Mewing Planning Consultants
GPO Box 1506
Brisbane QLD 4001

0421 780 354
mewing.com.au

24 June 2026

Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Attention: **Mr Justin Lynham, Planning Services South**

Dear Justin,

RESPONSE TO BRISBANE CITY COUNCIL INFORMATION REQUEST: S.13 OF THE *DEVELOPMENT ASSESSMENT RULES*

CHANGE APPLICATION (OTHER CHANGE) PURSUANT TO SECTION 82 OF THE PLANNING ACT 2016 OVER LAND AT 37 BROWNING STREET, SOUTH BRISBANE

COUNCIL REFERENCE: A006971478

Mewing Planning Consultants act on behalf of Culkoa Pty Ltd (**the Applicant**) in relation to the site at 37 Browning Street, South Brisbane (**the site**).

We refer to the correspondence from Brisbane City Council dated 22 April 2026 constituting an Information Request, pursuant to Section 13 of the *Development Assessment Rules* (**DA Rules**).

In accordance with Section 13.2(b) of the DA Rules, please accept this correspondence, on behalf of the Applicant, as a response to the Information request, providing part of the requested information. We advise that Brisbane City Council should progress with the assessment of the Development Application in accordance with Section 13.3 of the DA Rules.

The following attached response extracts each part of Council's Information Request and provides a corresponding response. The response includes the following documentation:

- **Attachment A –** Brisbane City Council Information Request;
- **Attachment B –** Revised Architectural Plans, prepared by DAH Architecture;
- **Attachment C –** Traffic Engineering Response, prepared by ITE Consulting Engineers;
- **Attachment D –** Revised Landscape Concept Plan, prepared by Bombax Design; and
- **Attachment E** – Overland Flow assessment, prepared by Allan and Dennis.

We would welcome the opportunity to discuss any aspect of this Information Request Response. Should you wish to discuss, please contact Frances Cassaniti on 0431 973 803 or at frances.cassaniti@mewing.com.au.

Yours sincerely,

Frances Cassaniti
Associate Director
Mewing Planning Consultants

Information Request Response

37 Browning Street, South Brisbane

MEWING PLANNING CONSULTANTS

Introduction

The following correspondence provides a response to Brisbane City Council's (**Council**) Information Request dated 22 April 2026. The correspondence has extracted each part of Council's Information Request in italicised text and provides a corresponding response below.

At the outset, it is noted that there have been a range of changes to the development outcome in response to Council's Information Request, comprising the following (and as detailed in response to each specific item):

- In response to Council's feedback regarding the transition to O'Connell Street the Applicant has increased the setback outcome to all levels ranging from 4.55m to 8.1m, in contrast to that originally proposed of 3.35m to 7.1m. The transition outcome satisfies the Performance Outcome under the Multiple Dwelling Code.
- Change to the Browning Street front setback in response to **Item 1** of Council's Information Request (i.e., to improve the setback to O'Connell Street), as set out herein.
    - **Ground (Browning)**: 3.25m (to balcony), to 6.22m (to building wall).
    - **Level 01**: 3.25m (to planter) to 6.2m (to building wall).
    - **Level 02**: 3.20m (to balcony) to 6.2m (to building wall).
    - **Level 03 – 08**: 2.3m (to balcony) to 6.3m (to building wall).
    - **Level 09**: 2.45m (to balcony) to 9.28m (to building wall).
    - **Rooftop**: 3.2m (to planter) to 5.13m (to building wall).

    The setback to Browning Street provides a setback that is cohesive with the emerging streetscape pattern noting the adjoining approved development at 41 – 43 Browning Street is setback 1 – 1.8 metres from Browning Street, and the proposed Browning Street setback far exceed the adjoining outcome.
- Increase in deep planting outcomes on the site, from 206.87m^2 (7.5%) to 223.26m^2 (8.12%) (~ 16.39m^2 increase) in response to **Item 11** of Council's Information Request.
- Consequential of the change in setbacks to the Browning Street frontage, there has been a minor reduction in the width of the deep planting extent along the frontage to 3.25 metres (in response to **Item 1** of Council's Information Request). On balance, the proposal achieves a total of 223.26m^2 of deep planting on-site, with all areas of a sufficient size to accommodate the provision of large subtropical shade trees and buffered layered understorey plantings as originally approved.
- Increased setbacks to the south-eastern side boundary to Level 02 of the O'Connell Street Tower as a consequence of the removal of the side balconies and landscape planters, in response to **Item 3** of Council's Information Request.
- In response to Council's comments about the side setback to the south-east (side) boundary (**Item 3**) and to some degree the site cover comments (**Item 4**), the Applicant has removed the car parking at Basement 1 (to the O'Connell Street Tower) and replaced it with two (2) additional units. The proposed change achieves a 3m building line setback (rather than the 0.6m car park setback). The

change has also created a greater sense of separation between the two towers. Consequential of this change, the proposal results in an increase in the number of units from 95 to 97 x units.

- The overall site cover (**Item 4**) has been reduced from 88% to 81%, noting that the tower levels have a site cover of 64%.
- Consequential of the change above, there has been a reduction in the number of residential car parking spaces from 137 x car parking spaces to 133 x car parking spaces (total reduction of 4 x car parking spaces). The proposed car parking numbers continue to comply with the maximum car parking rates prescribed under the City Plan Transport, Access, Parking and Servicing Code.
- Changes to the rooftop on the O'Connell Street Tower, including the removal of roofed structures (excluding the lift shaft and stair core). The rooftop space is no defined as a storey.
- Reconfiguration of the proposed pad mount transformer and deep planting area along the O'Connell Street frontage, in response to **Item 11** of Council's Information Request.
- Changes to the configuration and position of some balconies within Browning Street and O'Connell Street Towers (relative to the internal interface) in order to achieve an increase in balcony size (minimum 12m^2) in response to **Item 14** of Council's Information Request.

Height Transition

Item 1

As per the requirements of the South Brisbane riverside neighbourhood plan code and the Multiple dwelling code, development along O'Connell Street is to provide a transitional built form to the lower scaled residential zoned (LMR 2-3) dwellings, located opposite to the site. While it is acknowledged that the development provides a two-storey form to the street, the proposed 10 storey tower components are not sufficiently setback from the frontage to enable a sensitive built form interface to the adjacent predominantly 2 storey scaled character. To address and AO3/PO3/AO4.2/PO4 PO3/AO13.2/PO13 of the Multiple dwelling code and AO4.8/PO4 of the South Brisbane riverside neighbourhood plan code provide:

(a) An amended design that provides a greater transition of no more than 2 storeys higher than the lower scaled LMR zoned dwellings opposite in O'Connell Street within 10m of the front boundary or;

(b) Provide an amended design that includes a greater setback of 10m to the tower elements.

Item 1 Response

In response to Item 1, the Applicant has made changes to the front setback to O'Connell Street and provided additional contextual material to assist with Council's assessment.

The following sets out the transition outcome to O'Connell Street, including the changes that have been provided as part of the Information Request response. For further detail refer to the refer to the updated Architectural Plans prepared by DAH Architecture (refer to **Attachment B**) and **Figure 1** below.

- The **ground level and first two floors of the building** (Basement – 2, Basement -1 and Ground Floor – plan references) of the building represents a three (3) storey podium form (in keeping with the 2 - 4 storey podium outcome under the Neighbourhood Plan). These levels are setback 4.5m from the front boundary (exceeding the 4m setback under Table 9.3.14.3.I of the Multiple Dwelling Code.

- **Levels 3 - 8** (Levels 1 – 6 – plan references) of the tower form are further recessed and stepped in, creating transitional form distinct from the podium at the lower levels. Levels 3 – 8 comprise curved balconies that are setback between 6.63 metres to 8.1 metres and represents an increased front setback outcome from that originally proposed (5.63m to 7.1m).
- At **Level 9** (Level 7 – plan reference) the building line is further recessed to 10m (consistent with the originally proposed outcome).
- The **communal roof terrace** remains positioned centrally within the tower form, setback 12.8 metres behind a landscape planter and is not perceivable from the streetscape (from 11.8m originally proposed). Furthermore, it is noted that there have been changes made to the rooftop recreation deck and as a consequence, no longer constitutes a technical storey pursuant to the City Plan 2014 definition.

The proposed transition is illustrated in **Figure 1** below.

