Assessment & Flood Management Plan, prepared by *SLR Consulting*;
- **Appendix L** – Noise Impact Assessment & Air Quality Impact Assessment, prepared by *JT Environmental Engineering Consultants*;
- **Appendix M** – Stormwater Engineering Report & Stormwater Management Plan, prepared by *Infinitec Solutions*;
- **Appendix N** – Geotechnical Report, prepared by *Core Consultants;*
- **Appendix O** – Preliminary Arboricultural Impact Assessment, prepared by *Treescience Pty Ltd*.

6.1 Landscape Plan and Report

A Landscape Concept Design has been prepared by *Laud Ink* and has been included as **Appendix H** to this report. The design incorporates vertical subtropical planting which responds to the cues from the local context. This approach helps to moderate the scale between the proposed development and neighbouring buildings and reinforces a strong sense of place.

Key features of the proposed landscape concept design are summarised below:

- The landscape concept adopts a vertically integrated planting strategy across the basement, ground, mezzanine, podium, upper levels and roof amenity areas.
- The scheme provides 327m² of deep planting and 50m² of rock garden, supporting at-grade landscape establishment and visual amenity.
- Podium planting comprises approximately 997m² of planters with growing-media depths ranging from 300mm to 1,200mm, enabling varied planting types across the development.
- The roof amenity and upper-level planting areas contribute to communal amenity and building greening; however, detailed roof planting extents are not available in the reviewed extract.
- Final assessment of canopy coverage, species selection, planting densities, permeable surfaces and green-factor outcomes is subject to review of the complete planting schedules and green-elements documentation.

6.2 Traffic Impact Assessment

A Traffic Impact Assessment has been prepared by *Modus* and included as **Appendix I** of this report. The report has been prepared to assess the perceived impacts the development has on the surrounding transport network, car parking, and access provisions for the site. The key findings are summarised below:

- The development provides 384 car parking spaces against a calculated requirement of 375 spaces under the applicable City Frame rates.
- Minor shortfalls of one visitor space and one short-term accommodation space are offset by an 11-space resident surplus, nearby public transport and available on-street parking.
- A total of 248 bicycle spaces is proposed, exceeding the assessed requirement of 120 spaces.
- Vehicular access comprises an entry-only driveway from Lutwyche Road and a two-way driveway to Victoria Street, with service vehicles entering from Lutwyche Road and exiting via Victoria Street.

- The internal parking, ramp and servicing arrangements generally comply with AS 2890.1 and AS 2890.2; relocation of the FOB station by 0.1m is recommended to improve refuse and large-rigid-vehicle clearance.
- The development is forecast to generate 176 vehicles per hour in the AM peak and 121 vehicles per hour in the PM peak.
- Traffic modelling indicates no material impact on the safety or operational performance of the surrounding road network attributable to the development.

6.3 Operational Waste Management Plan

An Operational Waste Management Plan (OWMP) has been prepared by *Modus* and is included as **Appendix J**. The OWMP concludes that the waste facilities provided as part of the proposal are considered appropriate for the type of development proposed. The following key outcomes are identified in the report:

- The development will provide segregated residential, short-term accommodation and café waste streams within dedicated on-site refuse rooms.
- Estimated weekly waste generation comprises 63,840L each of residential general waste and commingled recycling, together with 20,958L of non-residential general waste and 2,587L of non-residential recycling.
- Bulk storage will utilise 1,100 L bins, supported by dual residential refuse chutes, general-waste compaction units and a bin press for the short-term accommodation component.
- Residential refuse rooms of 57m² and 65m², a 37m² short-term accommodation refuse room and a 5m² café refuse room are proposed, with enclosed, ventilated and washable facilities and a dedicated bin-wash area.
- Rear-loading refuse collection vehicles will service the development on site, entering from Lutwyche Road and exiting to Victoria Street in forward gear via a level loading area located within 5 m of the refuse rooms.
- Residential waste will be collected by Brisbane City Council's contractor and non-residential waste by a private contractor, at frequencies of up to three collections per week.
- Operational controls will address bin rotation and washing, occupant education, contractor coordination, hard and hazardous waste, signage, auditing and ongoing waste-minimisation initiatives.

6.4 Flood Impact Assessment Report

A Flood Impact Assessment Report has been prepared by *SLR Consulting* and is included as **Appendix K**. Key findings from the report are summarised below:

- The site is affected by Breakfast Creek, Brisbane River and storm tide flooding, with Breakfast Creek governing the relevant design events.
- Habitable floor levels are located above the applicable flood planning levels and probable maximum flood levels, while lower car parking and access areas remain susceptible to inundation.
- The basement entrance at RL 6.2 m AHD exceeds the required flood planning level, with essential services to be located above the applicable design level.
- Hydraulic modelling confirms the development will not result in a material increase in off-site flood levels or hydraulic hazard.
- Flood access is primarily constrained along Victoria Street, while Lutwyche Road provides the principal evacuation route during larger events.

- The Flood Emergency Management Plan adopts shelter in place for Breakfast Creek flooding and early evacuation for Brisbane River flooding, supported by warning triggers, signage, alarms and a nominated Flood Warden.

6.5 Noise and Air Quality Impact Assessment

A Noise Impact Assessment and Air Quality Impact Assessment have been prepared by *JT Environmental Engineering Consultants* and are provided herewith at **Appendix L**. The key findings from the report are outlined below:

- Acoustic exposure varies materially by façade and height. Tower 1 east is the most exposed façade and reaches Category 4, with the controlling enclosed room result at Level 6.
- Other façade ratings are Tower 1 north Category 2–3; Tower 1 south Category 3; Tower 1 west Category 0; Tower 2 north Category 3; Tower 2 south Category 2; Tower 2 west Category 0; and Tower 2 east Category 0 at lower levels, increasing to Category 1 from Level 6.
- Cumulative concentrations comply with Brisbane City Council criteria for all pollutants and averaging periods. Annual PM2.5 is the nearest sensitivity case but remains below the applicable Council criterion.

The assessment recommends the following:

- The final façade schedule should adopt the higher level of project-specific internal acoustic criteria and the Queensland Development Code MP4.4 requirements.
- The external envelope should be designed as a complete system, including glazing, frames, seals, doors, walls, roof elements and penetrations. Where windows must remain closed for compliance, mechanical ventilation or air conditioning is required.
- Controlled mechanical ventilation should be provided, with principal outdoor-air intakes positioned on shielded or elevated façades away from the Lutwyche Road kerb and local exhaust sources.
- Normal particulate filtration is recommended. No special-purpose active air-cleaning system is required based on the modelling.
- Acoustic and air quality responses should be coordinated, particularly for Lutwyche Road-facing façades, façade openings, outdoor-air intakes, filtration and balcony treatments.

6.6 Stormwater Engineering Report

A Stormwater Engineering Report and Stormwater Management Plan has been prepared by *Infinitec Solutions* and is provided at **Appendix M**. Key findings are summarised below:

- The site drains westward to Victoria Street, with a minor reduction in peak post-development stormwater discharge anticipated.
- The site is flood affected; however, the proposed minimum habitable floor level of RL 5.700 is above the applicable flood planning level.
- Stormwater discharge will be directed to the lawful point of discharge at Victoria Street and treated to satisfy the applicable water quality objectives.
- The existing 600 mm trunk sewer is to be retained and protected, with proposed water and sewer connections coordinated with Urban Utilities.
- Erosion and sediment control, acid sulfate soil management and stormwater quality measures will be addressed through detailed design and construction documentation.

6.7 Geotechnical Report

A Geotechnical Report has been prepared by *Core Consultants* and is provided at **Appendix N**. Key findings are summarised below:

- Variable uncontrolled fill and alluvial soils overlie Brisbane Tuff, with loose sand toward the rear of the site.
- Shallow groundwater occurs approximately 1.5–3.0 m below ground level and will require dewatering during excavation.
- Acid sulfate soils below approximately RL 0.75 m AHD require appropriate treatment and spoil management.
- Basement excavation will require engineered shoring due to weak soils, groundwater and adjoining development.
- Stronger tuff may require specialised rock excavation and vibration controls near boundaries.
- Foundations should comprise piles or shallow footings founded in competent tuff, subject to confirmed rock levels and structural loads.
- Further investigation is required to confirm rock depth and subsurface variability before detailed design.
- Geotechnical verification, pile testing and monitoring of settlement, vibration, groundwater and shoring movement are required during construction.

6.8 Arboricultural Impact Assessment

An Arborist Report has been prepared by *Treescience Pty Ltd* and is provided at **Appendix O**. Key findings from the report are summarised below:

- Two mature Hoop Pines are identified for retention, including Tree 1, which is a Significant Landscape Tree protected under the Natural Assets Local Law 2003.
- Both trees exhibit good health and structural condition, with Tree 1 assigned a high arboricultural rating and Tree 2 a moderate rating.
- The proposed demolition and construction works result in major root protection-zone encroachment for Tree 1 and major demolition-related and minor construction-related encroachment for Tree 2.
- No works are to occur within the structural root zones, with detailed design to demonstrate that retained-tree stability and long-term viability are maintained.
- Further root investigation, an Arboricultural Impact Assessment and a Tree Protection Plan may be required where works remain within the nominated protection zones.
- Construction is to be supervised by a suitably qualified project arborist and undertaken in accordance with arboricultural work methods addressing excavation, root retention, access, stockpiling and tree-protection measures.
- Approval from the relevant authority will be required for works affecting Tree 1 and its protected root zone.

7 State Planning Framework

7 State Planning Framework

A summary of compliance with the relevant state planning instruments is outlined in **Table 5** below.

Table 5 *- State Planning Framework*

Instrument / Assessment Benchmark	Date of Instrument	Assessment
Planning Act 2016 ***(Planning Act)***	3 September 2026	The proposed development is subject to the procedures of Impact Assessment and is to be assessed in accordance with Section 45(5) of the Planning Act. An Impact Assessment must be carried out against the assessment benchmarks in the Planning Scheme and have regard to any matters prescribed by regulation for paragraph 45(5)(ii) of the Planning Act. In addition, the assessment may be carried out against, or have regard to, any other relevant matter, other than a person's personal circumstances. Given the development application requires Impact Assessment, public notification pursuant to Section 53 of the Planning Act is required.
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 – Medium storm tide inundation area – High storm tide inundation area – Erosion prone area ▪ Strategic Airports and Aviation Facilities – Obstacle limitation surface area – Wildlife hazard buffer zone – Aviation facility Section 2.1 of the Planning Scheme confirms all elements of the SPP have been fully integrated into the Planning Scheme, with the exception of the following: ▪ State interest – Natural hazards, risk and resilience – The bushfire prone area; and ▪ State interest – Strategic airports and aviation facilities – The building restricted area While the site is not identified within the bushfire prone area, the site is included in the building restricted area. Accordingly, assessment against the Strategic Airports and Aviation Facilities SPP Assessment Benchmark is required.

