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Town Planning Assessment

Address	56-60 Albion Road, Albion
Application	Development Permit for a Material Change of Use for Multiple Dwelling
Applicant	Albion TOD Pty Ltd and Core National Property Partners Pty Ltd
Date	October 2026

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Prepared for: Albion TOD Pty Ltd and Core National Property Partners Pty Ltd

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Appendix B **Certificate of Title and CLR/EMR Searches**

Appendix C **Architectural Package and Design Report**

Appendix D **Landscape Concept Plan**

Appendix E **Traffic Assessment**

Appendix F **Engineering Services Report**

Appendix G **Waste Management Plan**

Appendix H **Environmental Nosie Assessment**

Summary

Site and Planning Framework Details

Table 1 - Site Details and Planning Framework	
Site Details	
Address	56-60 Albion Road, Albion
RP Description	Lot 2 on RP52675 Lot 2 on RP85612 Lot 2 on RP85610 Lot 2 on RP85611
Site Area	1,842m^2
Owner	The registered owner of Lot 2 on RP52675, Lot 2 on RP85612, Lot 2 on RP85610 and Lot 2 on RP85611 are identified as The State of Queensland (represented by Department of Transport and Main Roads). A copy of the current title searches for the sites are included within **Appendix B**.
Easements / Encumbrances	The sites are not identified as benefitting from or being burdened by an easement or encumbrance.
Planning Framework	
Local Government	Brisbane City Council
Planning Scheme	Brisbane City Plan 2014 (v.37.00/2026) (**City Plan**)
Strategic Framework	Adjacent to the Albion Planned Growth Node – SFM – 003 Adjacent to a Strategic public transport – SFM – 005
Preliminary Approval	Albion Exchange Structure Plan (pursuant to P&E No. 3333 / 20 and A005035465). The Subject Site is identified within **Precinct 2** of the Albion Exchange Structure Plan.
Zone	Character Residential (Character) Zone
Neighbourhood Plan	Lutwyche Road Corridor Neighbourhood Plan (No precinct)

Overlays	• Airport Environs Overlay
	  ○ OLS – Horizontal Limitation Surface Boundary
	  ○ PANS – Procedures for Air Navigation Surfaces
	  ○ BBS Zone – Distance from Airport 8-13km
	• Bicycle Network Overlay
	  ○ Primary Cycle Route (Albion Road and Albion Overpass)
	• Community Purposes Network Overlay
	• Critical Infrastructure and Movement Network
	  ○ Critical Infrastructure and Movement Planning Area Sub-category
	• Dwelling House Character Overlay
	• Flood Overlay
	  ○ Creek/waterway Flood Planning Area 5 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 above 5m AHD and below 20m AHD sub-category

Table 1 - Site Details and Planning Framework	

	• Road Hierarchy Overlay
	  ○ Neighbourhood Road – Albion Road
	  ○ Neighbourhood Road – McDonald Road
	  ○ Suburban Road – Albion Overpass
	• Streetscape hierarchy overlay
	  ○ Neighbourhood Street Major – Albion Road
	  ○ Neighbourhood Street Minor – McDonald Road
	• Traditional Building Character Overlay
	  ○ Neighbourhood character sub-category
	• Transport Noise Corridor Overlay (rail)
	  ○ Designated State Noise corridor - rail network: Category 3: 80 dB(A) - 85 dB(A)
	  ○ Designated State Noise corridor - rail network: Category 4: Noise Level > 85 dB(A)

State Designations	• SEQ Regional Plan – Urban Footprint • State Transport - Area within 25m of a Railway Corridor **Note**: A Planned Upgrade is identified to the Railway Corridor.
Existing Approval	• Preliminary Approval for a Material Change of Use for Food and Drink Outlet, Market, Multiple Dwelling, Office, Parking Station, Retirement Facility, Shop and Short-term Accommodation, and Variation Request (P&E Appeal No 3333 of 2020 and A005035465). Having regard to the approved plans, the site forms part of Precinct 2.

Development Application Details

Table 2 - Development Application Details	
Proposal Overview	The proposal comprises a residential tower featuring a generously landscaped ground plane that offers a pleasant pedestrian experience and enhances the existing bicycle route identified within the northern corner of the site. The development includes four (4) levels of car parking, comprising ground-level parking and parking concealed within an articulated and landscaped podium structure, with eleven (11) residential storeys above and a communal rooftop recreation area for residents. The development accommodates a total of 77 multiple dwelling units, comprising a mix of two and three bedroom apartments. The proposal incorporates 335.78 m² of deep planting, primarily located along the southern boundary to establish a substantial landscape buffer between the proposed residential tower and the adjoining overpass. The generous deep planting equates to approximately 18.2% of the site area. For further detail regarding the proposed development refer to **Section 3** of this Town Planning Assessment and the Architectural Plans, prepared by Prax Studios Pty Ltd (**Appendix C**).
Development Description	Development Permit for Material Change of Use for Multiple Dwelling
Defined Land Use	Multiple Dwelling
Category of Assessment	Impact Assessment
Assessment Manager	Brisbane City Council
Referral Agencies	State Assessment and Referral Agency (SARA) – Schedule 10, Part 9, Division 4, sub-division 2, Table 4 of the Planning Regulation 2017 -

Table 2 - Development Application Details	
	Material change of use of near a State transport corridor (subject site identified within 25m of a Railway Corridor).
Public Notification	Yes – 15 days
Applicant	Albion TOD Pty Ltd and Core National Property Partners Pty Ltd
Applicant's Representative	Lucy O'Malley, Senior Town Planner Mewing Planning Consultants GPO Box 1506, Brisbane Qld 4001 Lucy.omalley@mewing.com.au 0434 234 394
	Natasha Hatzipapas, Principal Planner Mewing Planning Consultants GPO Box 1506, Brisbane Qld 4001 Natasha.papas@mewing.com.au 0488 750 956

Summary of Overarching Design and Planning Approach

The site at 56–60 Albion Road, Albion is located within the 'Albion Exchange' redevelopment precinct, a transit-oriented development area positioned along the Albion Rail Corridor. The precinct has been established to leverage the strategic advantages of the Albion Train Station, facilitating the delivery of well-connected residential, employment, and entertainment opportunities within a key transport hub.

The planning framework for Albion Exchange was established through the Preliminary Approval (including Variation Request) granted over the Subject Site pursuant to P&E Appeal No. 3333 of 2020 (A005035465). Acting as the primary planning framework for the precinct, this Preliminary Approval guides future redevelopment outcomes and seeks to vary the effect of the City Plan, notably having regard to building height and setback provisions. Under the approved Albion Exchange Structure Plan, the site is identified as **Precinct 2**, which comprises an area of vacant land bounded by Albion Road, the North Coast Rail Corridor, the Albion Overpass, and McDonald Street. The Albion Exchange precinct extends from the site, south of Albion rail station, through to the Hudson Road and Bridge Street overpass bridge (**Figure 1**).

In addition to the site's identification within the Albion Exchange redevelopment precinct, the site's location is significantly reinforced by the Planning Scheme's higher-order Strategic Framework, which designates the site as a Planned Growth Node on a Selected Transport Corridor. The Strategic Framework actively seeks to concentrate dwelling and employment growth directly around high-frequency transit nodes to maximise access and optimise public infrastructure.

The proposed development has been conceptualised and designed in response to the intentions for the site as expressed by the relevant planning designations (notably having regard to the Preliminary Approval), together with important aspects of the site's characteristics and local context. The site is well-located for residential development, situated within an inner-city suburb with public transport services (Albion Train Station) located within walking distance from the subject site, an established District Centre, educational facilities, open greenspace areas and arterial roads in proximity to the subject site.



***Figure 1:** 'Albion Exchange' and site context map (**Source:** Landchecker, 2026)*

The subject land is exceptionally well positioned for higher-density residential development, having regard to the following key attributes:

- Albion, and the site, is approximately 4km northeast of the Brisbane Central Business District;
- Albion Train Station, which is serviced by several high frequency train services, is located approximately 80 metres north-east of the site (**Figure 1**);
- Windsor Park (including Windsor Bowls Club, Windsor Croquet Club, Little Athletics Club, Keith Beavis Oval), is located approximately 260 metres south-west of the site;
- St Mary of the Cross School, is located approximately 660 metres south-west of the site;
- Windsor State School, is located approximately 820 metres south-west of the site;
- Market Central Lutwyche, is located approximately 950 metres north-west of the site;
- St Margaret's Anglican Girls School, is located approximately 970 metres east of the site;
- Vera Canale Park, is located approximately 990m north-west of the site;
- Gordon Park Scout Group, is located 1.35km north-west of the site;
- Wooloowin State School, is located approximately 1.40km north-west of the site; and
- Kedron State High School, is located approximately 1.60km north of the site.

Albion's locational attributes, together with its access to high-frequency public transport services, including the rail network, makes it particularly well suited for higher-density residential development.

The site encompasses a total area of 1,842m^2 and is situated on the prominent corner of the intersection of Albion Road and McDonald Road. The site is an isolated pocket of surplus land previously utilised for the development and maintenance of the nearby transport infrastructure. The site is bound by the rail corridor, the Albion overpass and Albion Road (**Figure 2**). The land surrounding the site is largely vacant or utilised for transport infrastructure purposes (**Figure 3** and **Figure 4**).

As a vacant parcel of well-located inner-city land, the site is presently underutilised. The proposal will facilitate the efficient use of this land by delivering additional housing in a highly connected location, thereby contributing to the ongoing renewal of Albion and the broader Albion Exchange precinct, as envisaged under the Preliminary Approval.



Figure 2: *Site Context map (subject site outlined in green) (**Source**: Nearmap, 2026)*



Figure 3: *Streetscape along Albion Road, as viewed from the site (**Source**: Google Maps, 2022)*



Figure 4: *Streetscape along McDonald Road, as viewed from the site (**Source**: Google Maps, 2022)*

The Proposed Development

The proposal comprises a residential tower featuring a generously landscaped ground plane that offers a pleasant pedestrian experience and enhances the existing bicycle route identified within the northern corner of the site. The development includes four (4) levels of car parking, comprising ground-level parking and parking concealed within an articulated and landscaped podium structure, with eleven (11) residential storeys above and a communal rooftop recreation area for residents (**Figure 5**).