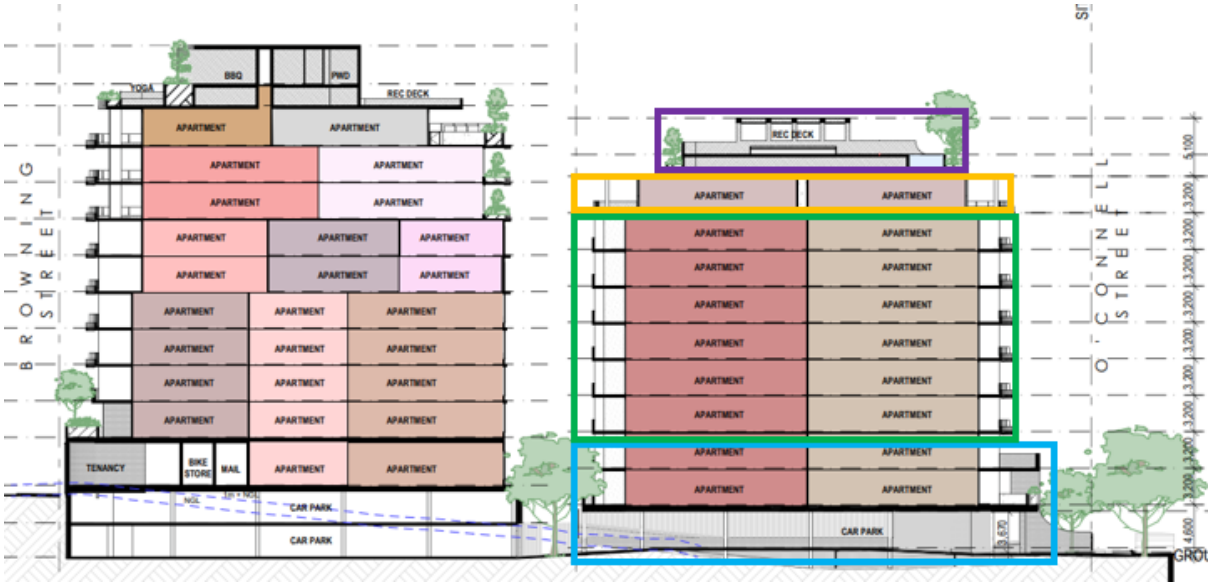

Figure 1: Proposed Building Height Transition Outcome

In the alternate, **Figure 2** below represents the transition outcome that may be achieved in the circumstance whereby the proposed development were to achieve a building height transition that is generally coherent with the current outcomes specified in Table 9.3.14.3.I of the Multiple Dwelling Code.

Figure 3 below represents the transition outcome that may be achieved in the circumstance whereby the proposal were to achieve a building height transition that is coherent with the six (6) storey form contemplated in the context of the City Plan LMR amendment (i.e. 2 storeys more than 4 storeys opposite).

Figure 2: Transition Outcome reflecting current LMR transition per Table 9.3.14.3.1

Figure 3: Transition outcome reflecting the City Plan LMR Amendments

Figure 2 and **3** above demonstrate the following outcomes:

- **Current Acceptable Outcome (AO)** – The podium could be more substantial and only the balconies protrude into the 10 metre setback. Balconies are recessed, light weight forms which contribute to the modulation of the building and do not heavily impose on a transition outcome.
- **LMR Change Outcome** – Current proposal presents a more balanced lower level response that supports a human scale outcome (i.e., form to the street), compared to what may otherwise result.

When considered in this context, we are of the opinion that the proposed development ultimately results in an improved transitional outcome to O'Connell Street. As presented in **Figure 1** above, the proposal presents a three (3) storey podium form to the streetscape (within 10 metres of the front boundary)[1] as opposed to a six (6) storey form, which would otherwise present as an overbearing and visually dominant form in contrast. For levels 4 – 9, the only element of the built form that projects within the 10 metre setback is the proposed private open space (balconies), which comprise lightweight elements that are not visually dominant to the streetscape and are intended to add dimension and articulation to the built form when viewed from the O'Connell Street interface.

The proposed transition outcome to O'Connell Street is reflective of the site's context and complies with Performance Outcome **PO4** of the Multiple Dwelling Code, for the reasons expressed herein.

[1] Anticipated by way of the South Brisbane Riverside Neighbourhood Plan Code.

- The transition provisions under the Multiple Dwelling Code apply to all higher density residential zones across the City where they have an interface to lower intensity residential areas. The broad application of these provisions across the City means that they do not specifically reflect the context and circumstances that apply and potentially alter the amenity expectations of a specific location.
- Assuming that there is an uplift opportunity over the Low-medium Density Residential Zone (following the adoption of the current amendment) the transition provisions anticipate a building height of up to 6 storeys within 10m of the front boundary.
- As detailed above, the proposal has presented a modest three (3) storey podium form in keeping with the anticipated scale opposite the site, compared to the four (4) storeys contemplated by Tabel 9.3.14.3.I of the City Plan, and the six (6) storey form contemplated in the context of the City Plan LMR amendment. Above the third storey, the curved balcony line (setback behind the podium form) and recessed building line provides a transition in the built form that visually reduces the bulk and scale of the building that presents to O'Connell Street. Level 9 and the communal roof terrace are further reduced to balance the scale of the building in the street.
- As set out in response to **Item 2** of Council's Information Request, the shadow diagrams demonstrated that the proposed building height will not impact upon the adjoining Low Medium Density Residential land to the south of O'Connell Street, albeit minor incursions at 12pm during the winter solstice, 9am during the autumn equinox, and 9am during the spring equinox.

  In the context of both shadow impacts associated with the proposed outcome and future transition outcome, it is clearly demonstrated that the proposed transition outcome does not further exacerbate, nor significantly increase shadow impacts that would otherwise be generated by the future building height transition outcome to this residential interface. Refer to the Shadow Diagrams included in **Attachment B**, for further detail.

Figure 4: Proposed outcome and future transition outcome - Shadow Diagrams (Source: DAH Architecture, 2026)

- As presented within the revised Architectural Plans (**Attachment B**), the proposal has incorporated a balance of vertical and horizontal elements, comprising deep recesses (through the balconies), slab projections, steps in the tower form and incorporation of planters and landscaped elements throughout the built form to assist in achieving breaks into smaller and digestible components.

Given the above, the design proposes a high quality and considered design approach. For the reasons expressed above, the proposed building height transition (and building height for that matter) is appropriate and complies with the corresponding Performance Outcomes of the South Brisbane Riverside Neighbourhood Plan Code and the Multiple Dwelling Code.

Building Height

Item 2

It is noted the proposed building height is predominantly 10 storeys with central portions of 11 and 12 storey due to the topography and the 'rooftop garden' including roofed areas over the private rooftop gardens. In addition, the proposal is seeking a number of performance-based outcomes for side and front setbacks, site cover and tower form indicating a level of overdevelopment on the site that could have impacts to the amenity of adjoining development and the street environment.

Further information on overshadowing impacts and views and vistas, are also required.

Provide amended plans and information that:

(a) Incorporate rooftop garden areas that are compliant with the parameters identified within the Schedule 1 Definitions (SC1.2 Administrative terms) of the City Plan 2014, along with PO10 and AO10.1, AO10.2 and AO10.3 of the Multiple dwelling code.

(b) Includes comprehensive shadow diagrams that show the overshadowing impacts on residential properties in the vicinity, demonstrate compliance with PO1 of the South Brisbane riverside neighbourhood plan code and PO3 of the Multiple dwelling code.

The shadow diagrams are to comprise:

i. an outcome in accordance with the acceptable outcome height

ii. the proposed development outcome

iii. A design outcome for a different height outcome including a compliant rooftop garden

iv. Shadow diagrams that incorporate the existing overshadowing impacts of existing and approved adjoining properties.

(c) Include a view analysis to ensure significant views and vistas to the ridgeline of the Taylor Ranges are maintained in response to PO2; and

(d) Includes a 3D model of the amended proposal suitable for use with Virtual Brisbane and submitted via the following link: virtualbrisbane@brisbane.qld.gov.au.

Item 2 Response

Please refer to the revised Architectural plans prepared by DAH Architecture included within **Attachment B** for a detailed response to **Item 2** of Council's Information Request.