		A copy of the assessment is contained in **Appendix D**. The assessment confirms that the proposed development complies with the relevant benchmarks.
South-East Queensland Regional Plan 2023 **(Shaping SEQ 2023)**	15 December 2023	The site is located within the Urban Footprint. When considering the nature of the proposal, the proposed development accords with the objectives of *Shaping SEQ 2023* and does not undermine the achievement of the goals and themes for development within the region.
State Development Assessment Provisions Version 3.7 **(SDAP)**	11 September 2026	DAMS mapping indicates the following SDAP matters apply to the site: ▪ SEQ Regional Plan land use categories – Urban Footprint ▪ Coastal Protection – Coastal area – erosion prone area – Coastal area – medium storm tide inundation area – Coastal area – high storm tide inundation area ▪ Water Resources – Water resource planning area boundaries ▪ State transport – Area within 25m of a State-controlled road A review of Schedule 10 of the Planning Regulation determines that referral is required for the abovementioned matters. Refer to **Section 7.1** below regarding the applicable referrals and relevant SDAP codes for the proposed development.

7.1 Referral Triggers

The proposal requires referral to the State Assessment and Referral Agency (**SARA**) as a Concurrence Agency for the following matters:

State Matter	Planning Regulation Schedule 10 Reference	Relevant Assessment Benchmark	Referral Agency
State controlled road areas and areas within 25m of a state-controlled road	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4	State Code 1: Development in a state-controlled road environment	SARA (DTMR)
Development impact on State Transport infrastructure, resulting in an increase of more than 200 dwellings	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1	State Code 1: Development in a state-controlled road environment	SARA (DTMR)

As the proposed development requires referral to SARA, the SDAP is applicable. An assessment of the SDAP indicates that the development requires assessment against the following State code:

- State Code 1 (Development in a state-controlled road environment); and
- State Code 6 (Protection of state transport networks).

An assessment against State Code 1 and State Code 6 is included within **Appendix D – State Development Assessment Provisions (SDAP) Assessment**. This confirms the proposed development will comply with the relevant SDAP assessment benchmarks.

7.2 Public Notification

In accordance with Section 53(1) of the Planning Act, the notification stages of the development assessment process applied to an application if either of the following applies –

a. Any part of the application requires impact assessment; or

b. The application includes a variation request.

As the development application required impact assessment, public notification pursuant to the Planning Act is required in this instance for a total of 15 business days.

8 Local Planning Framework

8 Local Planning Framework

8.1 Brisbane Planning Scheme 2014

The *Brisbane Planning Scheme 2014 v37.00/2026* is the local planning instrument relevant to the assessment of the development application. The following sections of this report provide an assessment of the proposed development against the relevant assessment benchmarks in the Planning Scheme.

8.2 Strategic Framework

Given this application is subject to Impact Assessment, the application is required to be assessed against the Planning Scheme as a whole, including the Strategic Framework in Part 3 of the Planning Scheme.

The strategic framework sets the policy direction for the Planning Scheme and forms the basis for ensuring appropriate development occurs in the Planning Scheme for the duration of its currency period. 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 CityShape.

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 Brisbane. Although each theme has its own section, the strategic framework in its entirety represents the policy intent for the Planning Scheme.

Section 6.2.2.3(3) of the District Centre Zone Code states that development in the zone is guided by the following policy directions under the Strategic Framework:

- **Theme 1: Brisbane's outstanding lifestyle**
  - Element 1.3 – Brisbane's Population-Serving Economy
- **Theme 5: Brisbane's CityShape**
  - Element 5.5 – Brisbane's Suburban Living Areas
  - Element 5.8 – Brisbane's Growth Nodes on Selected Transport Corridors

An assessment of the proposal has been undertaken against the applicable strategic framework elements in **Appendix E** and is summarised below:

8.2.1 Theme 1: Brisbane's outstanding lifestyle

8.2.1.1 Element 1.3 – Brisbane's Population-Serving Economy

The proposed development directly supports the strategic intent of Land Use Strategies L3.3 and L3.4 by reinforcing the role of the Gympie Road and Northern Busway transport corridor as a key growth node accommodating mixed-use development, higher-density living and population-serving activities.

Importantly, the site is located in close proximity to the Federation Street Bus Station, providing convenient access to major activity centres including the Brisbane CBD and Chermside. By clustering additional residents and centre activities around a high-frequency public transport node, the development promotes

transit-oriented growth, supports the efficient use of existing infrastructure and contributes to the continued evolution of the corridor as a vibrant mixed-use precinct.

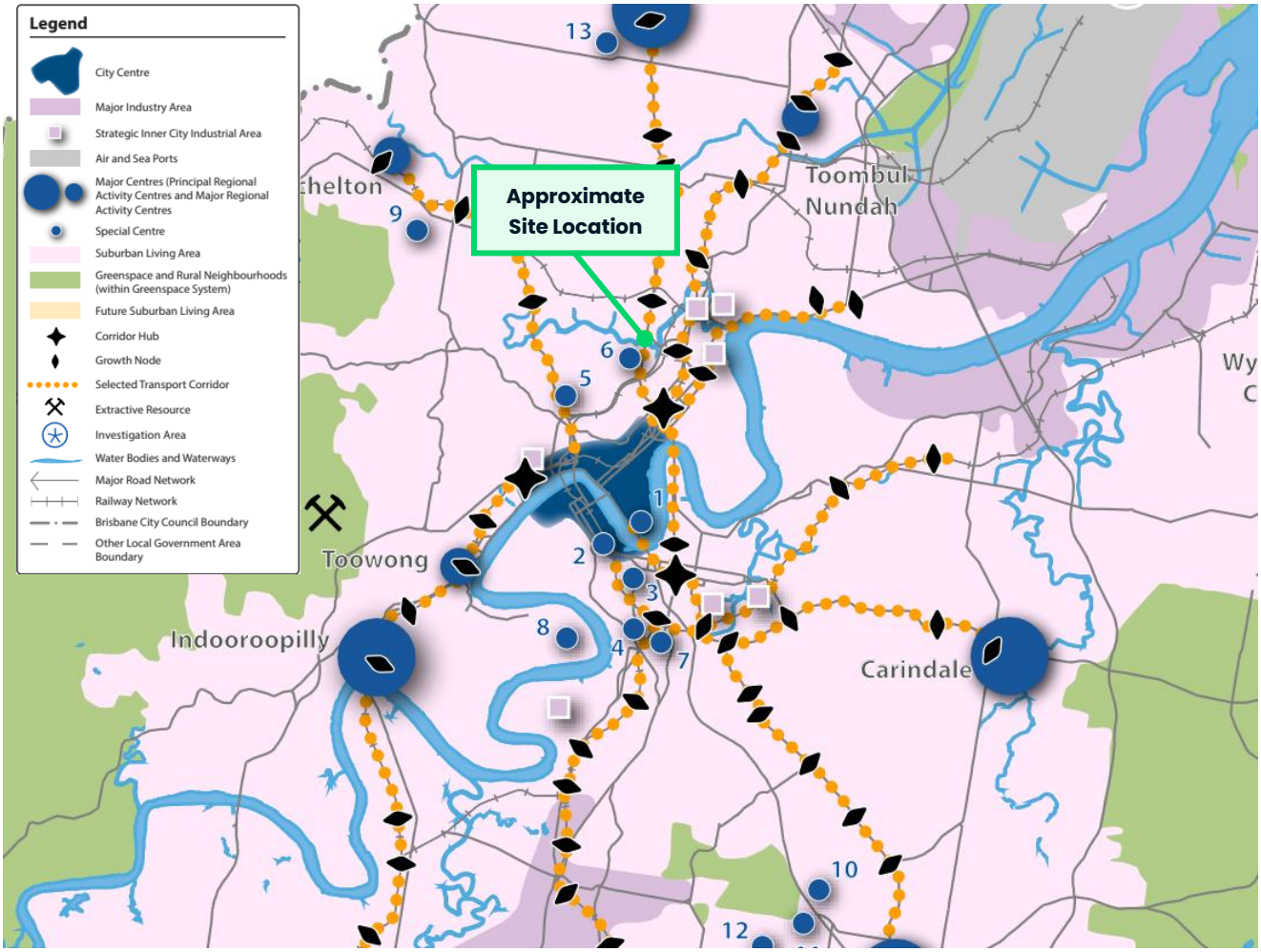
8.2.2 Theme 5: Brisbane's CityShape

8.2.2.1 Element 5.5 – Brisbane's Suburban Living Areas

As outlined in **Figure 19**, the site is included in Brisbane's Suburban Living Areas. The proposed development supports the strategic intent for Brisbane's Suburban Living Areas by directing additional housing and complementary centre activities to a location specifically identified for higher-density residential and mixed-use development. While exceeding the acceptable building height outcomes of the Lutwyche Road Corridor Neighbourhood Plan Area, the proposal delivers substantial housing supply, including multiple dwellings and short-term accommodation, within an established District Centre that is well serviced by public transport, employment opportunities and community infrastructure.

The development responds to local housing needs through a diverse accommodation offering, while its articulated built form, active frontages, subtropical landscaping and sensitive interface treatments ensure the development contributes positively to local amenity and the evolving character of Windsor. As such, the proposal accommodates growth in an anticipated location while maintaining consistency with the broader strategic outcomes sought for Brisbane's Suburban Living Areas.

Figure 19 *- Brisbane's City Shape*



Source: Brisbane City Plan 2014

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

The proposed development gives effect to Element 5.8 of the Strategic Framework by locating additional housing and centre activities within a highly accessible inner-city location served by significant transport infrastructure. The site benefits from direct access to the Federation Street Bus Station, the high-frequency

bus services along Lutwyche Road, Windsor Train Station and the Airport Link (M7), providing convenient connections to major employment, retail and community destinations.

The site's proximity to a Planned Growth Node and Selected Transport Corridor further supports its suitability for increased residential density. By delivering a substantial supply of new dwellings and short-term accommodation in a location with excellent public transport accessibility, the proposal promotes transit-oriented growth, supports the efficient use of existing infrastructure and aligns with the Strategic Framework's intent to accommodate growth and revitalisation in well-connected urban areas.

8.3 Defined Land Uses

Extracts of the relevant definitions under Planning Scheme are provided below:

Food and drink outlet –

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).*

Examples of a food and drink outlet—cafe, coffee shop, drive-through facility, kiosk, milk bar, restaurant, snack bar, takeaway shop, tearoom

Multiple dwelling –

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

Short-term accommodation –

a. *means the use of premises for—*

   i. *providing accommodation of less than 3 consecutive months to tourists or travellers; or*

   ii. *a manager's residence, office, or recreation facilities for the exclusive use of guests, if the use is ancillary to the use in subparagraph (i); but*

b. *does not include a hotel, nature-based tourism, resort complex or tourist park.*

8.4 Zoning

Under the Planning Scheme, the site is identified within the **Corridor Zone Precinct** of the **District Centre Zone** (refer to **Figure 20**). The purpose of the District Centre Zone is to (emphasis added):

"provide for a large variety of uses and activities to service a district of the local government area, including, for example, administrative, business, community, cultural, entertainment, professional, residential or retail uses or activities."