Figure 5: *Render of proposal from northern corner of site on Albion Road (**Source**: Prax Studio Pty Ltd, 2026)*

The development accommodates a total of 77 multiple dwelling units, comprising a mix of two and three bedroom apartments, with a variety of configurations. The vision of the project is to capitalise the highly connected nature of Albion and support the ongoing establishment of the Albion TOD. As such, the proposal provides a diverse mix of housing outcomes for various demographics, with the different unit configurations catering to different sectors of the housing market. The two-bedroom apartments cater to entry-level first home buyers whereas the larger three bedroom plus study configurations cater to established owner occupiers such as down sizers or professional couples. The design and orientation of the built form provide interaction with the established active transport infrastructure on site.

The site is serviced by the North Brisbane Bikeway (a primary bicycle network route) which provides a high-quality active transport connection between Brisbane City to the south, Toombul and Nundah major centres to the north-east and the Chermside Principal centre to the north-west.

The ground level has been designed to provide an open and interactive outcome to the Albion Road and McDonald Road frontages, which positively engages with the streetscape. The ground-level design provides direct pedestrian connectivity between the central foyer, the adjacent bicycle network, and pedestrian pathways fronting Albion Road.

A street-oriented foyer, incorporating a communal seating area, is positioned along the Albion Road frontage to strengthen the interface between the public realm and the built form. The design also promotes passive surveillance, with extensive floor-to-ceiling glazing at ground level enabling clear sightlines between the foyer, bicycle pathway, and surrounding streetscape, thereby enhancing the safety and activation of the public domain. Refer to **Figure 6** and **Figure 7**. The orientation of units to all street frontages, above ground level also contributes positively to streetscape engagement and casual surveillance.



Figure 6: *Extract of render showing communal foyer space and apartments overlooking bicycle network (**Source**: Prax Studio Pty Ltd, 2026)*

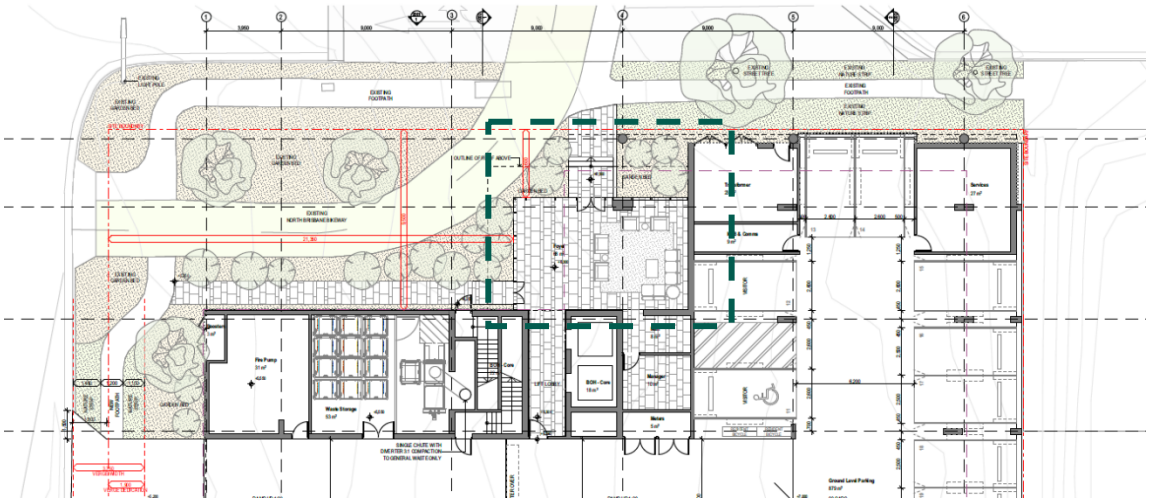

Figure 7: *Extract of ground level floor plan (foyer space outlined in **green**) (**Source**: Prax Studio Pty Ltd, 2026)*

The proposal features a generous provision of deep planting at the ground level (335.78m^2 or 18.2% of the site area). The deep planting area accommodated within the southern portion of the site creates a visually appealing landscape buffer to the Albion overpass and associated informal parking area which adjoins the site to the south. Sub-tropical design and an elevated streetscape outcome is achieved within the northern portion of the site through the provision of shade trees which provide passive cooling and weather protection along the bicycle pathway and streetscape (**Figure 8**).

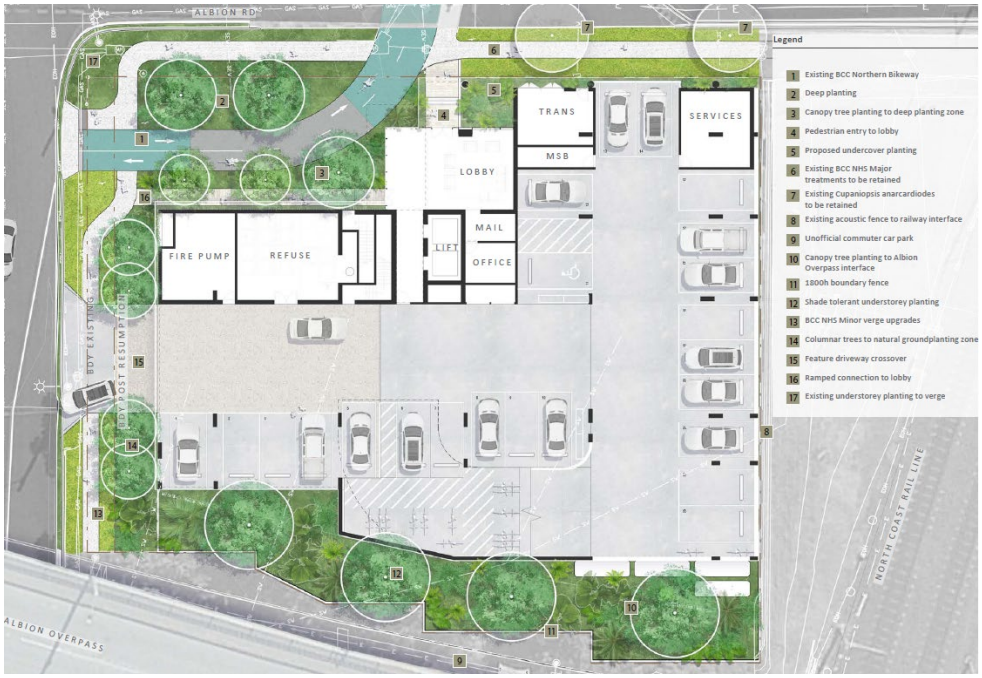

Figure 8: *Extract of ground level landscape plans (**Source**: IvyMay, 2026)*

The development has been carefully designed to maintain appropriate separation between the proposed built form and the Albion Overpass located to the south of the subject site. Having regard to this interface, substantial deep planting has been incorporated within this area, creating a generous landscape buffer that enhances residential amenity, softens the interface with adjacent transport infrastructure, and contributes to the overall landscape quality of the development while maintaining the required separation distances. The 6m separation to the overpass does not impede any future bikeway ambitions of Council, as per pre-lodgement discussions.

The proposal provides a four (4) storey podium which contains planters featuring cascading species and lightweight materiality. Feature planters oriented to the east and south of the building are provided on top of the podium (**Figure 9**). The inclusion of these planters provides visual interest and a distinction between the podium and tower, supporting a visually interesting tower form which is setback from the podium edge. Batten screening adds to local vernacular response.



Figure 9: *Extract of level 4 landscape plans (**Source**: IvyMay, 2026)*

The proposed podium car parking outcome has been informed by the site's specific location and characteristics. Relevantly, the site is subject to the Flood Overlay and the site is identified as being affected by the likelihood of flooding according to Brisbane City Council's Flood Awareness Map. As a consequence, the proposed development's car parking is accommodated within the proposed podium levels. Further, the constraints on the site imposed by the adjacent Albion Overpass, railway line and bikeways (including within the site) limit the prospects for achievable basements. The proposed car parking (accommodated within the ground and podium levels) is concealed from view through the provision of visually interesting materiality / screening and a landscaped façade.

The proposed tower form provides articulation along each frontage through the proposed balcony locations and recesses within the tower form. The built form is strategically stepped back from the northern corner to suitably accommodate the existing bikeway onsite. The articulation and variation incorporated into the built form, together with the proposed landscaping and deep planting outcome, delivers a responsive architectural outcome. The design promotes a pedestrian-oriented environment and enhances the visual amenity of the streetscape.

The incorporation of balconies, glazing, and recessed architectural elements introduces visual variation and articulation to the tower form, reducing the perception of bulk and ensuring the building does not present as a dominant or overbearing presence within the streetscape. Balconies are strategically positioned at the corners of the tower and utilise transparent glass balustrades, facilitating sightlines and reinforcing a sense of openness and permeability (**Figure 10**).



Figure 10: *Perspective from north-east with glazed balconies in view (**Source:** Prax Studio, 2026)*

The proposal provides a varied roof cap which uses lightweight materials that vary from those utilised in the tower form. The change in materiality ensures a break in the built form and contributes to the visual interest of the tower. The rooftop recreation area has oriented the private dining room facility (for residents and their guests to use) towards the primary frontage of the building. The provision of glazing along the primary frontage assists in creating a lightweight appearance for this portion of the rooftop. This feature is carried through to the McDonald Street frontage as shown in **Figure 11**.



Figure 11: *Perspective showing rooftop design with dining room outlined in* ***green*** *(**Source:** Prax Studio, 2026)*

The proposed development will deliver a range of strategic planning benefits, including the support of increased public transport patronage due to its proximity to the rail network, provide residents with convenient access to active, public and private transport options, and enhance activation of the adjoining bikeway. The proposal will also contribute to the ongoing revitalisation of Albion and support population growth in a highly accessible location close to centres, the Brisbane CBD, and major employment nodes.