- In response to **Item 2(a)** of Council's Information Request, the Applicant has made several changes to the proposed O'Connell Street Tower rooftop and thus the rooftop, no longer constitutes a technical storey pursuant to the City Plan definition. As presented on the Architectural Plans (**Attachment B**), the rooftop was amended to remove enclosures and solid roof structures (excluding the lift core and fire stairs) and therefore, does not constitute a technical storey. Refer to the Architectural Plans prepared by DAH Architecture included in **Attachment B**, for further detail.
- In response to **Item 2(b)**, shadow diagrams have been prepared by DAH Architecture (**Attachment B**) for the proposed development (which also compares the shadows cast by other buildings in the context), and include a comparison between **a)** the proposed development outcome and **b)** the shadow of the adjoining development approval(s). The shadow diagrams demonstrate the following:
    - As demonstrated within the Shadow Diagrams enclosed within the revised Architectural Plans (**Attachment B**), the development is designed to ensure that the shadow cast by the proposed building does not detract from a comfortable living and ground level environment and access to sunlight to private and public spaces is suitably retained (in a high density area).

- Given the nature of the proposed development, the proposal results in shadows into adjoining properties, which is a natural circumstance for infill development generally (with higher density residential zones, as occurring locally, anticipating a different level of amenity to lower density zones, which are not affected by shadows). The shadow diagrams enclosed within the Architectural Plans (**Attachment B**) indicate that the proposal facilities fast-moving shadows that will not adversely impact the amenity of adjoining residential properties.
- The proposed development has been designed to avoid significant and undue adverse amenity impacts to adjoining and nearby residential sites. As demonstrated within the Shadow Diagrams (**Attachment B**), the proposal provides adequate levels of natural light to habitable rooms, private and communal open space for both the development and existing / future development on adjoining and nearby sites.
- The shadow diagrams demonstrate that there is a limited circumstance whereby the 10 storey building height creates show impacts on the adjoining Low Medium Density Residential zoned land to the south of O'Connell Street, limited to incursions at 12pm during the winter solstice and 9am during the autumn equinox. This is of limited impact , and is suitably balanced by the provision of housing. Relevantly, Performance Outcome PO3 of the Multiple Dwelling Code refers to minimising overshadowing, it does not seek development to negate overshadowing.
- Furthermore, and an outcome that is not captured within the shadow diagrams provided, is the shadows that will be cast by the adjoining District Centre Zone () on the LMR Zone.

- The amenity expectations of LMR zoned land in an inner city location adjacent to a HDR zone and District Centre Zone is different to the amenity expectations of an LMR Zone in a more traditional suburban setting and this needs to be contemplated in the assessment of the building and whether it has adverse impact on its context, which we don't believe it does when the shadow diagrams are considered.
- In response to **Item 2(c)**, a view analysis has not been provided as part of the response. As part of the original development application (Council Reference: **A006768592**), a Building Height Context Plan was submitted to Council which demonstrated that VS1 (which included the site at 37 – 39 Browning Street), including views from the Captain Cook Bridge to Mt Coot-tha and the D'Aguilar Ranges would not be altered by the height of the proposed development. Given that the building height of the Browning Street Tower remains unchanged from the approved outcome, a revised view analysis is not warranted in response to **Item 2(c)**.

  As demonstrated in **Figure 5** below, the O'Connell Street Tower is not identified within any view lines or corridors identified within Figure A of the South Brisbane Riverside Neighbourhood Plan Code and in any case sits lower than the Browning Street tower. A view analysis to ensure that significant views and vistas to the ridgeline of the Taylors Ranges is not therefore not necessitated in accordance with Performance Outcome **PO2** of the Neighbourhood Plan Code.
- A copy of the model for Virtual Brisbane has been provided as part of this response (in accordance with **Item 2(d)** of Council's Information Request).

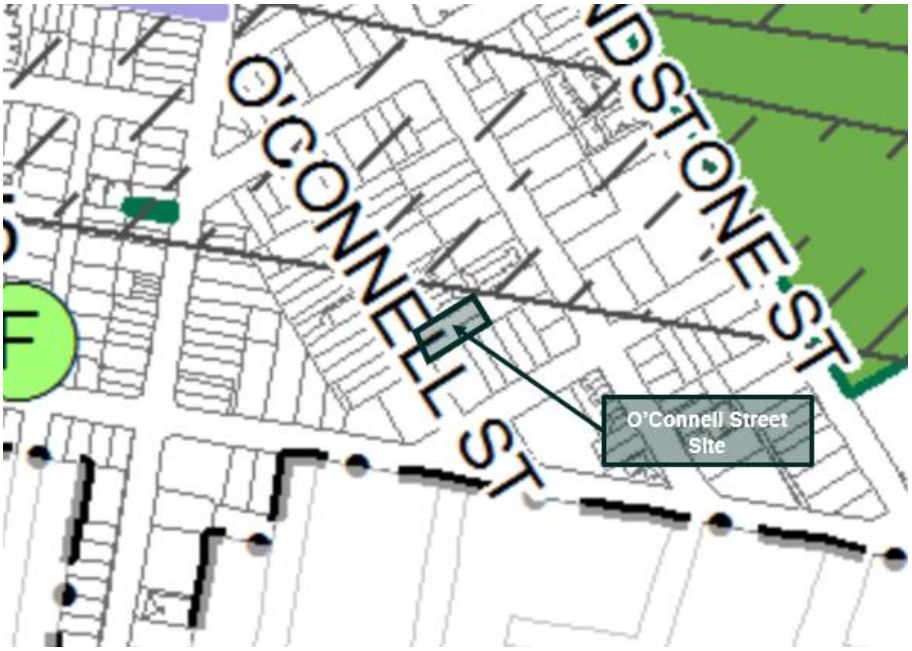

Figure 5: O'Connell Street Tower site in context of Figure A of SBRNP Code

For the reasons set out above, the proposed development has an appropriate building height outcome and complies with Performance Outcome PO1 of the South Brisbane Riverside Neighbourhood Plan and PO3 of the Multiple Dwelling Code.

Side Boundary Setback

Item 3

The South Brisbane riverside neighbourhood plan code anticipates acceptable side boundary setbacks of 3m or 5m where windows of habitable rooms face side boundaries (AO4.2). The proposed 660mm setback to the south-eastern boundary represents a substantial non-compliance and is considered to unreasonably constrain the future development potential of the adjoining site, including opportunities for appropriate landscape buffering. The inclusion of open carpark areas and side-facing terraces within 1.8m of the boundary further exacerbates issues of building bulk, visual dominance, and potential overlooking.

(a) Provide amended plans that increase the side boundary setbacks to greater align with AO4 of the South Brisbane riverside neighbourhood plan code.

Item 3 Response

In response to **Item 3(a)** of Council's Information Request, the Applicant proposes to largely maintain the proposed side boundary setback to the O'Connell Street tower (with the exception of Levels 1 and 8) as they align with the outcomes that have been approved for the Browning Street tower and other recent development approvals. As presented within the Architectural Plans (**Attachment B**), there have been several design changes made to the north-western and south-eastern façade of the tower, in order to alleviate privacy and overlooking impacts, and reduce the overall perceived bulk and scale of the proposed tower, as described herein.

- At the outset, the ground floor, first floor level and the second floor level of the building represents a three (3) storey podium form – an outcome that responds to PO3 and AO5.2 of the Neighbourhood Plan Code, which anticipates a podium between 2 – 4 storeys for buildings greater than 8 storeys.

Increasing the side boundary setback outcome to the O'Connell Street Tower would depart from the preferred podium form outcome, as desired by the Neighbourhood Plan.

- At ground level, the proposed side setback of 660mm to the south-eastern boundary has been retained. Consequential changes to the pad mount transformer and deep planting location along the O'Connell Street frontage (in response to **Item 11** of Council's IR) has afforded additional deep planting and landscaping opportunities along the south-eastern (side) boundary of the site, as presented within the revised Architectural Plans (**Attachment B**) and the Landscape Concept Plan (**Attachment D**). The proposed development achieves generous landscaped outcomes at the ground level, notably along both the north-western and south-eastern boundaries of the site that will contain a mix of shade trees, shrubs and climbing plants and will offer a green buffer and screening to the ground level carparking and manoeuvring areas. Refer to the Landscape Concept Plan prepared by Bombax Design included in **Attachment D**, for further detail.
- In response to Item 5 of Council's Information Request, the Applicant proposes to remove the above ground car parking area within the O'Connell Street Tower (Level 01) to provide two (2) additional residential units. The change has provided a 3 metre setback to the building line and whilst the terrace over the roof to the car park below, largely comprises landscaping and does not provide for recreation activities (it is for maintenance purposes). The landscape planter provides screening to mitigate privacy and overlooking concerns on the adjoining land. Refer to **Figure 6** and **7** below.