The relevant overall outcomes sought for the Corridor Zone Precinct are as follows:

a. *Development provides for a greater intensity of economic activity at highly accessible Growth Nodes on Selected Transport Corridors that are associated with high-frequency public transport stations or interchanges, to serve a growing population.*

b. *Development creates a mixed use centre of commercial, retail and residential activities and local services capitalising on its location at a key public transport node.*

c. *Development provides for a more intense built form than in the District zone precinct, with the bulk and scale of the building reflecting the purpose of the centre, its level of accessibility, position within the city, distinctive identity, desired built form and local character and values.*

The proposed development advances the intent and overall outcomes of the Corridor Zone Precinct within the District Centre Zone by delivering a high-density mixed-use development in an accessible location on the Lutwyche Road corridor. The development capitalises on its proximity to high-frequency public transport, major employment destinations and community infrastructure through the provision of multiple dwellings, short-term accommodation and a small-scale commercial tenancy.

In doing so, the proposal supports the concentration of population and economic activity within a designated growth node and reinforces the role of the centre as a mixed-use destination. The scale and intensity of the development appropriately reflects the site's strategic location and is consistent with the precinct's intent to accommodate a more intensive built form that positively contributes to the corridor's evolving urban character.

Figure 20 *– Zoning*



Source: Brisbane City Plan 2014 (Marked up by Urbis)

8.5 Neighbourhood Plan

The site is located within the **Lutwyche Road Corridor Neighbourhood Plan Area**, specifically within the **Windsor East Mixed Use Corridor Sub-Precinct (NPP-002a)** within the **Windsor East Precinct (NPP-002)** (refer to **Figure 21**).

The relevant overall outcomes of the Windsor East Mixed Use Corridor Sub-Precinct include:

i. achieves a mix of land uses and provides opportunities for employment, shopping and commercial activity, inner-city living, community facilities, entertainment, leisure and supporting services;

ii. ensures that the mix of uses in the sub-precinct provides the appeal and level of activity essential to create a vibrant place with the attributes to attract business and residents;

iii. ensures a refocusing from the current strip mall, big box type activities along Lutwyche Road towards a more human-scale retail, leisure, entertainment and community arrangement, large-scale retail uses are to be limited to 'retail hubs' identified in Figure b which are sited to the north and south of the busway station and provide an anchor to a revitalised Lutwyche centre precinct (Lutwyche Road Corridor neighbourhood plan/NPP-001);

iv. amalgamates sites to achieve high density residential development with a mix of commercial, retail and restaurant uses;

v. ensures that ground storey areas of buildings have an active frontage to Lutwyche Road and laneways that encourage pedestrian activity through the location of intensive and interactive uses such as shops, showrooms, food and drink outlets and extended hours services including health care service and fitness facilities along the frontage;

vi. ensures that the design of buildings creates a human scale with a seamless transition between indoor and outdoor spaces;

vii. ensures a mix of office and residential uses on upper storeys;

viii. focuses business and commercial activities on Lutwyche Road and laneways;

ix. in recognition of the high level of accessibility of the sub-precinct, locates a mix of business uses on the lower floors, with the balance of the building being for residential uses;

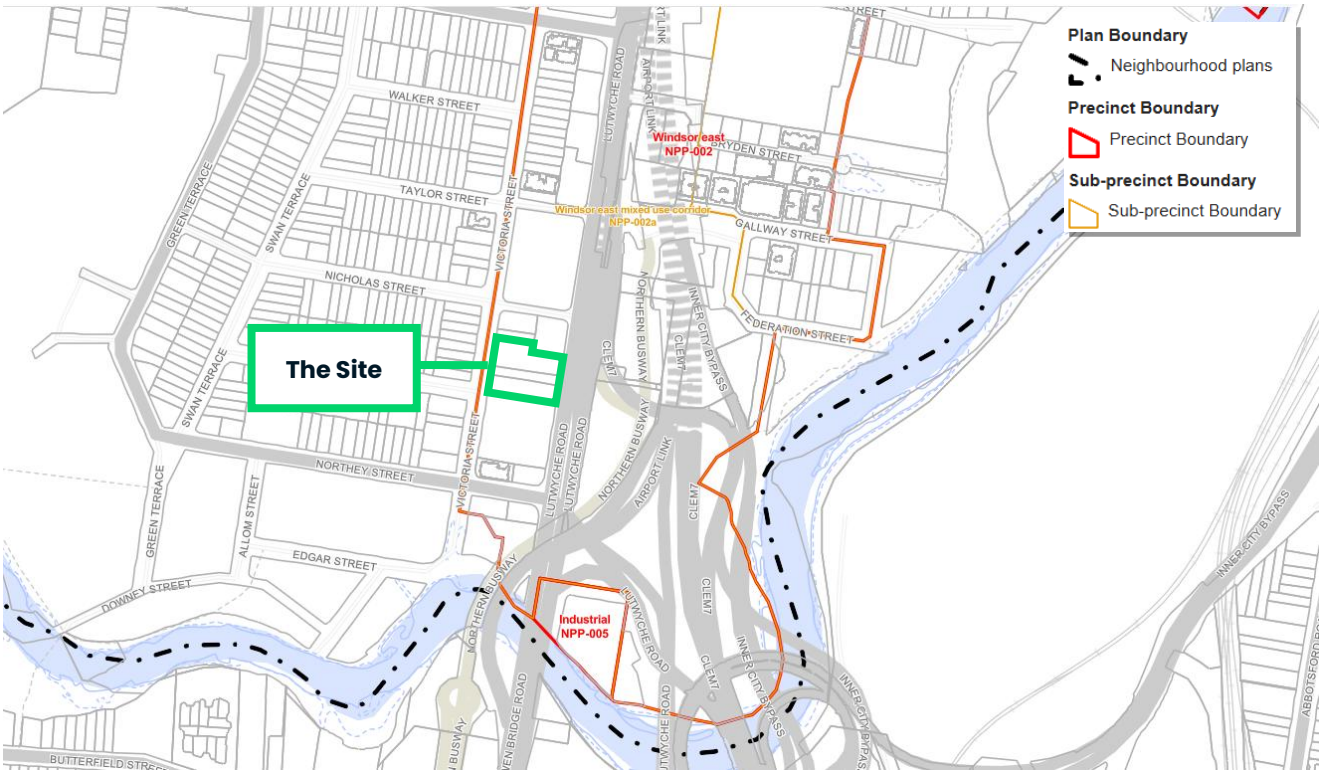
x. supports the renewal of properties in this sub-precinct by forming a high-quality subtropical boulevard along Lutwyche Road with distinctive finishes, street furniture and landscape elements including large shade trees.

The neighbourhood plan was originally prepared under the former *Brisbane City Plan 2000* and later integrated into the current Planning Scheme. The site's context has changed materially since then. Most notably, Council has acquired and removed dwellings along Victoria Street through the Voluntary Home Buy-Back program, and flood modelling for the locality has since been updated. While the overall outcomes remain the relevant assessment benchmarks, the proposal's consistency with them is considered below in light of the site's current and emerging context.

In this context, the proposed development is consistent with the intent of the Windsor East Mixed Use Corridor Sub-Precinct, delivering a high-density mixed-use outcome that capitalises on the site's location within a major transport corridor and established growth area.

The proposal facilitates the amalgamation and renewal of multiple sites to provide a mix of residential, short-term accommodation and active ground-floor uses, supporting increased housing supply, economic activity and street activation. Through its active frontage, landscaped public realm and cross-block pathway, and contemporary subtropical built form, the development contributes to the transformation of the Lutwyche Road corridor into a vibrant, transit-oriented urban precinct and aligns with the neighbourhood plan's vision for a mixed-use centre characterised by higher-density living, employment opportunities and an enhanced pedestrian environment.

***Figure 21** – Lutwyche Road Corridor Neighbourhood Plan*



Source: Brisbane City Plan, 2014 (Marked up by Urbis)

8.6 Overlays

Under the Planning Scheme, the site is subject to the below overlays. Refer to Section 8.8 for a response to the key overlay codes.

***Table 6** – Applicable Overlays*

Overlay	Sub-Category
Airport Environs Overlay	▪ OLS - Horizontal limitation surface boundary; ▪ Procedures for air navigation surfaces (PANS); ▪ BBS zone - Distance from airport 8-13km;
Bicycle Network Overlay	▪ Secondary cycle route (Lutwyche Road)
Coastal Hazard Overlay	▪ Erosion prone area - coastal erosion sub-category ▪ Erosion prone area - permanent inundation due to sea level rise at 2100 sub-category ▪ High storm-tide inundation area sub-category ▪ Medium storm-tide inundation area sub-category (limited to the south-eastern corner)
Critical Infrastructure and Movement Network Overlay	▪ Critical infrastructure and movement planning area sub-category
Flood Overlay	▪ Brisbane River flood planning area 3, 4, 5 sub-category ▪ Creek/waterway flood planning area 2, 3, 4, 5 sub-categories ▪ Overland flow flood planning area sub-category

Industrial Amenity Overlay	▪	Industrial amenity investigation area sub-category
Potential and Actual Acid Sulfate Soils Overlay	▪ ▪ ▪	Potential and actual acid sulfate soils sub-category Land at or below 5m AHD sub-category Land above 5m AHD and below 20m AHD sub-category
Road Hierarchy Overlay	▪ ▪	Arterial road (Lutwyche Road) Neighbourhood Road (Victoria Street)
Streetscape Hierarchy Overlay	▪ ▪	Centre street major (Victoria Street) Subtropical boulevard - in centre verge width 3.75m/4.25m (Lutwyche Road)
Transport Air Quality Corridor Overlay	▪ ▪	Transport air quality B sub-category Transport air quality A sub-category
Transport Noise Corridor Overlay	▪	Noise corridor - Brisbane: Queensland Development Code MP4.4 Noise Category 3 subcategory

8.7 Category of Development and Assessment

8.7.1 Category of Development

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

The Planning Scheme, acting as the Categorising Instrument, determines that the category of development for the proposed development is Assessable Development.

8.7.2 Category of Assessment

The Category of Assessment for the proposed development is determined by the Planning Scheme, and the Planning Regulation. Under Section 5.3.2 of the Planning Scheme, where a neighbourhood plan specifies the Category of Assessment for development, these categories prevail over the zone Category of Assessment. If an aspect of development is identified as having a different Category of Assessment under a zone, neighbourhood plan or overlay, the highest category of assessment applies for the development as a whole.