The site's excellent access to active transport connections and high-frequency public transport services makes it well suited to a higher-density residential outcome. The proposed development reflects the changing role of this part of Albion as a transit-oriented urban environment and responds to the intentions sought under the Preliminary Approval. By delivering new housing near the train station, active transport networks, and employment opportunities, the proposal responds appropriately to the surrounding context while facilitating the efficient use of an underutilised site.

The development will be a meaningful contribution to Albion achieving its long-intended ambitions for high density transit-oriented development outcomes.

1. Introduction

This Town Planning Assessment accompanies a development application made by Albion TOD Pty Ltd and Core National Property Partners Pty Ltd (the Applicant) over land at 56-60 Albion Road, Albion (**the site**).

The proposal comprises a residential tower featuring a generously landscaped ground plane that offers a pleasant pedestrian experience and enhances the existing bicycle route identified within the northern corner of the site. The development includes four (4) levels of car parking, comprising ground-level parking and parking concealed within an articulated and landscaped podium structure, with eleven (11) residential storeys above and a communal rooftop recreation area for residents.

The development accommodates a total of 77 multiple dwelling units, comprising a mix of two and three bedroom apartments. The proposal incorporates 335.78 m² of deep planting, primarily located along the southern boundary to establish a substantial landscape buffer between the proposed residential tower and the adjoining overpass. The generous deep planting equates to approximately 18.2% of the site area.

In order to undertake the proposed development, the development application comprises a Development Permit for Material Change of Use for a Multiple Dwelling

The development application is subject of assessment pursuant to the Planning Act 2016 (the Planning Act). The applicable planning scheme in this instance is the Brisbane City Plan 2014 (City Plan). Additionally, the site is subject to a Preliminary Approval, including a request to vary the planning scheme (the Variation Approval: pursuant to P&E Appeal No 3333 of 2020), which is a local categorising instrument for the site pursuant to s 43 (3)(c) of the Planning Act.

Pursuant to s 71(5) of the Planning Act, the Variation Approval overrides the City Plan (over relevant land), to the extent of any inconsistencies, until the ultimate development is completed or the Variation Approval lapses (10 years from when the approval takes effect), being 28th April 2032.

The proposal is assessable development pursuant to the Planning Act, Preliminary Approval (Variation Approval) and the City Plan. In this instance, an Impact Assessable development application is required. Brisbane City Council is the assessment manager, and referral is triggered to the State Assessment and Referral Agency in this instance, due to the site's proximity to the railway corridor.

This Town Planning Assessment provides a comprehensive assessment of the proposed development having regard to the Variation Approval and City Plan. Key components of the Town Planning Assessment comprise:

- an overview of the site details and local context (**Chapter 2**);
- a description of the proposed development (**Chapter 3**);
- an assessment against the applicable town planning framework (**Chapter 4**); and
- a discussion of key planning matters arising from the assessment (**Chapter 5**).

The Town Planning Assessment is supported by specialist reports and other material including:

- Brisbane City Council and State (SDAP) Statement of Code Compliance (**Appendix A**);
- Certificate of Title and CLR/EMR Search Extract (**Appendix B**);
- Architectural Package, prepared by Prax Studios Pty Ltd and Design Report prepared Core National Property Partners (**Appendix C**);
- Landscape Concept Plan, prepared by Ivy May Landscape Architecture (**Appendix D**);

- Traffic and Transport Assessment, prepared by PTT Traffic and Transport Engineering (**Appendix E**);
- Civil Engineering Assessment, prepared by Inertia (**Appendix F**);
- Waste Management Plan, prepared by Colliers (**Appendix G**); and
- Acoustic Assessment, prepared by Colliers (**Appendix H**).

2. Site Details and Local Context

2.1 Site Details

2.1.1 Address and Real Property Description

The site is located at 56-60 Albion Road, Albion and is more properly described as Lot 2 on RP52675, Lot 2 on RP85612, Lot 2 on RP85610 and Lot 2 on RP85611 (**Figure 12**).



Figure 12: *Subject site (depicted by green outline and fill) (**Source**: Nearmap, 2025)*

2.1.2 Location

The site is located within the inner-city suburb of Albion and is located approximately 4km north-east of Brisbane Central Business District (CBD). The site is well located within proximity of the Albion Train Station (80m), Windsor Park, Windsor Bowls Club, Albion Park Raceway and Brisbane River. Key transport infrastructure bounds the site including the rail corridor (to the east), Albion Road (to the north) and Albion overpass (to the south), meaning the lot is isolated from any directly adjoining land uses (**Figure 13**).

Further detail regarding the location of the site and its context is provided in **section 2.2** of this report.



Figure 13: *Site Context map (subject site outlined in green) (**Source**: Nearmap, 2026)*

2.1.3 Shape and Size

The site is an irregular in shape, has a total site area of 1,842m^2 and comprises two (2) road frontages, one to Albion Road and the secondary frontage to McDonald Road. Refer to **Figure 13** above.

2.1.4 Ownership and Encumbrances

The registered owner of Lot 2 on RP52675, Lot 2 on RP85612, Lot 2 on RP85610 and Lot 2 on RP85611 are identified as The State of Queensland (represented by Department of Transport and Main Roads).

A copy of the current title searches for the sites are included within **Appendix B**.

The sites are not identified as benefitting from or being burdened by an easement or encumbrance.

2.1.5 Environmental Management Register and Contaminated Land Register

A copy of the Environmental Management Register (EMR) and Contaminated Land Register (ELR) search responses are included within **Appendix B**.

The EMR and CLR search responses confirm that that the site is not included on the EMR or CLR.

2.1.6 Current Use and Development Approvals

The site is currently vacant and supports a bicycle route, which is identified within the northwest corner of the site (**Figure 12** and **Figure 13**).

Preliminary Approval (Variation Request)

On the 28 April 2022 the Planning and Environment Court, approved a Preliminary Approval for a material change of use (Variation approval) to vary the effect of the Planning scheme (**the Preliminary Approval**) pursuant to A005035465 / P&E No. 3333 / 20. The land uses which were included within the approval included Food and Drink Outlet, Market, Multiple Dwelling, Office, Parking Station, Retirement

Facility, Shop and Short-Term Accommodation was granted by the Planning and Environment Court over the site.

Pursuant to Condition 1 of the Preliminary Approval, the prescribed variation approval is for 10 years from the day the approval takes effect (i.e. 28 April 2032).

The Preliminary Approval is applicable to land along the Albion railway corridor, referred to as the 'Albion Exchange' and is intended to support the redevelopment of 4 hectares of Queensland State Government owned land into a TOD. The Preliminary Approval enables development to efficiently occur throughout the Albion Exchange precinct, noting that several of the applicable planning scheme provisions such as the Neighbourhood Plan, Zone Code and overlays are outdated and have been subsequently surpassed by development realities. In delivering additional housing supply, the Preliminary Approval sought to vary the effect of the City Plan which most notably includes additional building height and setback provisions.

The Preliminary Approval applies to the following land (**Table 3**), as demonstrated by **Figure 14**.

Table 3: Site details relevant to Preliminary Approval (Council Ref: A005035465)	
Site Components	**Details**
Site Address	51, 53, 54, 56, 56A, 58 and 60 Albion Road, 21, 23, 29, 33, 37, 43, 45, 47, 51 and 53 Mawarra Street, 126 and 138 Hudson Road, Albion
Real property description	Lot 3 on RP80687, Lot 2 on RP19039, Lot 51 on SP122218, Lot 2 on RP85612, Lot 2 on RP52675, Lot 2 on RP85610, Lot 2 on RP85611, Lot 1 on RP152482, Lot 2 on RP152482, Lot 3 on RP152482, Lot 4 on RP152482, Lot 5 on RP152482, Lot 55 on SP299430, Lot 6 on SP138033, Lot 7 on SP138034, Lot 8 on SP138034, Lot 9 on SP138035, Lot 23 on SP126844 and Lot 22 on SP122245
Site Area	Approximately 4.0ha (including rail track/corridor)



Figure 14: *Preliminary Approval and Site Context map (**Source**: Landchecker, 2026)*

Pursuant to the Preliminary Approval (**Figure 15**), the site is located within **Precinct 2**. Precinct 2 comprises an area of vacant land bound by Albion Road, North Coast Rail Corridor, Albion Overpass and McDonald Street.

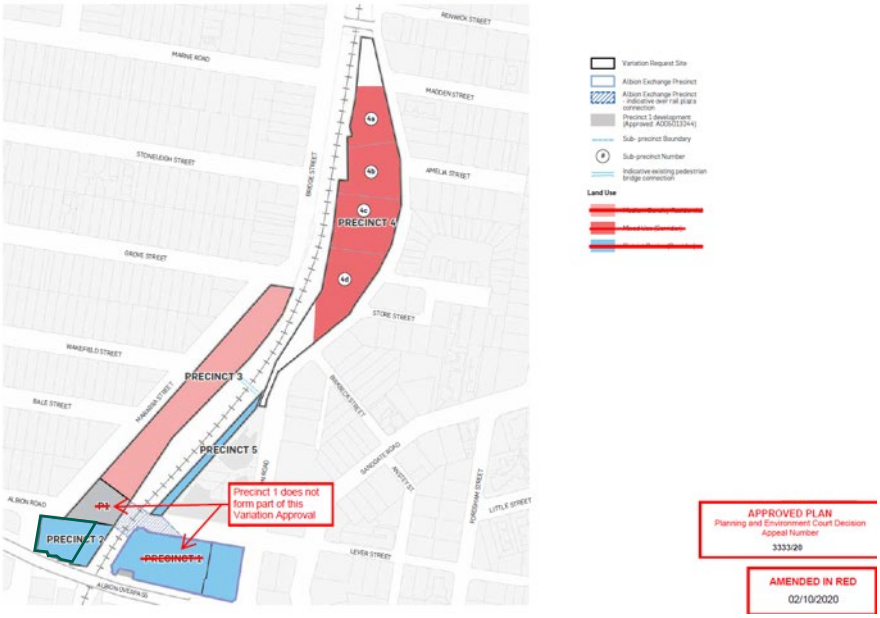

Figure 15: *Approved Albion Exchange Land Use Plan (Approved Drawing Number: UD-01), site identified in* ***green*** *(**Source**: Urbis, 2020)*

Pursuant to the Preliminary Approval, Precinct 2 facilitates a maximum building height of 15 storeys (**Figure 16**). Furthermore, **Figure 17** outlines the setback requirements for land within Precinct 2 pursuant to the Structure Plan. These built form parameters and categories of development and assessment are discussed in detail in **Section 4** of this Town Planning Assessment.