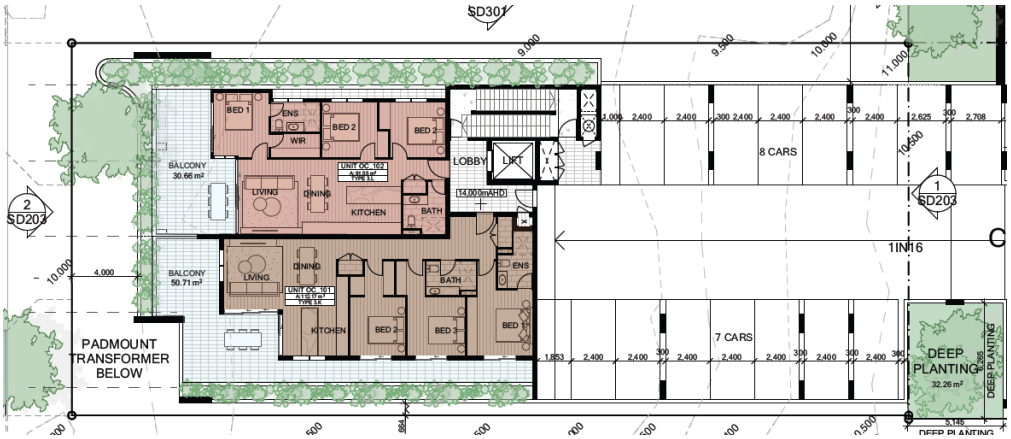

Figure 6: Original Level 01 configuration (Source: DAH Architecture, 2026)

Figure 7: Proposed change to the Level 01 configuration (Source: DAH Architecture, 2026)

- As presented in **Figure 7** above, the centralised bridge component that previously provided vehicle connection between respective car parking levels has been removed, resulting in the separation of the towers which provides a positive outcome from an interface perspective. The proposed

development now presents as two (2) clearly defined tower forms that are buffered by extensive landscaping and deep planting components.

- At **Level 02**, the landscape planter and outdoor living space previously proposed along the south-eastern elevation of the O'Connell Street Tower has been pulled back in response to **Item 3** of Council's Information Request. Refer to **Figure 8** and **9** below. Whilst the proposed outcome continues to provide a minor incursion within the south-western corner (presenting to O'Connell Street), the proposed change largely results in an increased setback outcome of 3 metres to the tower. These elements are blank walls.

Figure 8: Originally proposed Level 02 configuration (Source: DAH Architecture, 2026)

Figure 9: Proposed Level 02 configuration (Source: DAH Architecture, 2026)

- In regard of the proposed tower setback to **Levels 03 – 09**, the proposed minimum setback of 3 metres (as per the setback acceptable outcome under the Neighbourhood Plan) to the tower is retained. As discussed in further detail below, the proposed development and architectural design has been curated to deliberately respond to its respective residential interfaces, with façade treatments and screening outcomes (including obscure glazing up to 1.5m in height) providing a high level of amenity and privacy for respective residential outcomes.

  On balance, the use of lightweight balconies, slab projections, extensive glazing, distinct vertical and horizontal breaks, and a variation of materiality reduces the visual perception of the tower form such that the built form will not be overbearing to the side boundaries.

- Furthermore, and in response to Item 14 of Council's Information Request, the private open space for the residential units on the south-western corner of the Browning Street Tower have been repositioned in order to maximise separation and privacy to areas of private open space between

both respective towers. Consequential of this change, the proposed balconies have been repositioned and orientated toward the south-eastern side boundary of the site. As detailed in **Figure 10** below, the proposed balcony is appropriately setback and separated from existing development on the adjoining site(s), maintaining a setback outcome that will result in an appropriate building separation to future development.

The architectural design deliberately responds to the residential interface to this side, with screening elements and slab projections integrated within this elevation in order to provide a high level of amenity and privacy for both residential outcomes.

The proposed side setbacks are appropriate and comply with the corresponding criteria pursuant to Performance Outcome **PO4** of the neighbourhood plan, for the reasons set out herein.

- The proposed development has considered future development on adjoining sites by appropriately orientating all balconies to the front and centrally within the site. The proposed balconies at Level 01 (and part of Level 02) in the O'Connell Street tower have an orientation to the side boundary (noting that they also have a primary orientation to the street), however landscape planters are provided to provide screening to mitigate privacy and overlooking concerns.
- As presented within the revised Architectural Plans (**Attachment B**) and within **Figure 10** below, the proposed development is appropriately setback and separated from existing development and future development outcomes on adjoining sites.

  On the assumption that future development were to occur on adjoining land along Besant Street (and noting four (4) allotments have rear boundary interfaces with the site), the proposed development continues to achieve an appropriate setback and separation distance from future development on the adjoining land. The setbacks together with the building orientation will facilitate access to natural light, sunlight and breezes.

Figure 10:

Surrounding setback context (future) (Source: DAH Architecture, 2026)

- The relationship and separation shown between the proposed development and potential future adjoining development outcomes in **Figure 10** above is in keeping with the outcome that has been achieved between the approved Browning Street Tower and that approved over land at 41 – 43 Browning Street (Council Reference: **A006913517**).
- It can be noted that overlooking has been minimised and privacy maintained through the strategic orientation of the proposed development. This strategic orientation has resulted in minimal outdoor living spaces facing the adjoining residential properties to the north-west and south-east, and windows / glazing from habitable rooms appropriately screened
- The proposal is coherent with the established setbacks and separation pattern of residential buildings along Browning Street (notably 41 – 43 Browning Street and the already approved outcome for the Browning Street Tower), thereby maintaining the rhythm and pattern of the streetscape in keeping with the neighbourhood character.
- The proposed design outcome to the side facades has been pursued to provide visual interest within the tower form. The use of lightweight balconies, slab projections, glazing (with obscure glazing provided to support privacy), distinct vertical and horizontal breaks and a variation in materiality, reduces the visual perception of the tower form such that the built form will not be overbearing to the side boundaries.
- The shadow diagrams enclosed within the Architectural Package (**Attachment B**), indicates that the proposal facilitates fast-moving shadows that will not adversely impact the amenity of adjoining dwellings. Adjoining developments will maintain good access to sunlight through the day, and therefore the proposed built form wil not adversely impact the adjoining residential development.

Having regard to the justification provided above, the proposed development and the side setback outcomes comply with the corresponding performance criteria, pursuant to Performance Outcome PO4 of the South Brisbane Riverside Neighbourhood Plan Code.

Refer to the revised Architectural Plans prepared by DAH Architecture included in **Attachment B**, for a detailed response to **Item 3** of Council's Information Request.

Site Cover

Item 4

The proposed Basement 1 site cover of 85% (2,285.2m² of 2,746m²) exceeds the maximum 80% permitted under Table 7.2.19.4.3.C and PO1/AO1.3 of the South Brisbane riverside neighbourhood plan (SBRNP) code. The additional site cover limits side boundary landscape buffers, landscape maintenance access, and effective planting to mitigate basement walls, ramps and parking areas. This is likely to adversely impact the amenity, privacy and development potential of adjoining properties.

The proposal also incorporates 206.86m² (7.53%) of deep planting, which does not meet the minimum 10% (274m²) required under PO8 and PO29/AO29.2 of the Multiple dwelling code.

In accordance with PO1 and PO4 of the South Brisbane riverside neighbourhood plan code, PO3, PO7 and PO8 of the Landscape work code and PO3, PO7, PO8, PO28, PO29, PO34 and PO35 of the Multiple dwelling code, submit revised plans which provide:

(a) A maximum 80% site cover;

(b) A minimum 1m wide side boundary landscape buffer for the full length of the north-western and south-eastern boundaries;

(c) Side boundary planting densities, species and stock sizes that accommodate maintenance access and moderate built form impacts;

(d) Indicative cross-sections to neighbouring properties illustrating landscape screening;

(e) A minimum of 10% (274m²) of the site as deep planting within natural ground, free of underground infrastructure and of sufficient size and dimension for large subtropical shade trees; and;

(f) Deep planting areas feature tree species that at maturity are complementary in scale and height to the building form and respond to design needs.

Item 4 Response

As presented in the revised Architectural Plans prepared by DAH Architecture (**Attachment B**), several design changes have been undertaken in response to the matters raised within **Item 4** of Council's Information Request (amongst other built form matters raised) in order to minimise the bulk and scale of the proposed development.

At the outset, the Applicant wishes to acknowledge that the proposed development achieves a high quality building design outcome that comprises a high quality finishes and articulation, appropriate landscaping and deep planting areas, communal open space outcomes and is demonstrated to provide all required services, including access, parking and servicing internally without impacting upon residential amenity of adjoining development.