Further, the category of development prescribed under Schedule 6 of the Planning Regulation overrides all other categories of development under the planning scheme to the extent of any inconsistency.

Table 7 below sets out the categorisations of development provided by Section 5 of the Planning Scheme, which demonstrates the proposal is subject to **Impact Assessment**.

It is relevant to note that Schedule 6 of the Planning Regulation does not alter the categories of development.

Table 7 *– Category of Assessment for Proposal*

Aspect of Development	Categorising Provisions	Category of Assessment
Material Change of Use for Multiple Dwelling, Short-Term Accommodation, and Food and Drink	*Table 5.5.9* of the Planning Scheme identifies that the proposed land uses are subject to Code Assessment where no greater than the building height specified in the relevant neighbourhood plan.	Impact Assessment

	The proposed development provides a maximum building height of 19 storeys and therefore exceeds the eight (8) storey requirement specified under the Lutwyche Road Corridor Neighbourhood Plan.	
Carrying out Building Work in the Flood Overlay, comprising the Creek/waterway flood planning area and Overland flow flood planning area sub-categories	Table 5.10.11 of the Planning Scheme identifies the category of assessment applying to Building Work within the mapped Flood Overlay sub-categories. The proposed works are assessable against the applicable provisions of the Flood Overlay Code.	Code Assessment
Carrying out Building Work for demolition where not part of a committed program to exercise an existing development approval or create a temporary park.	Table 5.7.1 of the Planning Scheme identifies the category of development and assessment applying to Building Work. The proposed demolition is not part of a committed program to exercise an existing development approval or create a temporary park and is therefore Assessable Development.	Impact Assessment

8.8 Assessment Benchmarks

The assessment benchmarks (codes) within the Planning Scheme that are relevant to the assessment of the proposed development are prescribed by the Category of Assessment table for the Mixed Use (Inner City) Zone, Lutwyche Road Corridor Neighbourhood Plan and the applicable overlays. This is summarised below in **Table 8**.

***Table 8** - Relevant Brisbane City Plan 2014 Assessment Benchmarks*

Primary Codes	Overlay Codes	Prescribed Secondary Codes
▪ District Centre Zone Code ▪ Lutwyche Road Corridor Neighbourhood Plan Code ▪ Centre or Mixed Use Code ▪ Multiple Dwelling Code	▪ Airport Environs Overlay Code ▪ Bicycle Network Overlay Code ▪ Coastal Hazard Overlay Code ▪ Critical Infrastructure and Movement Network Overlay Code ▪ Flood Overlay Code ▪ Industrial Amenity Overlay Code	▪ Filling and Excavation Code ▪ Infrastructure Design Code ▪ Landscape Works Code ▪ Outdoor Lighting Code ▪ Park Planning and Design Code ▪ Stormwater Management Code ▪ Transport, Access, Parking and Servicing Code ▪ Wastewater Code

Primary Codes	Overlay Codes	Prescribed Secondary Codes
	▪ Potential and Actual Acid Sulfate Soil Overlay Code ▪ Road Hierarchy Overlay ▪ Streetscape Hierarchy Overlay Code ▪ Transport Air Quality Corridor Overlay	

In accordance with Section 5.3.2.5 of City Plan:

> *"Where development is proposed on premises partly affected by an overlay, the assessment benchmarks for the overlay only relate to the part of the premises affected by the overlay".*

In light of the above provision, the following codes have been reviewed and do not contain any relevant assessment matters, and thus an assessment against the below overlay code is not included.

- **Critical Infrastructure and Movement Network Overlay Code –** the development does not involve a park, industrial, sensitive or emergency service use.

Similarly, the proposal does not require assessment against the following prescribed secondary codes as they do not contain relevant assessment matters:

- **Park Planning and Design Code –** the development does not involve a Park component.

A comprehensive assessment of the relevant codes is included in **Appendix F – Brisbane City Plan 2014 Assessment** and in the relevant specialist reports. The following codes are assessed separately in the specialist reports:

- Flood Impact Assessment (**Appendix K**)
  - Flood Overlay Code;
- Engineering Services Report (**Appendix M**):
  - Filling and Excavation Code;
  - Infrastructure Design Code;
  - Operational Works Code;
  - Stormwater Code; and
  - Wastewater Code.

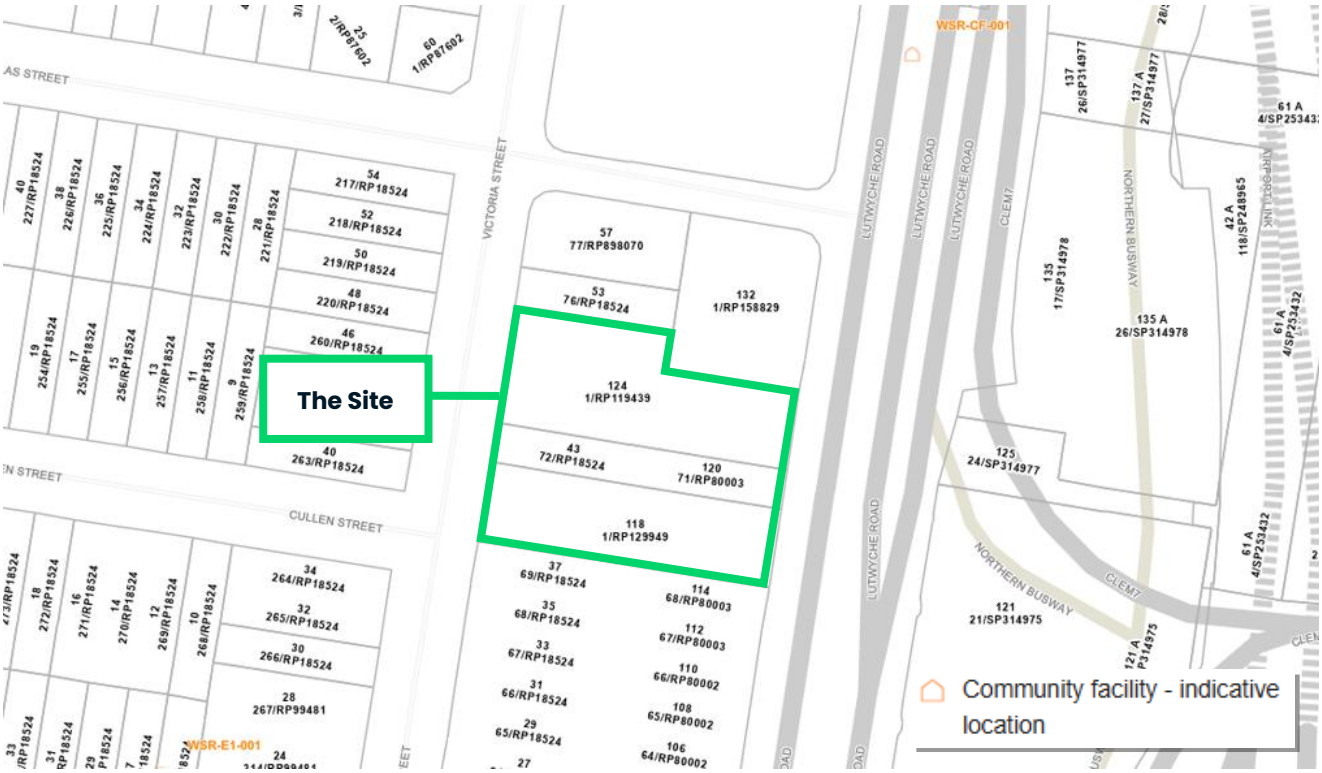
The assessment in **Appendix F**, coupled with the relevant supporting reports and **Section 9** below demonstrates the proposal complies with the assessment benchmarks applicable to the development.

8.9 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 in an efficient and orderly manner.

The plans for trunk infrastructure identify two (2) indicative community facilities near the site.

Figure 22 *– Local Government Infrastructure Plan*



Source: Brisbane City Plan 2014

9 Key Planning Matters

9 Key Planning Matters

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

In some limited instances, compliance with certain prescribed Acceptable Outcomes is unable to be achieved and alternative approaches to achieve the corresponding Performance Outcomes have been proposed. In this regard the Planning Scheme is a performance-based Planning Scheme and Performance Outcomes are overarching guidelines for development.

A development is deemed to comply with the Performance Outcomes if:

- The Acceptable Outcome to the Performance Outcome is complied with; or
- Sufficient information is provided to demonstrate the criterion has been met in another way.

The following sections provide a summary of the Key Performance Outcomes (grouped into key planning considerations) relied upon by the development in the circumstances where an alternative approach to the prescribed acceptable outcome is being proposed. The Key Performance Outcomes are identified below with corresponding detailed justification demonstrating how the development achieves these Performance Outcomes.

Notably, in relation to the achievement of Performance Outcomes, the Performance Outcome ought not to be interpreted as requiring adoption of the Acceptable Outcome, or even as requiring an alternative solution akin to the Acceptable Outcome.

Please refer to the Planning Scheme Assessment Benchmark Assessment included herewith as **Appendix F** for further detail.

9.1 Building Height

Acceptable Outcome **AO1** of the Lutwyche Road Corridor Neighbourhood Plan Code states the following:

> ***AO1***
>
> *Development complies with the number of storeys and building heights in Table 7.2.12.4.3.B.*

Similarly, Acceptable Outcome **AO20** of the Lutwyche Road Corridor Neighbourhood Plan states:

> ***AO20***
>
> *Development fronting Victoria Street:*
>
> *a. complies with the number of storeys in Table 7.2.12.4.3.B;*
>
> *b. is in accordance with Figure j.*

In accordance with Table 7.2.12.4.3.B., the maximum building height for development on a site with a frontage to Victoria Street or Rosemount Terrace is 3 storeys. However, development on a site of 3,000m^2 or greater but less than 6,000m^2 are allowed a building height of 9 storeys.

As the proposed **19-storeys** exceeds the prescribed maximum building height, consideration must be given to the proposal's compliance with the qualitative criteria outlined in the corresponding Performance Outcome **PO1**, reproduced below:

> ***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 with 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 avoid affecting the potential development of an adjoining site.*

The intended development pattern for the precinct is further informed by Overall Outcome **OO(5)(i)(iv)** of the Lutwyche Road Corridor Neighbourhood Plan Code, which provides that development:

OO(5)(i)(iv)

Amalgamates sites to achieve high density residential development with a mix of commercial, retail and restaurant uses.

The Overall Outcome is particularly relevant to the proposal, which comprises the redevelopment of four adjoining allotments as a consolidated development site for high-density residential and complementary Short-term Accommodation and Food and Drink Outlet uses.

While the proposal exceeds the numerical building height identified by AO1, the Neighbourhood Plan expressly contemplates site amalgamation to facilitate high-density residential development within the precinct. Consideration of the proposed height therefore requires an assessment of whether the resultant height, scale and form appropriately responds to the intended development pattern and the specific criteria established by PO1.