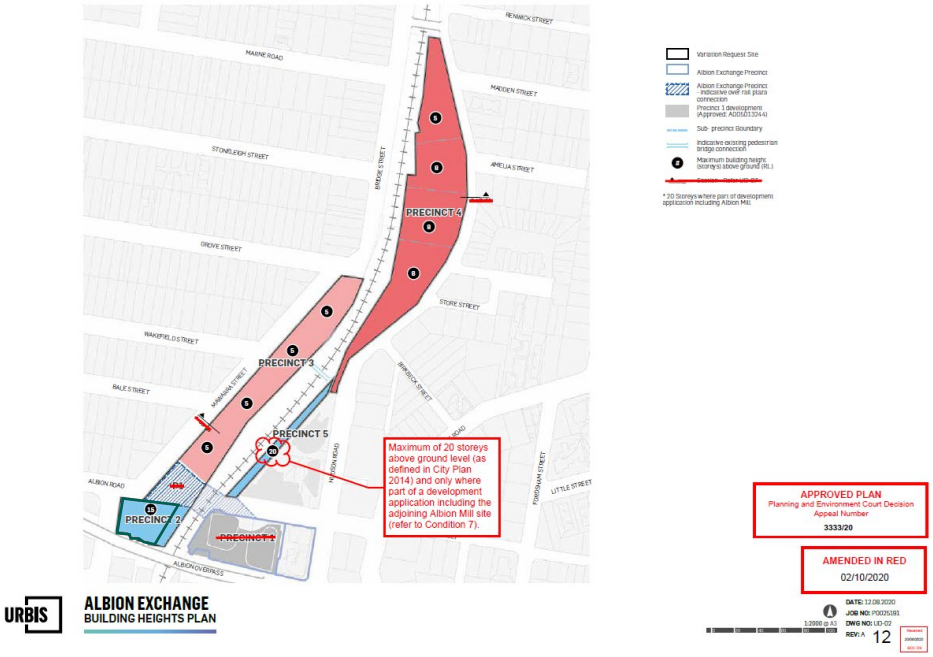

Figure 16:*Approved Albion Exchange Building Heights Plan (subject site outlined in* ***green****) (Approved Drawing Number: UD-02) (**Source**: Urbis, 2020)*

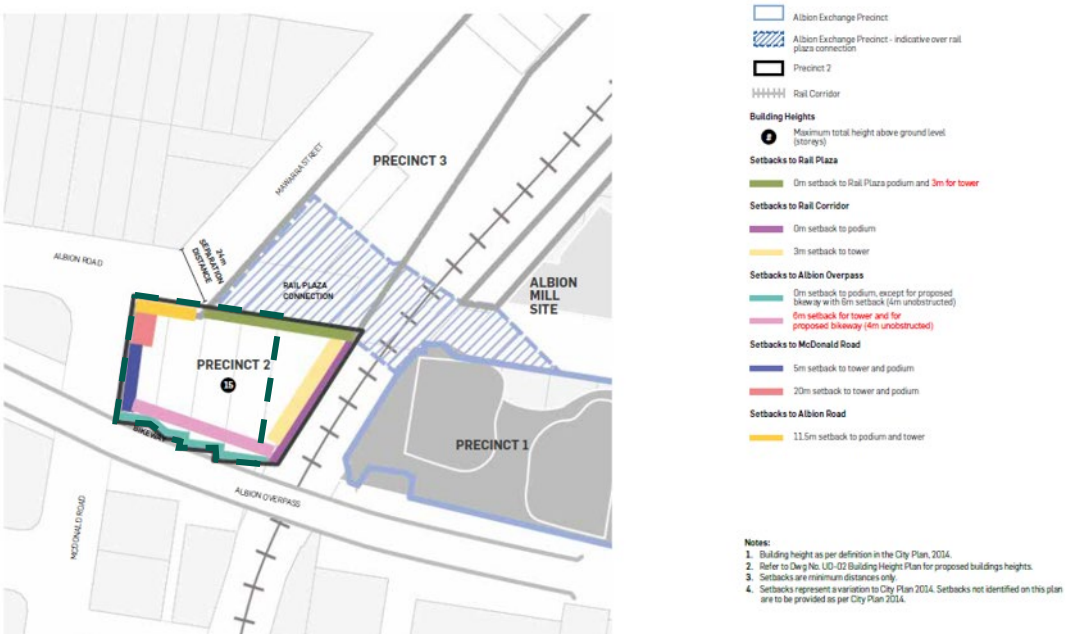

Figure 17: *Approved Albion Exchange Precinct 2 – Setback Plan (Approved Drawing Number: UD-04) (subject site outlined in* ***green****) (****Source****: Urbis, 2020)*

2.1.7 Vegetation and Ecology

Based on available aerial imagery, the site contains vegetation along the southern boundary of the site. Pursuant to Brisbane City Council's mapping the site does not include the vegetation in either Significant Landscape Tree Overlay or the Biodiversity Areas Overlay.

In accordance with Brisbane City Council's Protected Vegetation Report, there is no record of the existing vegetation on-site as protected vegetation by the Natural Assets Local Law 2003.

The site contains two (2) existing street trees within the Albion Road frontage and landscaping (shrubs) adjacent to the pedestrian and cycle routes at the corner of Albion Road and McDonald Road.

In accordance with the State Regulated Vegetation Management Map, the vegetation is identified as 'Category X' and is therefore not identified as being state regulated.

Refer to the Landscape Concept Plans prepared by Ivy May Landscape Architecture (**Appendix D**) for further detail.

2.1.8 Flooding Characteristics

A review of Brisbane City Council's Flood Overlay identifies a portion of the site as being affected by the Creek / Waterway flooding sub-category 5 (Lot 2 on RP85611 and Lot 2 on RP85610, identified within the western portion of the subject site). The site is not identified as being affected by the Brisbane River Flood Planning Area or the Overland Flow Flood Planning Area. **Appendix F** confirms the site remains trafficable during flood events up to and including the 1% AEP creek flood event.

For further detail regarding flooding, please refer to the Engineering Services Report (**Appendix F**) prepared by Inertia.

2.1.9 Topography

As outlined by the Engineering Services Report prepared by Inertia (**Appendix F**) the site currently grades down from east to west. The high point of the site is approximately 8.3m AHD at the southeast corner to a low point of approximately 5m AHD along the southwest corner.

For further detail regarding topography, please refer to the Engineering Services Report (**Appendix F**) prepared by Inertia.

2.1.10 Heritage and Character

A review of Brisbane City Councils' designations indicates that the site is not identified on the Heritage Overlay, the Commercial Character-Building Overlay, and the Pre-1911 Buildings Overlay. The site is identified within the Traditional Building Character Overly (Neighbourhood Character sub-category) pursuant to the City Plan Interactive Mapping.

While the site is identified within the Traditional Building Character Overlay, the site is isolated from the other sites identified as being subject to Traditional Building Character (**Figure 18**). Furthermore, the judgement relating to the Preliminary Approval (pursuant to Appeal No. 3333 of 2020) confirms that the Traditional Building Character Overlay has limited relevance to the sites current state ([53] and [74][1]) as:

- The dwellings which were protected by the overlay code no longer exist on site;
- The zoning has been overtaken by events;
- The designation is unsound given the site context; and
- The zone '*…anticipates a form and intensity of development that does not sit comfortably with transit oriented development encouraged by the Strategic framework and neighbourhood planning…*'.[2]

Therefore, while the site is within the Traditional Building Character Overlay (and Character Residential Zone), these designations are not relevant to the assessment process or proposed development.



Figure 18: *Aerial of the Traditional Building Character (subject site outlined in **red**) (**Source**: Landchecker, 2026)*

[1] *Cox v Brisbane City Council & Anor* [2022] QPEC 10 [53]-[56], [73]-[74].
[2] Ibid [74].

2.1.11 Roads and Verges

The site has two (2) road frontages, comprising a frontage to Albion Road (to the north) and McDonald Road (to the west), with the following types and functions:

Albion Road

- Frontage of approximately 40m;
- Designated as a Neighbourhood Road;
- Kerb and channel construction across a portion of the frontage;
- Two-way street with one (1) lane in each direction;
- Verge width of between approximately 2.5 metres and 10.5 metres; and
- No on-street parking.

McDonald Road

- Frontage of approximately 35m;
- Designated as a Neighbourhood Road;
- Kerb and channel construction;
- Two-way street with one (1) lane in each direction;
- Verge width of between approximately 1.80 metres and 5.70 metres; and
- Unrestricted on-street parking.

Refer to the Traffic and Transport Assessment prepared by PPT (**Appendix E**) for further detail.

2.1.12 Infrastructure Networks

The site is presently serviced by water and sewerage reticulation, electricity, telecommunications, stormwater drainage and gas.

Refer to the Engineering Services Report prepared by Inertia for full details (**Appendix F**).

2.1.12.1 Sewer

Pursuant to the Engineering Services report the site is supported by the following sewer infrastructure:

- A 150mm earthenware sewer main which traverses Albion Road north of the site;
  - Two (2) x 100mm diameter service connections are located on site from this main;
- A 150mm earthenware sewer main which traverses McDonald Road west of the site; and
  - A 100mm service connection extends from this main to service the site.

2.1.12.2 Water

Pursuant to the Engineering Services report the site is supported by the following water infrastructure:

- An existing 300mm cast iron pressure main along Albion Road north of the site; and
  - A 20mm service connection extends from the pressure main to each lot within the site.