In response to **Item 4** of Council's Information Request, the maximum site cover has been reduced across Levels 1 and 2 from 83% - 85%, to 75% - 81%, noting that this outcome only relates to the basement levels because of the car parking position (to accommodate for the overland flow path) and the podium response (as per neighbourhood plan provisions). The balance of the development (i.e., the tower levels) has a site cover of primarily 64%. The proposed site cover is appropriate for the reasons set out herein.

- The site cover Acceptable Outcome under the Neighbourhood Plan is 80%. The site cover in the lower levels only marginally greater than the Acceptable Outcome and in the tower it is substantially less.
- The greatest site cover is a response of the car parking which extends underneath both towers and allows consolidation access, which is a positive design outcome. The car parking is positioned to address overland flow and the level changes present on the site.
- As illustrated on the Architectural Plans (**Attachment B**), the perceived building mass and scale at the lower levels has been reduced through removal of the centralised bridge component that previously provided vehicle connection between respective car parking levels. To both side boundary interfaces, the proposed development now presents as two (2) clearly defined tower forms that are buffered by extensive landscaping and deep planting components.
- In response to **Item 4**, the Landscape Concept Plan prepared by Bombax Design (**Attachment D**) demonstrates that the proposed deep planting zones and ground level landscaping outcomes along both respective side boundaries are of a sufficient size to accommodate large subtropical shade trees, as well as buffered layered understorey plantings and ground covers to provide sufficient screening and buffer to the adjoining residential uses to the north-west and south-east of the site.

  The deep planting areas, specifically those provided centrally within the site, provide for the establishment of mature vegetation that are complementary in scale and height to the building form. The proposed deep planting outcome, in addition to removal of the central 'bridge' component (that previously provided vehicle connection between towers), provides for a centralised green break in the form that provides a positive interface and breaks up the built form into more digestible components.
- As discussed in greater detail in response to **Item 3** above, the proposed built form outcome is designed to avoid significant and undue adverse amenity impacts on adjoining development. The proposed development allows existing and future buildings to be appropriately separated from each other. **Figure 10** above highlights that the setbacks and building separation to the adjoining

residential developments, specifically those to the south-east are sufficient to maintain privacy and ensure a coherent streetscape outcome.

- In the context of the original development approval for the Browning Street Tower (Council Reference: **A006768592**), the proposed outcome is generally coherent with the approved site cover outcome.

Having regard to the proposed site cover and the discussion above the proposal complies with Performance Outcome PO1 of the Neighbourhood Plan.

Carpark

Item 5

The proposed above ground carpark areas within the O'Connell Street tower without adequate setbacks and screening does not address PO33 and PO34 of the Multiple dwelling code. Development incorporating above ground car parking is to ensure that it does not adversely impact the streetscape character and amenity of adjoining residents by way of visual impacts, noise, odour, light.

(a) Provide amended plans that incorporate screening / full perimeter articulated walls to the carpark area. Included sectional details of screening and light mitigation treatments.

Item 5 Response

The Applicant acknowledges the matters raised by Council with respect to the above ground car parking areas proposed within the O'Connell Street tower, including consequential impacts on the streetscape character and amenity of adjoining residents. Accordingly, and as presented within the revised Architectural Plans (refer to **Attachment B**), the Applicant proposes to remove the above ground car parking previously proposed within Level 01 of the O'Connell Street Tower in response to **Item 5** of Council's Information Request.

Consequential of this change, the revised development outcome comprises the following changes.

- Introduction of an additional two (2) x 3-bedroom units on Level 01 of the O'Connell Street, increasing the total dwelling yield from 95 x residential units to 97 x residential units. The revised Level 01 configuration is shown in **Figure 11** below.

Figure 11: Revised level 01 floorplate (Source: DAH Architecture, 2026)

- Coherent with the residential units within Levels 2 – 8, the proposed balconies remain largely orientated toward the centre of the site, with a minor portion of the north-eastern balcony orientated to the side boundary (albeit the functional balcony space being orientated to the centre of the site).

The terrace along the side will allow for maintenance but no other activities. The landscape planter affords a level of screening to mitigate privacy and overlooking concerns on the adjoining land.

- As detailed in response to **Item 3**, the proposed development is appropriately setback and separated from existing development on adjoining sites. The proposal includes side setbacks that will result in an appropriate building separation (between 6m – 10m), assuming future adjoining development proposes a similar rear setback outcome to what is proposed and has been approved in the surrounding context. The setbacks together with the building orientation will facilitate access to natural light, sunlight and breezes.
- The built form of the building continues to be modulated and articulated through variations in materiality, planters incorporated throughout the façade and variation in the configuration of balconies.
- Reduction in the number of resident car parking spaces, from 137 x resident car parking spaces to 133 x resident car parking spaces. A revised Traffic Assessment has been prepared by ITE Consulting Engineers and is included in **Attachment C**, which provides an assessment of the revised car parking provision.
- Pursuant to the Brisbane City Council Transport, Access Parking and Servicing Planning Scheme Policy (TAPS PSP), the proposed development is required to provide a maximum of 141 x car parking spaces. As detailed within the Traffic assessment, the proposal provides a total of 133 x car parking spaces, thus continuing to provide a sufficient car parking supply to meet the anticipated demand of the development.

In response to **Item 5** of Council's Information Request, the proposed ground level car parking area has been appropriately screened to minimise adverse impacts on the streetscape character and amenity of adjoining residents, as detailed herein.

- As detailed within the Architectural Plans (**Attachment B**) and the Landscape Concept Plan (**Attachment D**), the proposed car parking area is setback behind a 0.6 – 1 metre wide landscape buffer along the south-eastern and north-western elevations, which will contain a combination of layered subtropical plantings including small shrubs, canopy trees and climbing plants that will be planted at an established size. Refer to **Figure 12** below.
- Metal screening will be integrated throughout the façade of the car parking area to offer an additional element of screening, whilst still allowing for air circulation and ventilation within the car parking area. Furthermore, the metal screening proposed will support climbing plants (affording additional screening). The proposed screening elements are illustrated in **Figure 12** below and within the Architectural Plans included in **Attachment B**.

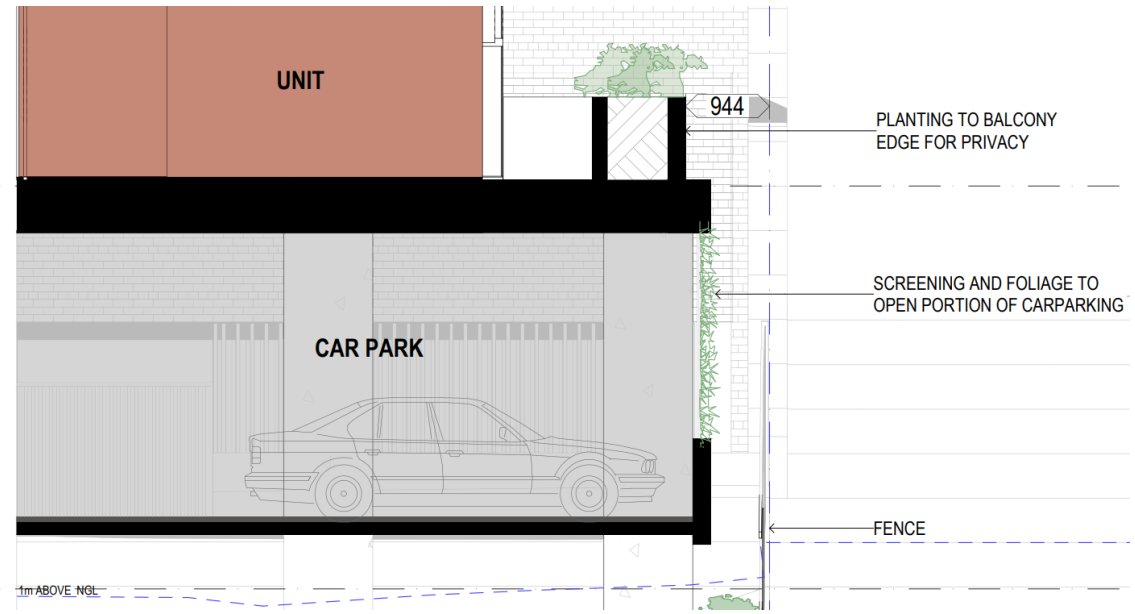

Figure 12: Proposed screening elements to ground level car parking - O'Connell Street Tower
(Source: DAH Architecture, 2026)

- The Level 01 planter proposed along the south-eastern façade of the building will offer an additional layer of screening through the incorporation of cascading plantings that will drape down toward the lower car parking level and afford an additional elements of lush, green screening. The proposed cascading plantings will be planted at an established size.