The proposal has been assessed against each of these matters below.

a. Anticipated Density and Infrastructure Demand

The consolidated site has an area of approximately 4,110m² and is located within an established urban corridor that is well serviced by infrastructure. The proposal provides 266 dwellings, 81 Short-term Accommodation rooms and a Food and Drink Outlet, directing additional housing and visitor accommodation to an accessible inner-city location rather than to less serviced locations on the urban fringe.

The Traffic Impact Assessment provided at **Appendix I**, concludes that the proposal will generate a moderate increase in traffic demand, which will be distributed across the surrounding road network. Access to Lutwyche Road's established public transport services also provides a genuine alternative to private vehicle travel for residents and guests.

The demand generated by the proposal will also be offset through the payment of applicable infrastructure charges. The scale of development is therefore consistent with the infrastructure assumptions for the locality and will not result in undue pressure on transport, servicing or community infrastructure networks.

b. Alignment with Community Expectations

Community expectations regarding building height are informed in part by the numerical outcomes of the Neighbourhood Plan but are not determined solely by them. They are shaped equally by the site's strategic role, the function of the surrounding movement network and the continued growth of Brisbane's inner city.

Lutwyche Road is one of the principal arterial and public transport corridors connecting Brisbane's northern suburbs with the CBD. The corridor carries high-frequency bus services and is a secondary cycle route, and it provides direct connections to the Herston health and education precinct and the CBD to the south. Concentrating growth along corridors of this kind is a well-established principle of urban consolidation. It allows additional housing to be delivered where residents can make use of

existing transport, employment and services, while protecting the character of the lower-density residential streets away from the corridor.

As Brisbane continues to grow, and as investment associated with the 2032 Olympic and Paralympic Games proceeds in the inner city, the role of the Lutwyche Road corridor in accommodating that growth will become increasingly significant. Sites with frontage to the corridor are the locations where greater residential density and building height can reasonably be anticipated. This differs from the expectations that apply to the traditional low-density residential areas of Windsor.

The proposal reflects this distinction. It does not seek to replicate the scale of Windsor's established residential streets. Instead, it concentrates development intensity on a large, consolidated site with direct frontage to the corridor. In this context, the proposed height aligns with reasonable community expectations for the development of a strategically located site on one of Brisbane's key northern corridors.

c. Utility of the Site

The site comprises four adjoining allotments with a combined area of approximately 4,110m² and has frontage to both Lutwyche Road and Victoria Street. Its size, regular configuration and dual frontage give it a development capacity that smaller or fragmented holdings in the locality do not have.

The site is capable of accommodating the development's car parking, loading, servicing, waste infrastructure, landscaping and communal recreation facilities wholly within its boundaries. It also provides separate arrival arrangements for the Multiple Dwelling and Short-term Accommodation components. The dual frontage allows the primary arrival and activation functions to address Lutwyche Road, while the Victoria Street interface is given over to landscaping and deep planting.

The site's dimensions also allow the development yield to be distributed across two separate tower forms above a shared podium, rather than concentrated within a single building mass. The proposed height is therefore proportionate to, and commensurate with, the utility of the site.

d. Amenity Impact to Adjoining Development

The proposed height has been resolved through a built-form response that manages the amenity implications of increased development intensity. Above the podium, the development is separated into two tower forms. This provides visual permeability through the upper building and avoids a continuous tower mass across the width of the site. Stepped and curved balconies, staggered atrium balconies, varied balcony depths and recesses within the elevations further reduce the perceived bulk and scale of the towers.

The Victoria Street interface incorporates landscaped setbacks, deep planting and retention of the established tree along the frontage. These provide a landscaped foreground to the western tower and help mediate its relationship with the lower-scale residential environment beyond the site. The land opposite the site also forms part of Council's park resumption program for the future Windsor Sport and Community Park. As a result, the Victoria Street interface will progressively change from directly opposing residential dwellings to public open space.

Shadow diagrams prepared by *Sparc** are provided at **Figure 23**. While a taller built form will inevitably generate additional shadow, PO1(d) is concerned with avoiding significant and undue adverse amenity impacts rather than avoiding all impacts. The extent and duration of shadowing should be considered against the existing context of the Lutwyche Road corridor and the future open-space context of land opposite the site.

Figure 23 – *Shadow Analysis*



*Source: Sparc**

When considered together, the separation and articulation of the tower forms, the landscaped street interfaces and the changing context of Victoria Street mean the proposal maintains an appropriate balance between additional housing delivery and the protection of surrounding amenity. The proposal does not result in significant or undue adverse amenity impacts on adjoining development.

e. Siting and Future Development Potential of Adjoining Sites

The two tower forms have been sited to provide separation within the development and to adjoining land, as detailed in the following sections. Recesses and variations along the tower elevations mean that minimum separation distances occur at discrete points rather than along continuous building faces. This increases effective separation across much of the tower envelope.

The development accommodates all of its parking, servicing, waste, landscaping and communal recreation functions on site and does not rely on adjoining land to meet these needs. The proposed setbacks do not require adjoining landowners to provide greater separation than the proposal itself delivers. The proposal is therefore capable of co-existing with comparable future development and does not compromise the redevelopment potential of adjoining sites.

9.2 Building Length

Acceptable Outcome **AO18.5** of the Lutwyche Road Corridor Neighbourhood Plan Code states the following:

> ***AO18.5***
>
> *Development ensures buildings above podium height, including balconies, extend for no more than 75% of the width of the property and are a maximum of 30m in any direction with a minimum setback from a side boundary of 2m in accordance with Figure g.*

As the western tower has a maximum horizontal dimension of approximately **53m** and the eastern tower has a maximum horizontal dimension of approximately **40m**, the proposed development seeks compliance with the corresponding Performance Outcome **PO18**, which states:

> ***PO18***
>
> *Development:*
>
> a. *avoids the creation of a canyon of buildings along streets, through variation in building form, height and materials, articulation of facades and the provision of space for deep planting of trees in the front setback;*
> b. *ensures siting and design of buildings encourages air flow around buildings;*
> c. *ensures the design of buildings above podium allows sufficient space between buildings for breezes and views through the site.*

The proposed development achieves the outcomes sought by PO18 through a carefully considered built form response that incorporates substantial articulation, tower separation, landscaping, and architectural modulation to reduce perceived bulk, promote airflow and maintain visual permeability across the site.

The proposal has been assessed against each of these matters below.

a. Avoiding the Creation of a Canyon of Buildings Along Streets

The proposal avoids the creation of a canyon effect through the delivery of a highly articulated and sculpted built form that introduces substantial variation in building form, façade treatment and architectural expression. While the towers exceed the acceptable horizontal dimensions, the built form incorporates significant recesses, stepped building elements, louvred screening and changes in balcony profiles which visually divide each tower into a series of smaller components, as illustrated in **Figure 24**. These recesses create the appearance of distinct building wings rather than a singular, uninterrupted building mass, substantially reducing the perceived scale and bulk of the development.

Figure 24 *– Tower Articulation*



*Source: Sparc**

The façades further incorporate regular variation in materials, finishes, textures and colours, including brick, metal balustrades, glazing, integrated landscaping, planter boxes and screening devices, as outlined in **Appendix G – Architectural Plans**. Together, these elements establish a high degree of horizontal and vertical modulation, contribute to shadow and depth within the façades, and reinforce a fine-grain architectural character when viewed from the public realm.

The development also provides substantial landscaping throughout the frontage and podium levels, including deep planting opportunities and extensive subtropical planting. This landscaping softens the built form and contributes to the visual quality of the Lutwyche Road and Victoria Street streetscape.

b. Siting and Design of Buildings

The siting and design of the proposed towers have been carefully considered to maximise opportunities for airflow both around and through the development. The dual-tower arrangement and the proposed separation between tower elements allows breezes to move across the site and around the buildings rather than being obstructed by a consolidated building form.

The articulated nature of the tower forms, including recesses and variations in the façade profile, further assists in reducing wind blockage and creating a more permeable built form outcome. The development's setbacks from surrounding boundaries and separation from adjoining development also contribute to maintaining airflow corridors and reducing the extent of built form concentration across the site.

The proposal therefore encourages airflow around the buildings and achieves the outcomes sought by PO18(2).

c. Sufficient Space for Breezes and Views

The proposal provides two distinct tower elements above a shared podium rather than a single consolidated building mass. This approach establishes meaningful separation between the towers, preserving opportunities for breezes, outlook and visual permeability through the site. The separation between the towers creates a clear visual break in the development and allows views through the development from surrounding streets and adjoining properties.

Furthermore, the towers have been positioned and configured to optimise access to natural light, outlook and ventilation for future residents while maintaining an appropriate relationship with neighbouring development. The extensive façade articulation, recessed building elements and visual breaks within each tower further contribute to the perception of separation and openness within the overall development form.

As a result, the proposal maintains sufficient space between built form elements to facilitate breezes and views through the site, notwithstanding the exceedance of the acceptable horizontal tower dimensions.

Ultimately, while the proposal exceeds the maximum horizontal dimensions prescribed by AO18.5, the development demonstrably achieves the intent of PO18. Through a combination of sculpted tower forms, substantial façade articulation, variation in materials and building expression, deep planting and meaningful tower separation, the proposal avoids the creation of a canyon effect, promotes airflow around the buildings and maintains opportunities for breezes and views through the site. The development therefore delivers a high-quality built form outcome consistent with the intent of the Lutwyche Road Corridor Neighbourhood Plan.

9.3 Building Separation

Acceptable Outcome **AO14.1** of the Multiple Dwelling Code and Acceptable Outcome **AO27.1** of the Centre or Mixed Use Code prescribe specific building separation requirements for development. The intent of the building separation parameters is to ensure that development does not result in undue impacts on the amenity of adjacent dwellings and adjoining properties.

The relevant acceptable outcomes state:

AO14.1 (Multiple Dwelling Code)

Development provides building placement and design that:

a. complies with Table 9.3.14.3.F; or

b. positions the primary balcony or private open space to face the street frontage or rear boundary or adjoining public open space;

c. offsets balconies or habitable rooms so that they are positioned outside the cone of vision of existing or approved habitable rooms or outdoor spaces.

Refer to Figure g and Figure h.

AO27.1 (Centre or Mixed Use Code)

Development ensures that the building separation within a site and to adjoining buildings is in compliance with Table 9.3.3.3.E.

Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings and strategies to address separation issues

Table 9 below outlines the building separation requirements under Table 9.3.14.3.F (Multiple Dwelling Code) and Table 9.3.3.3.E (Centre or Mixed Use Code), summarising the proposal's compliance with the provisions.