2.1.12.3 Gas, electrical and telecommunications

Pursuant to the Engineering Services report the site is supported by the following infrastructure:

- An existing medium pressure 40mm polythene pipe within a 80mm cast iron casing services the existing site;
- Both electrical and telecommunications services are available in proximity of the site.

2.1.12.4 Stormwater

There is no existing stormwater infrastructure on site, however Inertia have identified four (4) existing foul water lines which service the existing site. Currently sheet flow is directed to the kerb and channel of McDonald Road which continues down stream where flows are picked up via a gully inlet 130m south of the site. An additional 600mm and 525mm diameter stormwater pipes have been identified north of the site along Albion Road.

Refer to Section 7.2 of the Engineering Services Report for further details (**Appendix F**).

2.2 Local Context

2.2.1 Public and Active Transport

The subject site is well connected to a range of existing high frequency public transport services. As demonstrated in **Figure 19**, the subject site is within proximity of the Albion train station (80m north-east of the site) and numerous bus stops. Both the existing bus services and Albion Train Station can be easily access using the existing active pathway network.

In addition, the site benefits from access to a well-developed and connected active transport network. The existing pedestrian / cyclist footpath (identified within the north-western portion of the site) connects the site to the opposite side of McDonald Street. Additionally, Albion Road is identified as a secondary cycle route. The active transport network connects the site to the Albion Train Station and broader locality.

There are existing pedestrian and cycle routes which extend from the site along McDonald Road to the South and along Mawarra Street to the North (**Figure 20**). The bikeway that extends south along McDonald Road connects to the North Brisbane Bikeway and, provides a safe, vehicle separated route toward the Brisbane CBD.

Please refer to the Traffic and Transport Assessment prepared by PTT (**Appendix E**) for further detail.

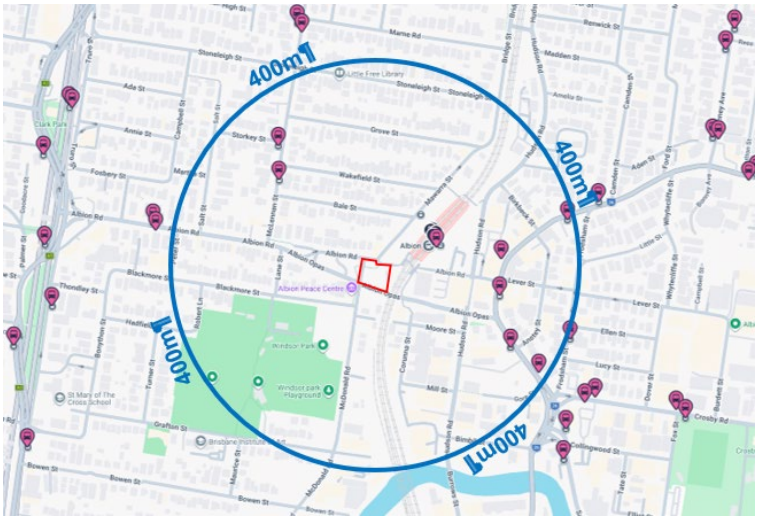

Figure 19: *Surrounding Public Transport Stops (400m proximity outline in blue and subject site outlined in red)*
*(**Source**: Translink, 2026)*



Figure 20: *Aerial showing bike path adjoining the site (**Source**: Landchecker, 2026)*

2.2.2 Surrounding Land Uses

The site is included within the Character (Character) Zone and the Lutwyche Road Corridor Neighbourhood Plan and is located approximately 4 kilometres north-east from Brisbane's Central Business District.

The broader locality comprises a mix of zones, including the Character, District Centre, Mixed Use, Low Density Residential, Sport and Recreation, High-Density Residential, Open Space, Community Facilities, Industry, Specialised Centre and the Low-Medium Density Residential Zones (**Figure 21**). As such, there are an assortment of uses varying in scale and intensity surrounding the site.

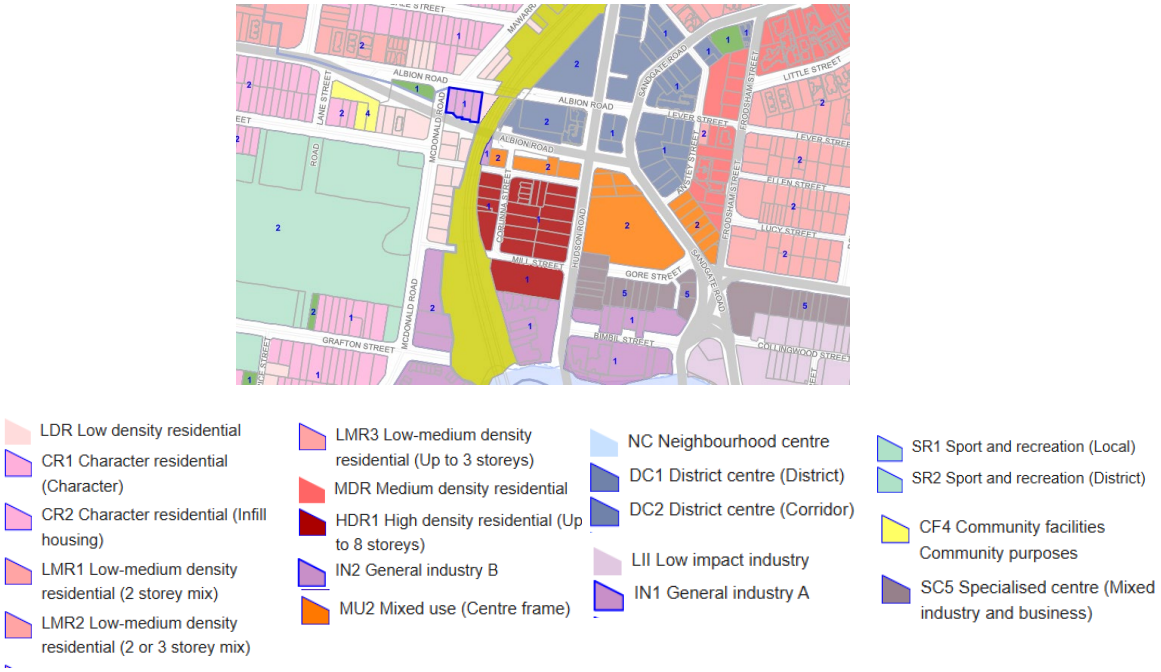

Figure 21: *Surrounding zone context (**Source**: Brisbane City Plan interactive mapping, 2026)*

Albion is in a period of transition from low density residential and industrial uses to medium to high density residential and mixed-use projects. The transition is evident through the various land uses, as shown in **Figure 22** and outlined below.



Figure 22: *Surrounding land uses in 250m walking distance of the site (site identified in red) (**Source**: Landchecker, 2026)*

Situated in the broader area, close to the site, are the following notable landmarks and uses:

- Albion Train Station, is located approximately 80 metres north-east of the site;
- Windsor Park (including Windsor Bowls Club, Windsor Croquet Club, Little Athletics Club, Keith Beavis Oval), is located approximately 260 metres south-west of the site;
- St Mary of the Cross School, is located approximately 660 metres south-west of the site;
- Windsor State School, is located approximately 820 metres south-west of the site;
- Market Central Lutwyche, is located approximately 950 metres north-west of the site;
- St Margaret's Anglican Girls School, is located approximately 970 metres east of the site;
- Vera Canale Park, is located approximately 990 metres north-west of the site;
- Gordon Park Scout Group, is located 1.35km north-west of the site;
- Wooloowin State School, is located approximately 1.40km north-west of the site; and
- Kedron State High School is located approximately 1.60km north of the site.

2.2.3 Surrounding Built Form

As illustrated within **Figure 23** below, development patterns vary considerably within the surrounding context, with higher-density residential development generally located east of the rail corridor and lower-density residential development established to the north-west of the subject site. The suburb is also influenced by key transport infrastructure, including the rail corridor and the Albion Overpass immediately south of the subject site.

These characteristics have contributed to a varied urban form within the locality. Notwithstanding this, the Preliminary Approval (Albion Exchange Structure Plan) establishes a clear framework for the revitalisation of the Albion Exchange precinct, guiding future development towards a more cohesive and integrated urban outcome.



Figure 23: *Building height context map (**Source**: Landchecker, 2026)*

3. Proposed Development

3.1 Overview

The site at 56 – 60 Albion Road, Albion is a strategically located site within Brisbane's inner-northern suburbs and presents a range of particular site and contextual characteristics that create an opportunity for a high-quality residential outcome contributing to Albion's housing choice.

The proposal forms part of the Albion Exchange redevelopment precinct and represents a high-density residential development outcome that is anticipated under the Preliminary Approval (pursuant to P&E No. 3333/20 and A005035465).

The proposal comprises a residential tower featuring a generously landscaped ground plane that offers a pleasant pedestrian experience and enhances the existing bicycle route identified within the northern corner of the site. The development includes four (4) levels of car parking, comprising ground-level parking and parking concealed within an articulated and landscaped podium structure, with eleven (11) residential storeys above and a communal rooftop recreation area for residents (**Figure 24**).

The development accommodates a total of 77 multiple dwelling units, comprising a mix of two and three bedroom apartments. The proposal incorporates 335.78 m² of deep planting, primarily located along the southern boundary to establish a substantial landscape buffer between the proposed residential tower and the adjoining overpass. The generous deep planting equates to approximately 18.2% of the site area.



Figure 24: *Perspective showing rooftop design (**Source:** Prax Studio, 2026)*

The ground level has been designed to provide an open and interactive outcome to the Albion Road and McDonald Road frontages, which positively engages with the streetscape. The ground level accommodates a residential lobby and pedestrian entrance presenting to Albion Road. The orientation of units to all street frontages, above ground level also contributes positively to streetscape engagement and casual surveillance. Deep planting is accommodated along the street frontages and adjacent to the southern overpass, supporting a high-quality streetscape outcome and landscape buffer. Refer to **Figure 25**.