Figure 13: Proposed screening and landscaping outcome to car parking area - O'Connell St Tower
(Source: DAH Architecture, 2026)

The combination of landscaping, deep planting and screening elements will provide sufficient screening and buffering that is capable of appropriately mitigating and managing amenity and privacy impacts on adjoining development to the north-west and south-east of the site.

For the reasons set out above, the proposed development complies with Performance Outcome **PO33** and **PO34** of the Multiple Dwelling Code.

Building Articulation

Item 6

The proposed coloured concrete façade elements of the stair core and end walls along the northern elevation of the O'Connell Street tower requires additional detail, texture change at regular intervals up through the building height to break up the bulk in accordance with AO9.3/PO9 of the Multiple dwelling code.

(a) Provide revised elevation drawings that provide greater visual interest to the walls including variation in finish/texture, bespoke formwork to create splays, recesses or cladding changes.

Item 6 Response

As presented in the revised Architectural Plans prepared by DAH Architecture (**Attachment B**) and **Figure 13** below, the northern elevation of the O'Connell Street tower has been amended to include greater variation and pattern across the height of the stair core component (Drawing No. **SD200**).

On balance, the proposed development incorporates various design elements throughout the northern elevation, including varied materiality, varied projections and recesses through balconies and slab projections, in addition to generous landscaped areas at ground level and level 01, which assist in minimising the visual bulk and mass of the proposed building and contributes to a high-quality streetscape presence and articulation when viewed from O'Connell Street and surrounds.

Figure 14: Northern Elevation Improvement (Source: DAH Architecture, 2026)

Subtropical Design

Item 7

The proposal lacks weather protection sunshade awnings/devices over habitable windows in accordance with AO26.2 of the Multiple dwelling code, provide the following on amended plans:

(a) To support Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, incorporate shading and weather protection to all habitable windows within the O'Connell St tower; and

(b) Demonstrate that slab projections over habitable windows to the Browning Street tower are sufficient and effective in providing solar shading and weather protection. Slab projections are to be dimensioned.

Item 7 Response

In response to **Item 7(a)** of Council's Information Request, the proposed development integrates large slab projections and awnings throughout the building facades (notably to the north-west and south-east facades) to provide shading to private internal spaces, as illustrated in **Figure 15** below.

Figure 15: Proposed Slab Projections – O'Connell Street Tower

Furthermore, the proposed balconies provide recesses which create shade and protection to the main living areas.

In response to **Item 7(b)** of Council's Information Request, the slab projections proposed over habitable windows to the Browning Street Tower are sufficient in width (approximately 500mm – 750mm) and will provide for effective solar shading and weather protection. Refer to the revised Architectural Plans prepared by DAH Architecture included in **Attachment B**, for further detail.

Refuse

Item 8

Additional details of the access and servicing arrangements are required to determine functionality. Additionally, the development is reliant on technologies to address assessment benchmarks related to refuse, however, there is insufficient information and demonstration of these technologies submitted with the application.

In accordance with PO32/AO32 of the Multiple dwelling code, PO8/AO8.1 & AO8.2 of the Infrastructure design code and PO18/AO18, PO19/AO19.2 & AO19.3 of the Transport, access, parking and servicing code provide the following:

(a) Demonstrate the gradients of the internal aisle, specifically from the property alignment to the 'security line' noting this areas gradient must not exceed 1:20;

(b) Demonstrate the width of the crossover and internal aisle, note where widths less than 6.5m are proposed supporting justification from an RPEQ must be provided i.e. passing analysis etc;

(c) Demonstrate a minimum vertical clearance of 3.6m to lowest projection is provided over the aisle to be trafficked by the RCV and utilised for refuse servicing;

(d) Demonstrate and clearly identify chute diverters and 3:1 refuse compactors within both refuse rooms on Drawing number SD105;

(e) Demonstrate the size (length and width) and design of the 'Retail Bin' area, this area is to be demonstrated either within a dedicated room or roofed and screened enclosure;

(f) Demonstrate how access to the bins within the 'Bin Collection' area will be achieved;

(g) Ensure access to the refuse chute has been clearly demonstrated on all levels across both towers;

(h) Updated RPEQ RCV swept paths which demonstrate a kerb to kerb of 9.757m as per BSD-3008 sheet 2 of 2 or provide clarification from an RPEQ that the steering angle utilised to generate the swept path is equivalent to a kerb-to-kerb radius of 9.757m; and

(i) Ensure the amended swept path demonstrates the RCV manoeuvring is functional whether on street parking on O'Connell Street is occupied or not, specifically demonstrate the manoeuvre is functional with vehicles parked opposite and directly adjoining the norther and southern kerb tapers of the proposed crossover.

Item 8 Response

A Traffic Engineering Response has been prepared by ITE Consulting Engineers and is included in **Attachment C**, to this response.

- The Architectural Plans (Drawing No. **SD105**) clearly illustrates that the internal aisle has a maximum gradient of 1:20, specifically between the property boundary and security line (**Item 8a**).
- As presented on the Architectural Plans, the development proposes an internal aisle width of 6.2 metres in lieu of a 6.5 metre driveway. Supporting justification from ITE Consulting (RPEQ) has been provided in response to **Item 8b** above (refer to **Attachment C**), and is summarised below for ease of reference:
    - The 6.2m width is allocated as a 3.5m wide MRV loading bay plus a 2.7m nominal passing lane.
    - The internal ramp / access continues to be graded at 1:20 (5%) over the regulated length, consistent with the approved arrangement and the TAPS service vehicle manoeuvring gradient requirement.
    - Despite the passing lane being 2.7m wide, the effective width available for a passing vehicle is greater than 2.9m whereby the design vehicle (RCV) does not occupy the full 3.5m width of the loading bay.
    - The RCV body width is 2.5m, leaving lateral clearance within the 3.5m bay that is available to a passing vehicle. Accounting for the parked position of the MRV within the 3.5m bay and its 2.5m body width, the effective passing width is 2.9m – derived from the total less the 2.5m occupied by a centred / kerb-positioned RCV (inclusive of the residual clearance within the bay envelope).
    - An effective passing width of 2.9m comfortably exceeds the minimum width required for a passenger vehicle (B85/B99) to pass a stationary service vehicle at low seed.
    - A swept path analysis has been undertaken by ITE Consulting Engineers, which confirms the following:
        - The RCV is able to enter the site, occupy the 3.5m x 10.5m loading bay, and depart in a forward direction within the available manoeuvring envelope (with the broader 6.2m circulation width retained for the turning movement).
        - The B99 design car can negotiate the access and internal circulation, including pas the bay location, within the trafficable width.
        - The 1:20 (5%) regulated gradient is maintained over the manoeuvring area for the service vehicle, consistent with the TAPS and AS2890.2:2018.

- Internal heights and clearances remain consistent at a minimum height of 3.6m to accommodate the RCV envelope along the full extent of the driveway / loading bay.

- In response to **Item 8(c)**, the revised Architectural Plans demonstrate a minimum vertical clearance of 3.6m to the lowest projection is achieved over the aisle that is to be trafficked by an RCV. Refer to the Architectural Plans prepared by DAH Architecture included in **Attachment B**.

- In response to **Item 8(d)**, the Architectural Plans have been updated to clearly identify the chute diverters and 3:1 refuse compactors within both refuse rooms. Refer to Drawing No. SD105 of the revised Architectural Plans (**Attachment B**) and **Figure 16** below.

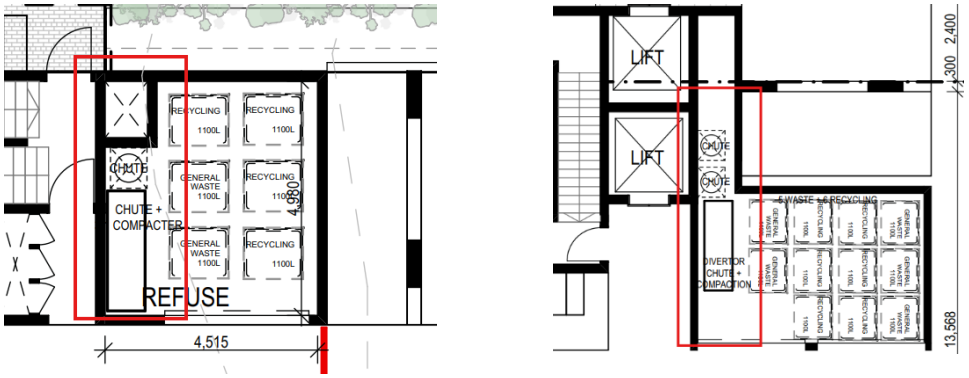

Figure 16: Bin store - O'Connell Street Tower (Left) and Browning Street Tower (Right)

- The size of the retail bin store (including length and width) has been clearly annotated on the revised Architectural Plans (**Attachment B**), in response to **Item 8(e)** of Council's Information Request.