Table 9 *– Building Separation Summary*

Building Height (storeys and m)	**Minium Building Separation**			**Proposed**
	Facing habitable Rooms with windows or balconies	Habitable rooms or balconies facing non-habitable rooms with windows or blank walls	Non-habitable rooms with windows or blank walls	
Ground to 4.5m	3m	1.5m	0 if blank with no windows 1.5 if non-habitable with windows	**Podium (up to 3 storeys)** 0m (blank with no windows to the up to 3 storeys along western, eastern northern, and southern boundary) (Compliant)
2 storeys to 7.5m	9m	6m	0m if blank with no windows 3m if non-habitable with windows	**Podium Level 4** Internal: 12m (Compliant) External: ▪ 3.15m to 5.65m to the northern boundary (Adjoining building is 2-storeys) ▪ 6m to 11.2m the southern boundary (Adjoining building is 2-storeys)
3 to 5 storeys	12m	9m	0m if blank with no windows 6m if non-habitable with windows	**Level 5** Internal: 12m (Compliant)

				External: ▪ 3.15m to 5.65m to the northern boundary (Adjoining building is 2-storeys) ▪ 6m to 11.2m the southern boundary (Adjoining building is 2-storeys)
6 to 8 storeys	18m	12m	9m	**Level 6-18** Internal: ▪ 12m, between east and west tower
9+ storeys	24m	18m	12m	External: ▪ 3.15m to 5.65m to the northern boundary (Adjoining building is 2-storeys) ▪ 6m to 11.2m the southern boundary (Adjoining building is 2-storeys)
Podium or rooftop terraces	Located to achieve separation in accordance with the relative level of the podium or roof location as above, along with design elements to ensure the privacy and amenity of residents within the site and on adjoining or adjacent sites.			**Level 19** Includes screening elements, and integrated landscaping to limit direct sightlines from neighbouring properties when redeveloped in the future.

The development has short-term accommodation from Level 3 and residential dwellings from Level 5. The 12m separation between the eastern and western towers complies with the tables at Levels 4 and 5. From Level 6, the tables require 18m for buildings of 6 to 8 storeys and 24m for buildings of 9 storeys or more where habitable rooms face each other.

The external separation from the northern and southern boundaries falls below the tables from Level 4, where habitable interfaces begin above the blank podium walls. As alternative solutions are proposed for both internal and external separation, the corresponding Performance Outcomes **PO14** and **PO27** have been considered. They state:

PO14 (Multiple Dwelling Code)

Development separates buildings from existing or future buildings within a site or on an adjoining site to:

a. be consistent with the form and character intent for the local area;

b. protect residential amenity including access to natural light, sunlight and breeze;

c. provide visual privacy to reduce the need for fixed screening.

PO27 (Centre or Mixed Use Code)

Development ensures that the separation of buildings within a site and to an adjoining existing or future building which includes a residential dwelling:

a) is consistent with the form and character intent for the local area;

b) *is located to provide residential amenity including access to natural light, sunlight and breeze;*

c) *provides a degree of visual privacy via site planning and design without a reliance on fixed screening;*

d) *reasonably addresses and considers the amenity of adjoining residents and future development potential.*

The proposal has been assessed against each of the relevant matters for building separation in Performance Outcomes **PO14** of the Multiple Dwelling Code and **PO27** of the Centre and Mixed Use Code. Internal and external separation are addressed separately, as each respond to a distinct interface. Compliance is achieved as detailed below.

Internal Building Separation

- The 12m separation between the eastern and western towers is the result of distributing the development yield across two slender tower forms above a shared podium, rather than one consolidated building mass. The dual-tower arrangement produces a visually permeable upper-level built form. It reduces the perceived bulk of the development when viewed from Lutwyche Road and Victoria Street, consistent with the form and character intended for the corridor (refer to Section 9.1).
- At Levels 4 and 5, the 12m separation complies with Table 9.3.14.3.F and Table 9.3.3.3.E. Within the lower tower, the short-term accommodations units are occupied on a transient basis and do not require long-term privacy and outlook expected for permanent dwellings. Their interface across the separation is managed through room layout and glazing placement.
- The departure from the tables is limited to the residential dwellings from Level 6 upwards. At these levels, the separation forms a central void that brings daylight into the internal-facing apartments and allows natural ventilation and prevailing breezes to move through the site. Deep balconies and recessed glazing shade the inner façades while maintaining daylight access and outlook.
- Visual privacy between the towers is achieved through architectural design rather than fixed screening. As shown in **Figure 25**, the inner façades incorporate:
  - stepped balconies, offset floor by floor, which create a rhythm of recess and projection;
  - curved balconies, which soften the tower edges and redirect sightlines away from opposing dwellings;
  - varied balcony depths, so that balcony edges do not align across the separation; and
  - staggered atrium balconies, which offset balcony positions within the atrium to limit sightlines between units.

  In combination, these measures ensure that the minimum separation occurs only at discrete points and that dwellings in each tower do not sit in direct opposition. The effective separation between the towers is therefore greater than the 12m minimum alone suggests.
- Both towers form part of a single, integrated development, and the relationship between them has been resolved as a whole. Apartment layouts and balcony placement were designed around the separation from the outset. This avoids the uncoordinated interface between independently developed sites that the tables are primarily intended to manage.

Figure 25 *– Staggered Balconies*



*Source: Sparc**

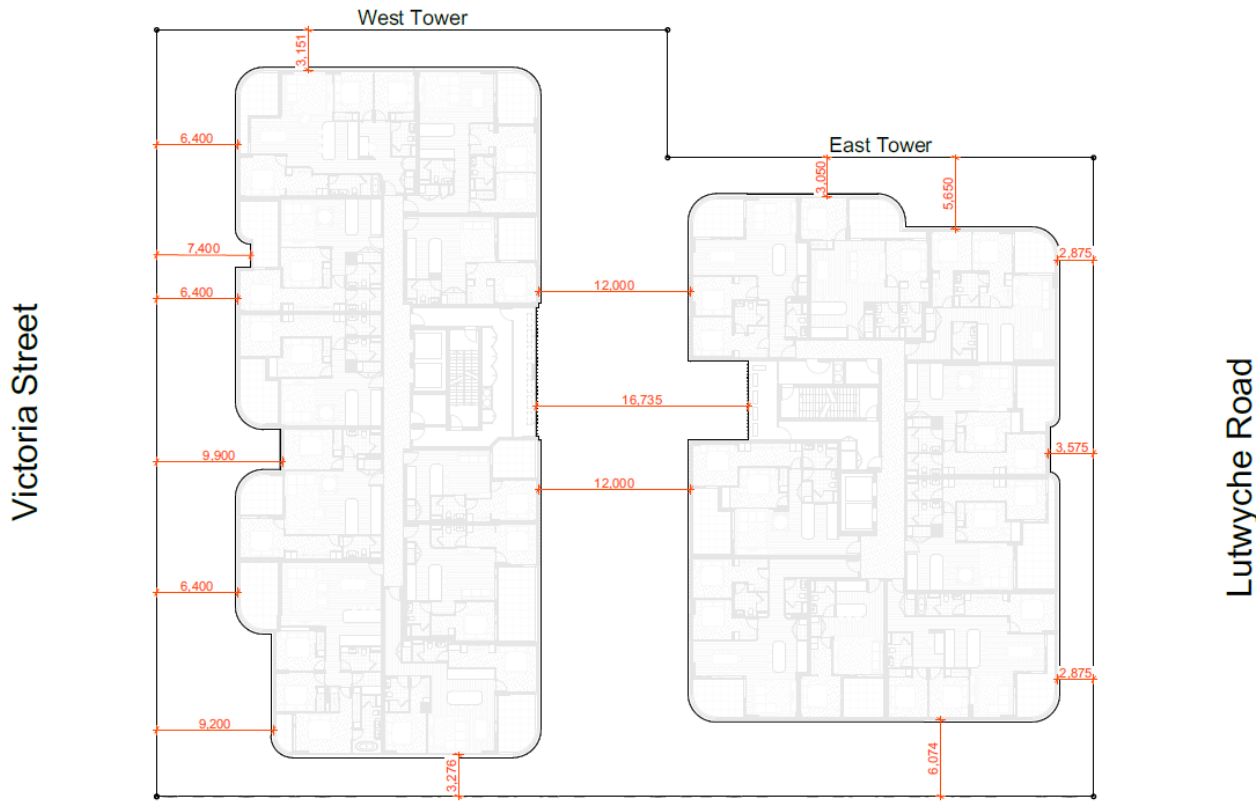
External Building Separation

- The site is within the Lutwyche Road corridor, where the Neighbourhood Plan anticipates high-density, mixed use development replacing the existing low-scale building stock. Separation of the order set out in Table 9.3.3.3.E for buildings of this height reflects an expectation of substantially larger consolidated sites. Applying it to both the side boundaries and the internal tower interface would preclude a tower outcome of the scale the Neighbourhood Plan anticipates for the corridor.
- The northern and southern podium elevations are blank walls with no windows for up to 3 storeys, consistent with the nil separation anticipated by the Planning Scheme for blank walls. Habitable interfaces begin at Level 4, above the roofline of the adjoining 2-storey buildings. The reduced setbacks therefore create no direct interface between habitable rooms, and the existing adjoining built form.
- The adjoining properties are 2-storey commercial buildings to the north and a 2-storey warehouse to the south. Neither contains a residential dwelling, so the proposal does not overlook, overshadow or reduce the privacy of any existing residence. To the south, the driveway between the warehouse and the common boundary further increases the actual separation to existing built form.
- Setbacks vary across the tower elevations, from 3.15m to 5.65m to the northern boundary and from 6m to 11.2m to the southern interface (refer to the Setback Plan at **Figure 26**). Along the northern boundary, the variation in setback reflects the irregular site geometry. To the south, the greater setbacks achieved, together with the existing driveway between the adjoining warehouse and the common boundary, provide substantial separation to existing built form.
- Dwellings are oriented primarily toward Lutwyche Road and Victoria Street, with primary outlook and private open space directed to the street frontages rather than the side boundaries. The northern and southern elevations present as a largely continuous façade, with minor variation in setback along the northern boundary reflecting the irregular geometry of the site. As outlook is not reliant on the side

boundaries, the reduced setbacks would not result in unacceptable overlooking or privacy impacts should adjoining sites be redeveloped for residential purposes.

- At Level 19, a bio-solar zone along the northern edge of both towers buffers the rooftop recreation spaces from the northern boundary. Along the southern edge, screening and integrated landscaping limit direct sightlines toward the adjoining site.
- The proposal is capable of co-existing with comparable future development on adjoining allotments. Its setbacks do not require adjoining landowners to provide greater separation than the proposal itself delivers, and the blank podium walls leave adjoining sites free to build their own podium forms to the boundary. The development also meets all of its parking, servicing, landscaping and communal open space needs on site, so it does not constrain the redevelopment potential of neighbouring land.

Figure 26 – *Setback Plan*



*Source: Space**

Overall, the proposed internal and external separation distances reasonably address residential amenity, access to light and air, visual privacy and the future development potential of adjoining sites. Considered alongside the tower articulation, the orientation of dwellings and the rooftop treatments, the proposal achieves compliance with Performance Outcome PO14 of the Multiple Dwelling Code and Performance Outcome PO27 of the Centre or Mixed Use Code.