Figure 25: *Extract of render showing communal foyer space overlooking bicycle network (**Source**: Prax Studio Pty Ltd, 2026)*

The proposed development responds to and addresses site and contextual characteristics, together with all relevant planning, design and technical provisions of the planning framework, to create a positive development outcome.

This summary outlines key aspects, to assist Council's understanding and assessment of the development application. The particulars of the development have been set out in detail below.

Further detail regarding the proposed development is provided in the sections below.

3.2 Application Particulars

Table 4 - Development Application Particulars	
Development Description	Development Permit for Material Change of Use for Multiple Dwelling
Defined Land Uses	Multiple Dwelling
Category of Assessment	Impact Assessment
Assessment Manager	Brisbane City Council
Referral Agencies	State Assessment and Referral Agency (SARA) – Schedule 10, Part 9, Division 4, sub-division 2, Table 4 of the Planning Regulation 2017 - Material change of use of near a State transport corridor (subject site identified within 25m of a Railway Corridor).
Public Notification	Yes – 15 Days

3.3 Proposed Development

The Applicant is proposing to develop a residential development outcome over the site. A summary of the key features of the proposed development is provided below.

- The proposed development comprises an overall building height of sixteen (16) storeys. It is noted that the proposed rooftop communal open space area technically constitutes a storey, noting inability for the proposed communal open space area on rooftop level to be progressed under the 'Rooftop Garden' incentive (given the zoning designation over the Subject Site).
- The proposed development will support the increased supply and diversity of housing within Albion in conjunction with the creation of liveable and sub-tropical outcomes for residents. The proposal intends to include a mix of housing choices, comprising 55 x two (2) bedroom units and 22 x three (3) bedroom units. As demonstrated within the Architectural Plans (**Appendix C**), residential units are proposed throughout the tower form (Levels 4 – 14).
- The ground level has been designed to provide an open and interactive outcome to the Albion Road and McDonald Road frontages, which positively engages with the streetscape. The ground level accommodates a residential lobby and pedestrian entrance presenting to Albion Road.
- The ground-level design provides direct pedestrian connectivity between the central foyer, the adjacent bicycle network, and pedestrian pathways fronting Albion Road. A street-oriented foyer, incorporating a communal seating area, is positioned along the Albion Road frontage to strengthen the interface between the public realm and the built form. The design also promotes passive surveillance, with extensive floor-to-ceiling glazing at ground level enabling clear sightlines between the foyer, bicycle pathway, and surrounding streetscape, thereby enhancing the safety and activation of the public domain.
- The proposal features a generous provision of deep planting at the ground level (335.78m^2 or 18.2% of the site area). The deep planting area accommodated within the southern portion of the site creates a visually appealing landscape buffer to the Albion overpass and associated informal parking area which adjoins the site to the south. Sub-tropical design and an elevated streetscape outcome is achieved within the northern portion of the site through the provision of shade trees which provide passive cooling and weather protection along the bicycle pathway and streetscape.
- The mass of the building provides visual interest and is broken through variations in the façade setbacks (notably to the north-western bikeway interface) and a landscaped / sleeved podium. The proposed car parking (accommodated within the ground and podium levels) is concealed from view through the provision of visually interesting materiality / screening and vertical greenery. Batten screening adds to local vernacular response.
- Podium planting is provided along the northern, eastern and western facades (accommodating a 400mm depth). A larger deep planting area (accommodating a depth of 1,200mm) is provided on the eastern and southern sides of the top level of the podium, which is intended to support screening tree species in addition to cascading plants. Refer to the Landscape Concept Plans included within **Appendix D** for further details.
- Each apartment is provided with private open space that enables indoor-outdoor living aligned with the sub-tropical Brisbane environment. Additionally, the rooftop recreation space provides further amenity for residents and provides areas for passive and active recreation activities.
- All units have been afforded with functional private open space areas in the form of balconies that are accessible from the main living area of the units to support the creation of indoor / outdoor spaces. Each unit comprises a balcony which ranges in size from 11m^2 to 37m^2.

- The proposal provides for a total of 780m^2 (42%) of communal open space accommodated on the rooftop level. The proposed communal recreation space includes the provision of a pool, sunlounge area, yoga lawn, communal BBQ area and dining area, sauna, gym and bathroom facilities.
- The proposal achieves 68% podium site cover and 51% tower site cover, providing a suitably balanced and proportionate built form outcome over the site.
- The building orientation achieves a balance between providing north-easterly aspects for a majority of apartments, while addressing the Albion Overpass to the south. A majority of private open space is provided with access to northern or eastern aspects to allow for maximum ventilation and natural sunlight within living spaces. The communal open space has orientated the yoga lawn and primary outdoor lounge area towards the north and/or east for further amenity provision for all residents.
- The design responds to the *Buildings that Breathe* criteria through appropriate building orientation, shading devices and living greenery. All units benefit from well-proportioned living areas and balconies that create an indoor / outdoor living space and maximise access to natural light and ventilation.
- Vehicular access is sought via a new 7.8 metre wide crossover from McDonald Street. The crossover suitably allows for access and egress of two-way vehicle movements, Refuse Collection Vehicles (RCV) and Medium Rigid Vehicles (MRV) (where needed for furniture delivery) and Small Rigid Vehicles (SRV)s. Refer to **Appendix E** for further details.
- The proposed development provides a total of 116 car parking spaces, as follows:
    - 104 x car parking spaces for residents (including 1 x PWD space) (accommodated within the ground floor and podium); and
    - 12 x car parking spaces for visitors for residential units (accommodated on ground level either in front of the line of security or accessible via an intercom).
- The development provides 97 x bicycle spaces, comprising 77 x residential bicycle spaces and 20 x visitor bicycle spaces. The visitor bicycle parking is located on ground level and the residential bicycle parking is accommodated throughout the ground level and podium form within proximity to the units associated car parks. Bicycle parking has been provided to focus on the ability of occupants and visitors to access the site and encourages active transport utilisation. The development will be a meaningful contribution to Albion achieving its long-intended ambitions for high density transit-oriented development outcomes.

Further detail about the development and design is included in the proposed Architectural Plans and Design Report included in **Appendix C**.

Table 5 provides a summary of the proposed development and key parameters.

Table 5 - Proposed Development Parameters	
Site Area	Lot 2 RP85611: 410m^2 Lot 2 RP85610: 448m^2 Lot 2 RP85612: 478m^2 Lot 2 RP52675: 506m^2 **Total Site Area: 1,842m^2**
Uses	Multiple Dwelling
Yield	Residential 77 x multiple dwelling units – 55 x two (2) bedroom units and 22 x three (3) bedroom units.
Height	16 Storeys (15 Storeys plus communal open space area on rooftop level constituting technical storey).

Table 5 - Proposed Development Parameters	
Site Cover	**Podium**: 68% **Tower**: 51%
Setbacks	Front (Albion Road) • Ground level – 0m to 9.5m to building wall • Level 1-3 – 0m to 9.5m to podium car parking building wall • Level 4 – 0.2m to planter box, 0.75m to balcony and 2.20m to building wall • Level 5-14 – 2.2m to balcony and 2.2m – 9.5m to building walls • Level 15 (rooftop) – 2.2m – 9.5m to building walls Front (McDonald Street) • Ground level – 5m – 20m to ground level parking, and building walls • Level 1-3 – 5m – 24.05m to podium carparking and building walls • Level 4 – 5m – 24.05m to building walls • Level 5-14 – 5m – 24.05m to building walls • Level 15 (rooftop) – 5m – 24.05m to building walls Side Boundary (Eastern Boundary) • Ground level – 0.4m to ground level car parking • Level 1-3 – 0.4m to podium car parking • Level 4 – 0.4m to planter, 0.9m to balcony and 3m to building walls • Level 5-14 – 3m to building walls • Level 15 (rooftop) – 3m to building walls and planter Side (Southern Boundary) • Ground level – 4.53m – 8.20m to ground level car parking • Level 1-3 – 3.45m – 8.20m to podium carparking and building walls • Level 4 – 3.65m-7.22m to planter, 7.6m-14.91m to building walls and 4.61m – 9.39m to balcony • Level 5-14 – 4.6m to 12.47m to balcony and 7m – 14.92m to building walls • Level 15 (rooftop) – 4.7m to 13m to building walls
Deep planting and landscaping	**Deep planting:** 335.78m^2 (18.2%) **Total Landscaping:** 393.84m2 (21.3%)
Communal Open Space	780m^2 (42% of site area)
Private Open Space	Ranging from: 11m^2 – 37m^2
Access	Type B1 driveway crossover of 7.8m wide to McDonald Street
Car Parking	Total of 116 car parking spaces (including 1 x PWD space), including: • 104 x car parking spaces for residents; • 12 x car parking spaces for visitors for residential units.
Bicycle Parking	Total of 97 x bicycle spaces, including: • 77 x bicycle spaces for residents; and • 20 x bicycle spaces for visitors.

3.4 Landscape

Ivy May Landscape Architecture have prepared the Landscape Concept Plans for the proposed development. Please refer to **Appendix D** for a copy of the Landscape Concept Plans.

The Landscape Concept Plan outlines the aspects proposed to be delivered for this development, including hard and soft landscaping at and above ground level, including, but not limited to, the following key features.

- The proposed development includes deep planting and landscaping along the ground level that enhances the pedestrian experience and contributes to the creation of a vibrant streetscape.
- The proposal features a generous provision of deep planting at the ground level (335.78m^2 or 18.2% of the site area). The deep planting area accommodated within the southern portion of the site creates a visually appealing landscape buffer to the Albion overpass and associated informal parking area which adjoins the site to the south.
- Sub-tropical design and an elevated streetscape outcome is achieved within the northern portion of the site through the provision of shade trees which provide passive cooling and weather protection along the bicycle pathway and streetscape. Landscaping and tree planting is also proposed along the McDonald Street frontage.
- The proposed podium car parking will be concealed from view from the provision of visually interesting screening and a landscaped façade including vertical greenery and cascade planting. Feature planters oriented to the east and south of the proposed development are provided on the top podium level (Level 4). The inclusion of these planters provides visual interest, greenery and a distinction between the podium and tower, supporting a slender tower form which is setback from the podium edge.
- The communal recreational area on rooftop includes tree planting and the provision of landscaping. The rooftop recreation area provides communal open space in the form of amenities such as a pool area and landscaping and feature trees. As demonstrated within the Landscape Concept plans, prepared by Ivy May Landscape Architecture (**Appendix D**), the rooftop will also feature a recreation / yoga lawn, paved area with seating and sun lounges.