- Having regard to **Item 8(f)** of Council's Information Request, the retail bins will be permanently stored in the collection point given the small number of bins required to service the retail use(s) (i.e., 2 x 240L bins). Staff will be responsible to take all waste and recycling material from the retail tenancy to the bins located at the collection point at the end of each working day.

  This will be a screened enclosure and accessed via a sliding gate. Staff will transfer the waste and recycling items from the tenancy via the internal paths through the lift core or fire stairs to access the bin enclosure.

- In response to **Item 8(g)**, the Architectural Plans have been amended to demonstrate access to the refuse chute on all levels across the Browning Street and O'Connell Street towers. Refer to the Architectural Plans prepared by DAH Architecture included in **Attachment B**, for further detail.

- In response to **Item 8(h)**, a revised RPEQ certified and scaled swept path analysis has been prepared by ITE Consulting Engineers which includes and notates Council's rear loading RCV turning circle kerb to kerb measurement of 9.75m with 500mm clearance. The swept path analysis includes separate drawings for ingress and egress movements, including the proposed crossover, external road and metered parking bays in the street.

- In response to **Item 8(i)**, refer to the swept path analysis prepared by ITE Consulting Engineers and the response provided to **Item 8(h)** above.

Please refer to the Traffic Engineering Response prepared by ITE Consulting Engineers included in **Attachment C**, for a detailed response to **Item 8(a)** – **(i)** of Council's Information Request.

Stormwater / Flooding

Item 9

In response to the Stormwater code and the Flood overlay code it is noted undercroft areas are required to be 10.25m AHD or greater and as such further supporting flood study information is required for building over the overland flow path as:

(a) There is filling within the flowpath and it is not ineffective flow conditions as there is a significant upslope catchment to this site.

(b) Any part of driveway ramp that is lower than 9.8m AHD must be modelled as an obstruction or assumed to be fully blocked as it will encroach into the flooding, including deep planting areas.

(c) The applicable 2% AEP flood level needs to be verified as council's city wide overland flow mapping does not include latest rainfall data provisions (e.g. LIMB 2020 or newer), nor AR&R mandated climate change requirements.

(d) The study boundary condition must extend to Boundary Street downslope and Vulture Street upslope.

(e) Provide a flood study and amended engineering plans and information that addresses the above issues along with addressing the requirements of PO11 of the Flood overlay code in terms of trafficability and safety.

Item 9 Response

In response to **Item 9** above, an Overland Flow Assessment has been prepared by Allan and Dennis and is included in **Attachment E** to this response. As detailed within the Overland Flow Assessment, all design storms, critical durations and temporal ensembles were stimulated for both existing and proposed scenarios and identified the following model predictions:

- Overland flows will be directed around the proposed O'Connell Street entrance and under the proposed suspended slab, with some additional storage available for more frequent events.
- The O'Connell Street access and driveway is not inundated by a 10% AEP flood.
- In regard of a 2% AEP flood event, the O'Connell Street kerb at the site driveway entrance is considered trafficable and a safe hydraulic hazard for public road. In terms of the site driveway, the proposed arrangement is considered trafficable and safe for a driveway.
- There is a negligible change for the DFE identified, with the exception of localised minor increase over O'Connell Street adjacent to the PMT, however this does not impact the trafficability and considered non-adverse.
- There are no adverse differences identified over external lots.

For a detailed response to Item 9 of Council's Information Request, please refer to the Overland Flow Assessment prepared by Allan and Dennis included in **Attachment E**.

Stormwater Lawful Point of Discharge

Item 10

The development requires the construction of a new gully on O'Connell Street which will receive site flows with the new gully to connect to the existing gully via a 375mm RCP.

(a) Provide amended stormwater plans detailing the new gully and connection pipe.

Item 10 Response

The development proposes to connect to the existing gully pit within O'Connell Street, which connects to the existing stormwater network.

Refer to the Stormwater Plans prepared by Western Partners and included with the original application.

Street Tree Impact – O'Connell Street Frontage

Item 11

The O'Connell Street frontage contains one existing street tree that contributes to streetscape character and amenity and is protected under the Natural Assets Local Law (NALL). The tree is proposed to be retained in accordance with PO2/AO2.1 of the Streetscape hierarchy overlay code. The submitted plans indicate a separation distance of less than 2m between the tree and the driveway flare and depict a Pad Mount Transformer (PMT) directly adjacent to the tree. The PMT location is likely to adversely impact the tree and its long-term retention. Relocation of the PMT to the opposite side of the frontage is recommended.

Submit revised drawings in accordance with PO2/AO2.1 of the Streetscape hierarchy overlay code that demonstrate:

(a) Relocation of the PMT to the opposite side of the O'Connell Street frontage;

(b) Provide details of how the PMT will be accessed (current location appears constrained by landscaping);

(c) Retention of the existing street tree; and

(d) A minimum 2m clearance between the street tree and the driveway crossover flare.

***Note:** If the PMT is retained in its current location, an Arboricultural Impact Assessment is recommended to assess potential impacts and construction methodology.*

Item 11 Response

In response to the matters raised within **Item 11** of Council's Information Request, there have been several amendments to the Architectural Plans (**Attachment B**) to demonstrate that the proposed development will not impact upon the existing street tree within the O'Connell Street verge. The proposed changes are described herein.

- As presented in the revised Architectural Plans (**Attachment B**) and in **Figure 17** below, the pad mount transformer (PMT) has been relocated to the opposite side of the O'Connell Street frontage, adjacent to the pedestrian entrance point in response to **Item 11(a)** of Council's Information Request. The proposed deep planting area has been relocated to the southern side of the vehicular crossover and has been increased from 17.17m^2 to 33.8m^2. The proposed outcome continues to provide a generous deep planting and landscaped outcome to the O'Connell Street frontage, comprising a large feature tree, shrubs and low level plantings and ground covers.

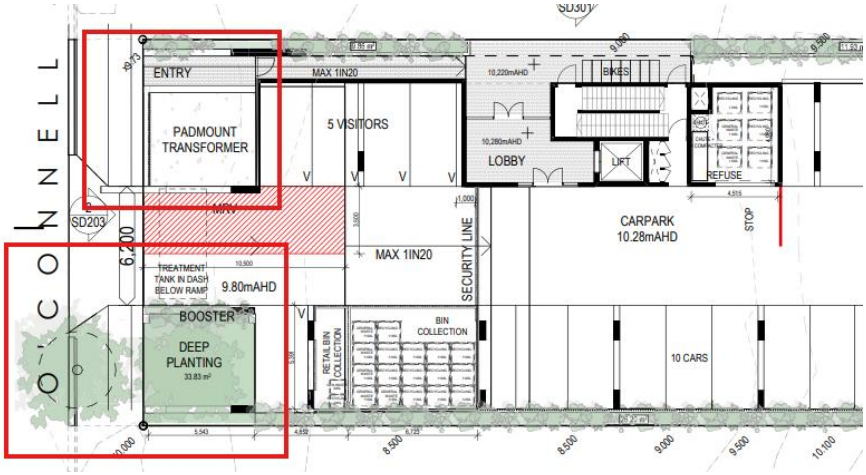

Figure 17: Revised PMT Location - O'Connell Street (Source: DAH Architecture, 2026)

- The revised arrangement will improve accessibility to the pad mount transformer, which is now directly accessible via the footpath along the O'Connell Street frontage and no longer constrained by landscaped elements (in response to **Item 11(b)** of Council's IR).
- As detailed on the Architectural Plans (**Attachment B**) and the Landscape Concept Plan (**Attachment D**), the existing street tree located along the O'Connell Street frontage will be retained and protected, in response to **Item 11(c)**.
- A minimum two (2) metre clearance between the street tree and the driveway flare is achieved and clearly annotated on the revised Architectural Plans included in Attachment B, in response to **Item 11(d)**.

Please refer to the revised Architectural Plans prepared by DAH Architecture (**Attachment B**) and the revised Landscape Concept Plan prepared by Bombax Design (**Attachment D**), for further detail.