9.4 Setbacks

The setback provisions for the proposed development are set out in Acceptable Outcome **AO6** of the Multiple Dwelling Code and Acceptable Outcomes **AO24** and **AO26** of the Centre or Mixed Use Code. Specifically, the Centre or Mixed Use Code sets out the front setback provisions for the podium and side setback provisions for the podium where not adjoining land in the residential zones category.

The relevant acceptable outcomes state:

> ***AO6 (Multiple Dwelling Code)***
>
> *Development provides setbacks to the primary and secondary frontages 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.*

AO24 (Centre or Mixed Use Code)

Development ensures that the front boundary setback for non-residential and residential development in a zone in the centre zones category or the Mixed use zone are in compliance with:

a. *a neighbourhood plan; or*

b. *if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.C.*

AO25 (Centre or Mixed Use Code)

Development ensures that the rear and secondary street boundary setbacks for non-residential and residential development in a centre or mixed use or for a centre activity or mix of uses are in compliance with:

a. *a neighbourhood plan; or*

b. *if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.C.*

AO26 (Centre or Mixed Use Code)

Development ensures that side boundary setbacks for non-residential and residential development in a centre or mixed use or for a centre activity or mix of uses are in accordance with:

c. *a neighbourhood plan; or*

b. *if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements in Table 9.3.3.3.C.*

Table 10 below outlines the setback requirements under Acceptable Outcome AO6 and Table 9.3.14.3.C of the Multiple Dwelling Code, as well as Acceptable Outcomes AO24 and AO26 and Table 9.3.3.3.C of the Centre or Mixed Use Code. The table also summarises the proposals compliance with the provisions.

Table 10 *– Setback Requirements*

Boundary	AO Requirement (Minimum)	Proposed (Minimum)	Compliance
Ground Floor (up to 4.5m)			
Lutwyche Road (Primary Frontage)	6m	0.85m to wall (9.6m to entrance)	Performance outcome for the primary frontage setback to the podium proposed
Victoria Street (Secondary Frontage)	6m to wall	5.05m to wall	Performance outcome for the secondary frontage setback to the podium proposed
Side	0m	Northern – 0m Southern – 0m	Complies
Podium			

Lutwyche Road (Primary Frontage)	0m	1.4m to wall	Complies
Victoria Street (Secondary Frontage)	4m to balcony 6m to wall	6.1m to wall	Complies
Side	0m	Northern – 0m Southern – 0m	Complies
Western Tower (above 5 storeys)			
Victoria Street	8m	6.9m to wall	Performance outcome for the tower setback to Victoria Street proposed
Side	6m	Northern - 3.15m to wall Southern - 3.27 m to wall	Performance outcome for the northern and southern tower setbacks proposed
Eastern Tower (above 5 storeys)			
Lutwyche Road	8m	2.9m to wall	Performance outcome for the tower setback to Lutwyche Road proposed
Side	6m	Northern - 3.05m to wall Southern – 6m to wall	Performance outcome for the northern tower setbacks proposed

As the development proposes an alternative solution for the setbacks to the street frontage, side and rear boundaries, consideration has been given to the corresponding Performance Outcome **PO6** of the Multiple Dwelling Code and Performance Outcomes **PO24, PO25**and **PO26** of the Centre or Mixed Use Code. These performance outcomes are reproduced below.

Performance Outcome **PO6** of the Multiple Dwelling Code states:

PO6

Development provides a front boundary setback that:

a. *defines the street edge;*
b. *creates a clear threshold and transition from public to private space;*
c. *assists in achieving visual privacy to ground-floor dwellings from the street;*
d. *supports the location of balconies for casual surveillance of the street and modulation of the facade;*
e. *allows for built form and facade articulation that contributes to the streetscape character and landscape;*
f. *is consistent with the intended streetscape and setback pattern;*
g. *facilitates landscaping appropriate to soften and screen the built form of the development from the street.*

Performance Outcome **PO24** of the Centre or Mixed Use Code states:

PO24

Development ensures that the front boundary setbacks:

a. *positively define the street edge;*

b. *relate to the existing streetscape and setback pattern and reinforce the preferred character and form intent;*

c. *provide for connections between footpaths, public spaces and private entries where level differences are proposed;*

d. *provide for the queuing of patrons at entertainment venues;*

e. *consider waiting areas at bus stops, taxi ranks and display windows;*

f. *where a residential use and outside the core of a centre, takes on a more residential interface with the street;*

g. *where facing lower intensity development or a residential neighbourhood provide for an appropriate interface and transition;*

h. *provide for deep-planting areas and landscaping where a built to the front boundary edge is not required.*

Performance Outcome **PO25** of the Centre or Mixed Use Code states:

PO25

Development ensures that the rear boundary and secondary street setbacks:

a. *provide for deep-planting areas;*

b. *support building separation to provide visual and acoustic privacy without screening where residential uses are adjoining or proposed;*

c. *maximise the opportunity to retain and protect existing mature vegetation;*

d. *enable a suitable frontage treatment to be presented where there is a transition to a residential neighbourhood.*

Performance Outcome **PO26** of the Centre or Mixed Use Code states:

PO26

Development ensures that the side boundary setbacks:

e. *minimise the impact of development on the amenity and privacy of adjoining existing residents;*

f. *contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;*

g. *provide for breezes and sunlight where a residential use is included on upper levels above podium levels;*

h. *consider future development.*

The proposed setbacks comply with the relevant Performance Outcomes for the following reasons:

- **Primary Frontage - Lutwyche Road (Ground Floor)** – The reduced ground-level setback responds to the site's location within the Lutwyche Road corridor and supports the establishment of a defined and active street edge. The frontage incorporates entries to the residential and short-term accommodation uses, as well as landscaped pedestrian areas and the publicly accessible pedestrian connection between Lutwyche Road and Victoria Street and the food and drink outlet. Collectively, these elements establish a legible relationship between the building and public realm, support pedestrian activity and provide an appropriately activated interface to Lutwyche Road.
- **Secondary Frontage - Victoria Street (Ground Floor)** – The proposed 5.02m setback provides for a landscaped frontage incorporating deep planting, pedestrian access and retention of the existing mature Hoop Pine. These elements provide a clear transition between the public and private realm

and establish a landscaped interface responsive to the lower-intensity character of Victoria Street. Accordingly, notwithstanding the minor variation from the 6m acceptable outcome, the proposed setback achieves the streetscape, landscape and interface outcomes sought by PO24.

- **Western Tower – Victoria Street Setback** – The western tower provides a setback of 6.9m from Victoria Street and incorporates landscaping that provide articulation and visual depth to the building elevation. The tower setback operates in conjunction with the landscaped ground-level frontage, deep planting and retained vegetation to establish a landscaped foreground to the upper-level built form and moderate its relationship with Victoria Street. This combination provides an appropriate transition between the proposed tower and the lower-intensity environment to the west, consistent with the interface outcomes sought by the relevant PO.
- **Eastern Tower – Lutwyche Road Setback** – The eastern tower provides a minimum 2.9m setback to Lutwyche Road. The upper-level built form incorporates recessed and projecting elements, varied balcony profiles and integrated landscaping that provide depth and modulation to the elevation and reduce the perception of a continuous building plane. In the context of the site's frontage to the Lutwyche Road corridor, the proposed setback and architectural treatment establish an appropriate upper-level relationship with the street while maintaining a defined urban edge at the lower levels.
- **Side Boundary Setbacks – Western Tower** - The western tower provides minimum setbacks of 3.15m to the northern boundary and 3.27m to the southern boundary. The reduced setbacks are moderated through recesses and variations in the tower elevation such that the minimum setback does not present as a continuous building plane along either boundary. In conjunction with the separation between the two towers, this articulation maintains opportunities for light, breezes and outlook around the upper-level built form. The siting and design of the tower therefore appropriately manages its relationship with adjoining land while maintaining opportunities for the future redevelopment of neighbouring sites.
- **Side Boundary Setbacks – Eastern Tower** – The eastern tower achieves the prescribed 6m setback to the southern boundary and proposes a minimum 3.05m setback to the northern boundary. Along the northern interface, variations in the building alignment and façade articulation moderate the presentation of the tower and avoid the reduced setback occurring as a continuous building edge. Together with the separation between the tower forms, the proposed siting maintains opportunities for light, airflow and visual permeability through and around the development and does not rely upon adjoining land to achieve these outcomes. The northern setback therefore provides an appropriate response to the intent of PO26, including consideration of the future development of adjoining land.

9.5 Deep Planting

The quantum of deep planting to be provided in support of the proposed development is prescribed at Acceptable Outcome **AO29.2** of the Multiple Dwelling Code. AO29.2 states:

> ***AO29.2***
>
> *Development provides deep-planting areas that are*:
>
> a. *a minimum of 10% of the site area;*
> b. *a minimum unobstructed dimension of 4m in any direction;*
> c. *able to accommodate trees planted in natural ground;*
> d. *100% open to the sky;*
> e. *can be accessed for maintenance purposes.*

The proposal provides approximately **327m² of deep planting**, equating to **8% of the site area**, compared with the prescribed 10% requirement. The deep planting is generally concentrated along the Victoria Street frontage and a portion of the Lutwyche Road frontage, where it is open to the sky and capable of accommodating large subtropical shade trees in natural ground.

Whilst this does not achieve strict compliance with AO29.2, the proposal nevertheless delivers a high-quality and integrated landscape outcome that responds appropriately to the site's constrained inner-city context. In particular, the design prioritises the delivery of a publicly accessible laneway connection between Victoria Street and Lutwyche Road, which occupies a significant portion of the ground plane and provides an important pedestrian permeability outcome. As a consequence, opportunities for larger contiguous deep planting areas are reduced.