The below Figures (**Figure 26, Figure 27** and **Figure 28**) illustrates the proposed landscape outcome over the site, inclusive of tree planting, and subtropical species to promote the subtropical character of Brisbane.

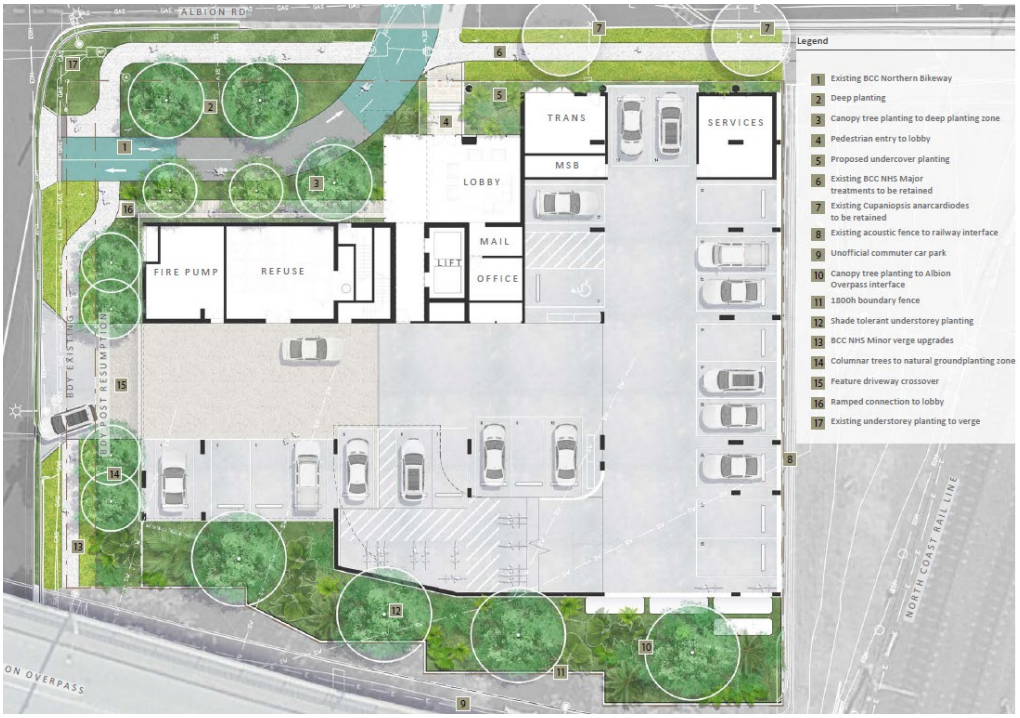

Figure 26: *Proposed Landscape Outcome (Ground Level) (**Source:** Ivy May, 2026)*



Figure 27: *Proposed Landscape Outcome (standard tower level) (**Source:** Ivy May, 2026)*

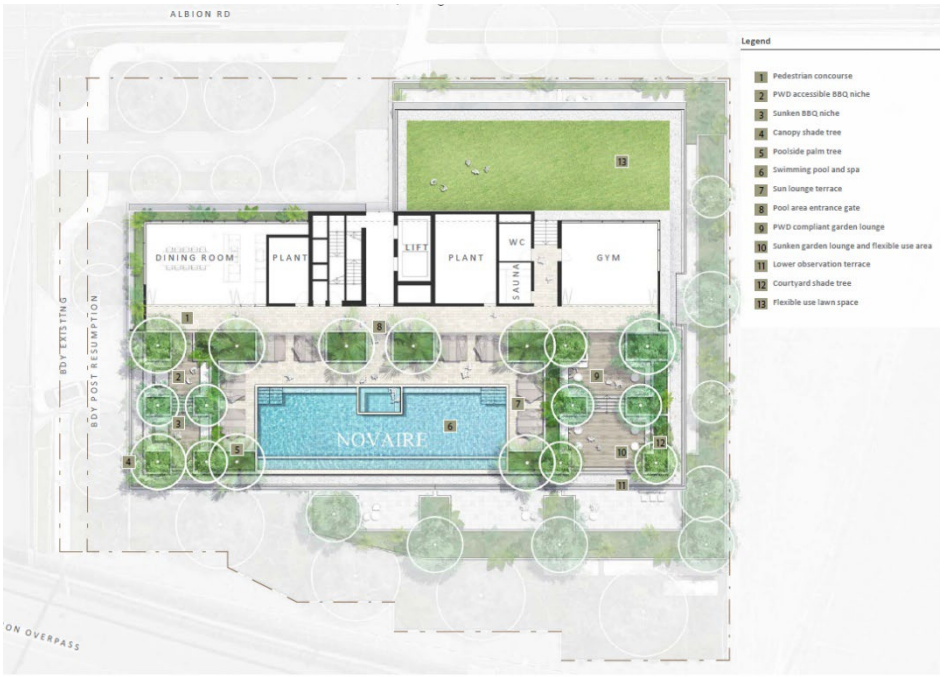

Figure 28: *Proposed Landscape Outcome (Roof Level) (**Source:** Ivy May, 2026)*

Refer to the Landscape Concept Plan prepared by Ivy May Landscape Architecture (**Appendix D**) for further detail.

3.5 Engineering

An Engineering Services Report has been prepared by Inertia and is included within **Appendix F**. A summary of the report is provided within the following sections.

3.5.1 Stormwater Strategy

Section 7.4 of the Engineering Services Report provides an overview of the proposed stormwater strategy for the proposal. The following section provides a summary of the key components of the strategy:

The existing lawful point of discharge for the site is the kerb and channel of McDonald Road. It is proposed this component be maintained and utilised by the ultimate development outcome. Under the current conditions the site sheet flows runoff to the kerb and channel on McDonald Road prior to continuing south through to Council's stormwater gully inlet south of the site.

It is proposed the existing catchment is split into two catchments, the stormwater strategy for each catchment is outlined below:

Catchment 1 – Proposed Roof and Recreation

- Detained by four (4) 10KL above ground detention tanks;
- Located on the deep planting area outside the southern wall of the development;
- Detained flows discharged to LPOD through a 225mm diameter uPVC pipe and triple kerb adaptor configuration in accordance with BCC BSD-8114;
- 600 x 600 surcharge pit to allow for surcharge of stormwater in the event of a blockage or during the major storm event; and
- No stormwater quality devices have been proposed.

Catchment 2 – Proposed Ground

- Continue sheet flow as is to lawful point of discharge;
- A swale is proposed on the southern side of the site to convey flows from the deep planting area to the 600 x 600 field inlet which will then discharge flows to the lawful point of discharge; and
- No stormwater quality device is proposed.

It is proposed to utilise above ground tanks for stormwater detention prior to discharge to the lawful point of discharge, the proposal achieves a reduction in flows compared to the existing scenario on site and therefore complies with the requirements of the City Plan.

Due to the site being 1,846m^2 in size no proprietary stormwater treatment system is required.

Refer to **Appendix F** for full details of the proposed Stormwater Management Strategy.

3.5.2 Water Reticulation

Pursuant to the Engineering Services report the site is supported by the following water infrastructure:

- An existing 300mm cast iron pressure main along Albion Road north of the site; and
    - A 20mm service connection extends from the pressure main to each lot within the site.

It is proposed that a new water service and meter assembly will be provided from the existing main. The existing connections are proposed to be removed and replaced noting the size and location of the connections are subject to detailed design.

3.5.3 Sewerage Reticulation

Pursuant to the Engineering Services report the site is supported by the following sewer infrastructure:

- A 150mm earthenware sewer main which traverses Albion Road north of the site;
    - Two (2) x 100mm diameter service connections are located on site from this main;
- A 150mm earthenware sewer main which traverses McDonald Road west of the site; and
    - A 100mm service connection extends from this main to service the site.

A new 150mm diameter sewer service connection is proposed to service the site via the existing sewer main on McDonald Road. All other sewer connections are to be removed. The proposed connections noting the size and location of the connections are subject to detailed design.

3.5.4 Electricity, Telecommunications and Gas

Pursuant to the Engineering Services report the site is supported by the following infrastructure:

- An existing medium pressure 40mm polythene pipe within an 80mm cast iron casing services the existing site;
- Both electrical and telecommunications services are available in proximity of the site.

If a gas connection is required, further investigations are recommended by Inertia, and contact should be made with APA Group Gas Networks in the detailed design phase. Additionally, during the operational works phase of the project, contact should be made with the NDN to confirm the specific requirements for the development.

3.6 Traffic and Transport

A Traffic and Transport Assessment has been prepared by PTT Traffic and Transport Engineering and is included within **Appendix E** of this assessment. A summary of the report is provided in the following sections.

3.6.1 Carparking

Car parking spaces are contained across the ground level and within the three (3) podium levels above, providing a total of 116 car parking spaces. The car parking comprises a total provision of 104 x car parking spaces for residents and 12 x car parking spaces for visitors.

The residential car parking provision complies with the Council's car parking rates pursuant to the TAPS PSP of the City Plan, however, the provision of visitor parking spaces proposes an alternative outcome. Given the site's proximity to public transport, active transport networks and the city frame the Traffic and Transport Assessment (**Appendix E**) determines the provision of visitor car parks to be sufficient.

3.6.2 Bicycle Parking

A total provision of 97 bicycle parking spaces is accommodated onsite, comprising of 77 x bicycle spaces for residents and 20 x bicycle spaces for visitors. The provision of bicycle spaces complies with the bicycle parking rates pursuant to the TAPS PSP of the City Plan, as demonstrated within the Traffic and Transport Assessment (**Appendix E**).