Verge Width – O'Connell Street Frontage

Item 12

O'Connell Street is mapped as a Neighbourhood Street major street within the Streetscape hierarchy overlay code and is required to provide a minimum 3.75m wide verge. The existing site frontage provides less than the minimum 3.75m verge width.

In accordance with the PO1 of the Streetscape hierarchy overlay code, provide revised plans which illustrate:

(a) The location of the nominal face of kerb for the full length of the O'Connell Street frontage and the existing verge width for this site;

(b) A land dedication to provide a minimum 3.75m wide verge to the full width of the O'Connell Street frontage; and

(c) Annotate the area to be provided as land dedication as 'new road - verge widening'.

Item 12 Response

DAH Architecture have prepared revised Architectural Plans that show the existing O'Connell Street verge as having a width of 3.82 metres.

Refer to the Architectural Plans prepared by DAH Architecture included in **Attachment B**, for further detail.

On-site Landscaping, Containerised Planters and Landscape Suitability

Item 13

Additional information is required to demonstrate safe and efficient access to all onsite landscape planters, including containerised planting, in accordance with the Landscape work code and Subtropical building design planning scheme policy. Further information is also required regarding stormwater harvesting, tank storage location and capacity, and irrigation rates in response to PO12, PO13 and PO15 of the Landscape work code and Section 6 of the Landscape design planning scheme policy.

Submit amended plans and information demonstrating:

(a) Safe and practical access to all containerised planters for ongoing landscape maintenance;

(b) Irrigation application rates (L/m²/week) prepared by a suitably qualified irrigation designer accredited by the Irrigation Association of Australia (Diploma of Irrigation or equivalent);

(c) Stormwater harvesting capacity and water storage requirements for landscape irrigation; and

(d) The dimensions, capacity and location of all water storage devices.

Item 13 Response

A Landscape Maintenance Plan has been prepared by Bombax Design and included in **Attachment D**, for further detail. The Landscape Maintenance Plan (which is the same detail that was provided with the Browning Street application) demonstrates safe and effective maintenance can be achieved for all proposed landscape planters located at ground level and above ground for the proposed development.

Refer to the Landscape Maintenance Plan prepared by Bombax Design included in **Attachment D**, for further detail.

Private Open Space

Item 14

It is noted private open space is provided for all dwellings in accordance with PO31 of the Multiple dwelling code, concerns remain regarding privacy and separation distances between private open spaces on the north-eastern façade of the O'Connell Street Tower and the south-western façade of the Browning Street Tower. Separation distances reduced to 7.147m, may adversely affect privacy, amenity and usability.

In addition to this, private open spaces for three-bedroom dwellings on Levels 1–6 of the O'Connell Street Tower do not meet minimum dimensional or area requirements, with some spaces having widths less than 3m and areas as small as 8.54m² which do not comply with minimum requirements of PO31/AO31 of the Multiple dwelling code.

Provide revised plans which illustrate:

(a) *Amendments to design of private open spaces on the north-eastern façade of the O'Connell Street Tower and the south-western façade of the Browning Street Tower to provide operable screening*

features to provide increased privacy, useability and amenity for these spaces;

(b) *All dwellings provide a minimum of 12m^2 of private open space with minimum 3m dimension in any direction that are sized and located to enhance amenity and liveability for residents;*

(c) *Private open spaces designed and configured to be functional for the use of the possible number of future residents within each dwelling; and*

(d) *Indicative furniture layouts for all balconies to demonstrate functionality.*

Item 14 Response

In response to **Item 14** of Council's Information Request, the proposed balcony configurations have been amended to maximise separation between areas of private open space proposed on the north-eastern façade of the O'Connell Street Tower and the south-western façade of the Browning Street Tower, respectively, and improve the overall usability and amenity for future residents.

As presented on the revised Architectural Plans prepared by DAH Architecture (**Attachment B**) and in **Figure 18** below, the private open space for the residential units on the south-western corner of the Browning Street Tower has been repositioned in order to maximise separation and privacy to areas of private open space between both towers. Consequential of this change, the proposed balconies have been repositioned and orientated toward the south-eastern side boundary of the site.

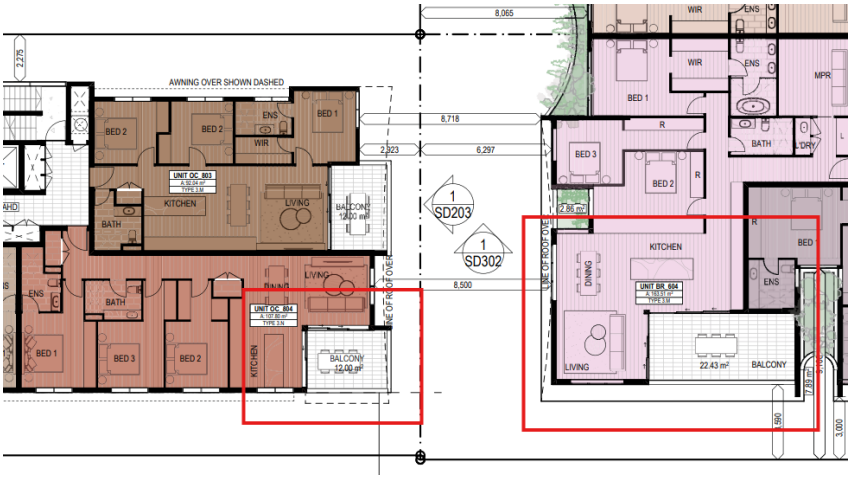

Figure 18: Revised Private Open Space Outcome - O'Connell Street Tower

The proposed balcony is appropriately setback and separated from existing development on the adjoining site(s). The proposal maintains a side setback that will result in an appropriate building separation (between 6m and 10m – assuming future adjoining development proposes a similar setback outcome to what is proposed and has been approved in the surrounding context) to future development that is expected in the High Density Residential Zone.

The architectural design deliberately responds to the residential interface to this side, with screening elements and slab projections integrated within this elevation in order to provide a high level of amenity and privacy for both residential outcomes.

As presented on the revised Architectural Plans prepared by DAH Architecture (**Attachment B**), the private open space for the residential units on the north-eastern façade of the O'Connell Street Tower (across typical levels 1 – 6) have been increased to achieve a minimum area of 12m^2, in response to **Item 14(b)** of the Information Request.

In response to **Item 14(c)** of Council's Information Request, the areas of private open space within the north-eastern corner of the O'Connell Street tower have been amended to achieve a minimum dimension of 3 metres (in any direction). All units are afforded with appropriately sized balconies,

ranging from 12m^2 to 165m^2, affording each unit with sufficient and functional outdoor private open space.

In response to **Item 14(d)**, the Architectural Plans have been amended to include indicative furniture layouts for all balconies to demonstrate usability and functionality.

Having regard to the response to each item provided above, the proposed private open space thus complies with Acceptable Outcome **AO31** of the Multiple Dwelling Code.

Refer to the revised Architectural Plans prepared by DAH Architecture included in **Attachment B**, for further detail.

Rooftop Communal Open Space

Item 15

Rooftop communal open space is provided for both towers in accordance with PO30 of the Multiple dwelling code. However, the Landscape Concept Plan does not include details for the Browning Street Tower rooftop space and references approval A006768592 instead.

For the O'Connell Street Tower, only one planter meets the soil volume requirements for shade trees, which is insufficient to achieve the minimum 25% shade cover within 5 years required by AO30.1/PO30 of the Multiple dwelling code and PO16 of the Landscape work code.

In accordance with the PO8, PO28 and PO30 of the Multiple dwelling code and PO4, PO13 and PO16 of the Landscape work code, provide revised plans which illustrate:

(a) Full details of the Browning Street Tower rooftop communal open space, including landscape and containerised planters; and

(b) Additional or revised containerised planters with sufficient depths, widths and volumes to support small to medium shade trees providing a minimum 25% shade cover to each rooftop communal open space within 5 years.

Item 15 Response

In response to **Item 15(a)** of Council's Information Request, the Landscape Concept Plan prepared by Bombax Design has been amended to include the full details of the Browning Street Tower rooftop communal space. Refer to the revised Landscape Concept Plan included in **Attachment D**, for further detail.

In response to **Item 15(b)** of Council's Information Request, the Landscape Concept Plan (**Attachment D**) and the Architectural Plans (**Attachment B**) have been amended to include containerised planters with sufficient depths, widths and volumes to support small to medium shade trees on the rooftop communal open space.

Please refer to the revised Architectural Plans prepared by DAH Architecture (**Attachment B**) and the Landscape Concept Plan prepared by Bombax Design (**Attachment D**), for further detail.