Whilst the above is noted, the development nevertheless seeks a performance solution against the relevant Performance Outcome **PO29**, which states:

> ***PO29***
>
> *Development provides deep planting areas that:*
>
> *a. are of sufficient size and dimension to contain large subtropical shade tree species;*
>
> *b. are maintained exclusively for landscaping, with no underground development or infrastructure;*
>
> *c. are open to the sky with access to light and rainfall into the natural ground;*
>
> *d. are planted with subtropical tree species that at maturity are complementary in scale and height to the building form and respond to the site location and design needs;*
>
> *e. soften the impact of building and hardstand areas and reduces impervious areas to improve stormwater;*
>
> *f. provides natural shade to mitigate heat island effects;*
>
> *g. provides informal recreation spaces that are easily accessible for building occupants;*
>
> *h. is located to retain and protect existing site features such as significant vegetation or grouped with deep-planted areas on adjacent sites to maximise contiguous areas of deep planting.*

In response to PO29, the following is noted:

- The proposal retains the existing mature Hoop Pine along the Victoria Street frontage, including a 120m² tree protection area to support its ongoing growth and longevity. This deep planting zone is reinforced by additional large subtropical shade trees and complementary landscape treatments, contributing positively to the established streetscape character and urban forest outcomes sought by the planning scheme.
- Deep planting areas are of sufficient size and dimension to accommodate large subtropical shade trees, are free from underground structures, open to the sky and capable of receiving natural light and rainfall.
- The landscape design establishes a layered subtropical planting palette inspired by the nearby Downey Park landscape character, incorporating canopy trees, shrubs, groundcovers, climbers and cascading planting throughout the development.
- Extensive podium, rooftop and façade landscaping supplements the traditional deep planting areas, creating a comprehensive green infrastructure network that softens the visual impact of the built form and strengthens the subtropical character of the development.
- Large subtropical tree species are strategically located throughout the deep planting areas and communal open spaces to provide shade, improve visual amenity, support urban cooling and contribute positively to stormwater management outcomes.
- Landscaped communal spaces, including the podium and rooftop recreation areas, provide accessible opportunities for passive recreation, social interaction and resident wellbeing whilst balancing the intensity of development with meaningful green space.

Accordingly, the proposed development satisfies the intent of **PO29** through the retention of significant vegetation, provision of functional deep planting areas and delivery of a comprehensive subtropical landscape strategy integrated throughout the ground plane, podium, façade and rooftop levels. The

resulting landscape outcome is commensurate with the scale and inner-city context of the development and will materially enhance the visual amenity and subtropical character of the Lutwyche Road Corridor.

10 Other Relevant Matters

10 Other Relevant Matters

Section 45 of the Planning Act identifies the categories of assessment and states that, for an application subject to Impact Assessment, an assessment:

f. Must be carried out—

i. Against the assessment benchmarks in a categorising instrument for the development; and

ii. Having regard to any matters prescribed by regulation for this subparagraph; and

g. May be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

Examples of another relevant matter—

- *A planning need*
- *The current relevance of the assessment benchmarks in the light of changed circumstances*
- *Whether assessment benchmarks or other prescribed matters were based on material errors*

The development application is subject to Impact Assessment, and therefore the assessment manager may in carrying out an assessment of the proposed development, have regard to any other relevant matters.

This section sets out other relevant matters which we respectfully suggest the assessment manager ought to have regard to when carrying out an assessment of the proposed development.

10.1 Housing Supply and Diversity

Brisbane, and South East Queensland more broadly continue to experience demand for additional housing within established urban areas. The proposal responds to this context through the delivery of additional housing within an established District Centre, supporting the efficient use of existing urban land and infrastructure and contributing to broader objectives for accommodating population growth in accessible locations.

The proposal also provides a mix of dwelling configurations, supporting a diversity of housing choice within the development. This residential offering is complemented by short-term accommodation, providing a broader range of accommodation within the site and responding to its location in proximity to established health, employment and activity destinations.

In this context, the proposal makes a direct contribution to additional housing supply while supporting the continued evolution of Windsor as an established inner-city centre.

10.2 Addressing Brisbane's Hotel Supply Shortfall

The proposed short-term accommodation component responds to a demonstrated and growing need for additional visitor accommodation within Brisbane's inner north. As identified in the *Property Council of Australia's 2026 Queensland Hotels Outlook Report*, Brisbane's accommodation market is structurally undersupplied, with visitor demand continuing to outpace the delivery of new hotel stock. The report further recognises that, as host city of the 2032 Olympic and Paralympic Games, accommodation delivery has significance beyond the tourism sector, influencing Brisbane's capacity to support major events, business activity and broader visitor economy growth.

The site is well located to contribute to this accommodation task, given its proximity to the Exhibition Precinct, Royal Brisbane and Women's Hospital, Brisbane Showgrounds and Victoria Park, together with access to established public transport. The short-term accommodation component will provide additional visitor accommodation within this inner-city context while complementing the permanent residential component of the development.

10.3 Site Suitability

The subject site comprises a substantial amalgamated landholding within the Lutwyche Road corridor. Its size, configuration and dual frontage provide an opportunity for the coordinated redevelopment of the site at an intensity commensurate with its location and planning context.

The site is located within a District Centre and benefits from access to established public transport and proximity to significant employment, health and activity destinations within Brisbane's inner north. These characteristics support the accommodation of additional residential and visitor populations in a location where supporting infrastructure, services and activity are already established.

As outlined in **Section 4**, this locational context is also undergoing continued investment and change associated with the Exhibition Precinct and Brisbane's preparations for the 2032 Olympic and Paralympic Games. When considered together with the site's physical characteristics and established planning designation, these attributes support the proposed redevelopment and intensity of use.

10.4 Design Excellence

The proposal delivers a contemporary subtropical mixed-use development that responds to the evolving character and strategic role of the Lutwyche Road corridor as a key inner-city growth area. The architectural response incorporates articulated tower forms, active street interfaces, integrated landscaping and communal open space to establish a cohesive built form and landscape outcome.

The design embraces Brisbane's subtropical character through the incorporation of deep planting, retained mature vegetation, integrated façade planting, landscaped communal spaces and extensive rooftop landscaping. These elements contribute to the presentation of the development and reinforce its subtropical character while providing amenity for residents and guests.

The material palette and architectural treatment further reinforce the distinction between the podium and tower elements and contribute to a contemporary built form response appropriate to the changing character of the corridor.

10.5 Buildings that Breathe

The assessment undertaken by *Sparc** (refer to **Appendix G**) confirms that the development is capable of achieving the intent of Council's *Buildings that Breathe Guidelines* through a design response that is tailored to Brisbane's subtropical climate and focused on liveability, sustainability and occupant wellbeing.

- **Orientate Yourself** – The tower forms are strategically oriented and planned to maximise natural light, cross-ventilation, outlook and street activation, strengthening its connection to the surrounding urban context.
- **Occupy Outdoor Spaces** – The development incorporates a network of private balconies, landscaped terraces and rooftop communal spaces extends residential living outdoors and encourages year-round use. Moreover, residents and guests have access to significant outdoor amenity, including a communal pool, integrated sun decks, and outdoor dining areas.
- **Illuminate with Natural Daylight** – Full-height high-performance glazing, open screening elements and considered setbacks maximise daylight penetration to internal spaces while maintaining amenity. The proposed building separation breaks down the overall building mass and creates a central void that supports daylight penetration and dual-aspect natural ventilation into internal facing apartments.
- **Natural Air and Ventilation** – The building form, operable windows and articulated façade support natural cross-ventilation and passive cooling throughout the development. Moreover, the structural separation between the towers allows prevailing breezes to move through the development.

- **Shade and Protection** – The combination of expressive curved balconies, deep perimeter balconies and high-performance glazing creates a multi-layered façade that softens the building edge and provides effective shading and weather protection suited to Brisbane's subtropical climate.
- **Living Greenery** – Extensive subtropical landscaping is integrated throughout the ground plane, podium, façade and rooftop levels to enhance biodiversity, comfort and visual amenity. A central component of the landscape strategy is the retention of two existing trees along the site boundaries, which provide sufficient shade and amenity and strengthen the developments connection to the surrounding context.
- **Identity Matters** – A robust material palette and integrated landscape response create a distinctive architectural character that reflects the identity and climate of South East Queensland.
- **Reduce Energy and Waste** – The development incorporates bio solar panel areas into the roof design, water harvesting infrastructure and active transport facilities to reduce environmental impacts.

Collectively, these measures demonstrate an integrated response to the principles of the *Buildings that Breathe Guidelines* and reinforce the broader subtropical design approach adopted across the development.

10.6 Economic and Employment Benefits

The proposed development will support economic and employment activity during both the construction and operational phases. The delivery and ongoing operation of the residential, short-term accommodation and Food and Drink Outlet components will also contribute additional activity within the Lutwyche Road corridor.

While not determinative, these benefits arise from the orderly redevelopment of a strategically significant urban renewal site and provide additional support for the proposal as a relevant matter under section 45(5)(b) of the Planning Act.

11 Conclusion

11 Conclusion

Urbis Ltd has prepared this Town Planning Report on behalf of *Infinitec Developments Pty Ltd* in support of a staged development application over the site at 118, 120, 124 Lutwyche Road and 43 Victoria Street, Windsor, formally described as Lot 1 on RP129949, Lot 72 on RP18524, Lot 71 on RP80003, and Lot 1 on RP119439. This application seeks approval for:

- Development Permit for Material Change of Use for Multiple Dwelling, Short-term Accommodation, Food and Drink Outlet;
- Development Permit for Carrying out Building Work in the Flood Overlay (Creek/waterway flood planning area and Overland flow flood planning area sub-categories); and
- Development Permit for Carrying out Building Work for demolition where not part of a committed program to exercise an existing development approval or create a temporary park.

The proposal provides for the demolition of the existing buildings and structures on the site and its coordinated redevelopment of a consolidated site within the Lutwyche Road corridor for a residential-led mixed-use development comprising multiple dwellings, short-term accommodation and a Food and Drink Outlet. The proposed development responds to the site's location within an established District Centre and its proximity to public transport, employment, health and activity destinations within Brisbane's inner north.

As demonstrated throughout this report, the proposal supports the continued evolution of the Lutwyche Road corridor through the delivery of additional housing and visitor accommodation within an established urban area. The development incorporates a considered built form and landscape response, including articulated tower forms, active street interfaces, integrated landscaping and communal open space, which collectively respond to the site's planning and urban context.

The assessment contained within this report demonstrates that the proposal generally accords with the relevant provisions and assessment benchmarks of the *Brisbane City Plan 2014*. Where alternative outcomes are proposed, the assessment demonstrates how the corresponding performance outcomes are achieved. The other relevant matters identified in **Section 10** provide further support for the development, including its contribution to housing supply and diversity, visitor accommodation and the efficient redevelopment of an established inner-city site.

On the basis of the assessment contained within this report, the proposed development is considered appropriate for the site and warrants favourable consideration by Brisbane City Council, subject to relevant and reasonable conditions.

Disclaimer

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Appendix A – DA Forms

Appendix B – Landowner's Consent

Appendix C – Property Searches

Appendix D – State Development Assessment Provisions (SDAP) Assessment

Appendix E – State Planning Policy 2017 Assessment

Appendix F – Brisbane City Plan 2014 Assessment

Appendix G – Architectural Plans

Appendix H – Landscape Concept Plan

Appendix I – Traffic Impact Assessment

Appendix J – Operational Waste Management Plan

Appendix K – Flood Impact Assessment & Flood Management Plan

Appendix L – Noise Impact Assessment & Air Quality Impact Assessment

Appendix M – Stormwater Engineering Report & Stormwater Management Plan

Appendix N – Geotechnical Report

Appendix O – Preliminary Arboricultural Impact Assessment

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