3.6.3 Vehicular Access

Vehicle access to the site is proposed via a single 7.8m wide crossover on McDonald Street.

3.6.4 Pedestrian Access

The primary pedestrian access to the site will be via the Albion Road frontage, which provides connection to the existing North Brisbane Bikeway and landscaped pedestrian footpath.

3.6.5 Service Vehicle Arrangements

A Refuse Collection Vehicle (RCV) will be the regular service vehicle for the proposed development. Occasional furniture delivery is anticipated by a Medium Rigid Vehicle (MRV) and Small Rigid Vehicles are anticipated for small grocery delivery vehicles.

Swept paths have been provided within the Traffic Assessment (**Appendix E**) demonstrating an RCV is able to safely manoeuvre on and off of the site. The RCV will perform a single reverse manoeuvre to enter the site via the McDonald Road crossover. The RCV will then exit the site in a forward gear onto McDonald Road once the collection service has been performed.

It is expected that furniture and grocery delivery vehicles (i.e. medium or small rigid vehicles) would follow a similar path to the RCV when servicing the site.

The proposed service vehicle provision and arrangement is suitable for the proposed development and complies with Council's TAPS PSP, as demonstrated within the Traffic Assessment. For further detail refer to the Traffic Assessment prepared by PTT Traffic and Transport Engineering in **Appendix E**.

3.6.6 Traffic Generation

The proposal is anticipated to generate up to 42 vehicles per hour (vph) in peak hours. Further development traffic would be equally split across the surrounding road network. Thus, the additional development generated traffic is not expected to have a significant adverse impact on the operation of the surrounding road network.

The Traffic Assessment confirms that a further detailed traffic impact assessment is not required as the proposal will not significantly impact the safety or operation of the surrounding road network.

For further detail, please refer to the Traffic Assessment, prepared by PTT Traffic and Transport Engineering in **Appendix E**.

3.7 Waste Management Plan

A Waste Management Plan has been prepared by Colliers and is included within **Appendix G**.

The Waste Management Plan includes the following key aspects:

- All refuse will be stored within the refuse rooms located on the ground level. A total of 3 x 1,100L general waste bins and 9 x 1,100L commingled recycling bins are provided (with 1 of each waste system to remain beneath the chute discharge during servicing). A compaction ratio of 3:1 has been applied.
- Single refuse chutes are provided in the building for the disposal of general waste and recycling. The chute will be fitted with a Diverter System to transfer all refuse and used to separate streams of waste.
- All refuse will be collected by a rear loading RCV (as detailed within the Traffic Assessment within **Appendix E**).
- Waste collection will occur two times per week for both general and commingled recycling.

For further detail, please refer to the Waste Management Plan included in **Appendix G**.

3.8 Acoustic Assessment

An Acoustic Assessment has been prepared by Colliers for the proposed development, which is included in **Appendix H**.

The assessment involved noise monitoring to determine the current ambient noise levels and rail noise levels near the development location to determine any impacts on the proposed development.

The Acoustic Assessment includes the following key findings and recommendations:

- The proposed development complies with the City Plan Multiple Dwelling Code, Transport Noise Corridor Overlay Code, State Development Assessment Provisions State Code 2 and the Queensland Development Code MP4.4.
- Table 11 and Table 12 of the Acoustic Assessment provide acoustic treatments applicable to habitable rooms in accordance with the QDC MP4.4 policy.
- Once detailed design establishes balcony details including balustrade dimensions, it is recommended updated noise modelling is conducted to establish the QDC requirements for the balcony facades (sliding doors, glazing etc).
- To minimise noise annoyance, it is recommended that any grates or other protective covers in the car parks and access driveways are rigidly fixed in position to eliminate clanging and must be maintained. Additionally, speed bumps (if proposed) should be built into the finished surface of the car park / driveways and not be made of metal.

4. Assessment against Statutory Planning Framework

4.1 Introduction

This Chapter of the Town Planning Assessment identifies the applicable components of the statutory town planning framework and provides an assessment against those components. A summary of the proposed development's compliance with the statutory town planning framework is provided at the conclusion of this Chapter.

4.2 State Planning Framework

4.2.1 Planning Act 2016

The Planning Act is the statutory instrument for the State of Queensland under which, amongst other matters, development applications are assessed by local governments.

4.2.2 Decision Rules

This development proposal involves assessable development under the City Plan and Preliminary Approval (Variation Approval) and requires an Impact Assessable development application to be made to the Assessment Manager, in this case Brisbane City Council.

According to Section 45(5) of the Planning Act:

> *"(5) An impact assessment is an assessment that—*
>
> *(a) 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*
>
> *(b) 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"*

Assessment benchmarks for Impact Assessment are described in Section 30 of the *Planning Regulation 2017* (**Planning Regulation**):

> *"(1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.*
>
> *(2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—*
>
> *(a) the assessment benchmarks stated in—*
>
> *(i) the regional plan for a region; and*
>
> *(ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
>
> *(iii) a temporary State planning policy applying to the premises;*
>
> *(b) if the development is not in a local government area— any local planning instrument for a local government area that may be materially affected by the development;*

(c) if the local government is an infrastructure provider— the local government's LGIP.

(3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development."

"(31)(1)For section 45(5)(a)(ii) of the Act, the impact assessment must be carried out having regard to—

(a) the matters stated in schedules 9 and 10 for the development; and

(b) if the prescribed assessment manager is the chief executive—

(i) the strategic outcomes for the local government area stated in the planning scheme; and

(ii) the purpose statement stated in the planning scheme for the zone and any overlay applying to the premises under the planning scheme; and

(iii) the strategic intent and desired regional outcomes stated in the regional plan for a region; and

(iv) the State Planning Policy, parts C and D; and

(v) for premises designated by the Minister—the designation for the premises; and

(c) if the prescribed assessment manager is a person other than the chief executive or the local government—the planning scheme; and

(d) if the prescribed assessment manager is a person other than the chief executive—

(i) the regional plan for a region; and

(ii) the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme; and

(iii) for designated premises—the designation for the premises; and

(e) any temporary State planning policy applying to the premises; and

(f) any development approval for, and any lawful use of, the premises or adjacent premises; and

(g) the common material."

At the time of the lodgement, the common material comprises the application material only. The application material includes an assessment of the proposed development against the relevant assessment benchmarks. Information arising from the Information Request stage and Public Notification stage will also form part of the common material to be assessed by the Assessment Manager.

4.2.3 Public Notification

Pursuant to Section 53 of the Planning Act, the notification stage of the development assessment process applies 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 this development application requires Impact Assessment, public notification pursuant to the Planning Act is required in this instance.

4.2.4 State Planning Policy

The State Planning Policy was released on 3rd July 2017. It is a State planning instrument made under Chapter 2 Part 2, Section 10 of the Planning Act.

As prescribed in Section 26(2)(a)(ii) of the Planning Regulation, the State Planning Policy represents an assessment benchmark and the assessment manager must have regard to State Planning Policies if it is not identified as being appropriately reflected in the planning scheme.

Part 2 of the City Plan identifies the State Planning Policy (to the extent it is applicable) as being appropriately reflected in the City Plan, except for the following State interests.

- State interest – Natural hazards, risk and resilience – The bushfire prone area in the planning scheme does not reflect the State mapping layer.
- State interest – Strategic airports and aviation facilities – The building restricted area is not identified in the planning scheme.

The abovementioned State interests are not applicable to the site or the assessment of the development and therefore a separate assessment against the State Planning Policy is not applicable in this instance.

4.2.5 Referral Jurisdiction and State Development Assessment Provisions

Section 55(2) of the Planning Act states that:

> *"For any other referral agency, a regulation may prescribe the matters the referral agency–*
>
> *(a) may, must or must only assess a development application against; and*
>
> *(b) may, must, or must only have regard to for the assessment. "*

Part 4, Section 22(1) of the Planning Regulation states that:

> *"Schedules 9 and 10 prescribe—*
>
> *(a) for section 54(2)(a) of the Act, the referral agency for the development applications stated in the schedules; and*
>
> *(b) for section 55(2) of the Act, the matters the referral agency—*
>
> *(i) may or must assess the development application against; and*
>
> *(ii) may or must assess the development application having regard to."*

In accordance with the Planning Regulation 2017, the proposed development triggers referral for the following matters:

- Schedule 10, Part 9, Division 4, sub-division 2, Table 4 —Material change of use of premises near a State transport corridor or that is a future State transport corridor (subject site identified within 25m of a state transport corridor – railway corridor).

A response has been provided to State Code 2 (Development in a railway environment) under the State Development Assessment Provision (Version 3.6). Refer to the State Code Compliance Assessment (included within **Appendix A**) for an assessment against SDAP State Code 2.

4.2.6 South East Queensland Regional Plan

The *South East Queensland Regional Plan 2017* (ShapingSEQ) (the **Regional Plan**) provides a sustainable growth management strategy for the region that articulates strategic direction and certainty that will accommodate an increase in population in South East Queensland.

As prescribed in Section 26(2)(a)(i) of the Planning Regulation, the regional plan represents an assessment benchmark and the assessment manager must have regard to regional plan, if it is not identified as being appropriately reflected in the planning scheme.

Shaping SEQ 2023 recognises the current housing supply issues faced in South East Queensland and specifically identifies a target of 210,800 additional homes to be provided within the Brisbane Local

Government Area from 2021 – 2046. The proposed development will contribute to the supply of housing within Brisbane.

Dwelling diversity sub-targets complement the dwelling supply targets to provide further direction on the preferred mix of dwelling types needed to accommodate changing populations and households by 2046. Supply of housing in a diverse range of built forms is critically important to achieve the dwelling supply targets, respond to changing households and provide greater housing choice.

The SEQ Regional Plan defines high-rise buildings as comprising a building height greater than 9 storeys. In 2021, 8% of housing in the Brisbane LGA was in the form of high-rise building. The ShapingSEQ 2046 target for high-rise buildings within the LGA is to grow to 14%. Refer to **Figure 29**.

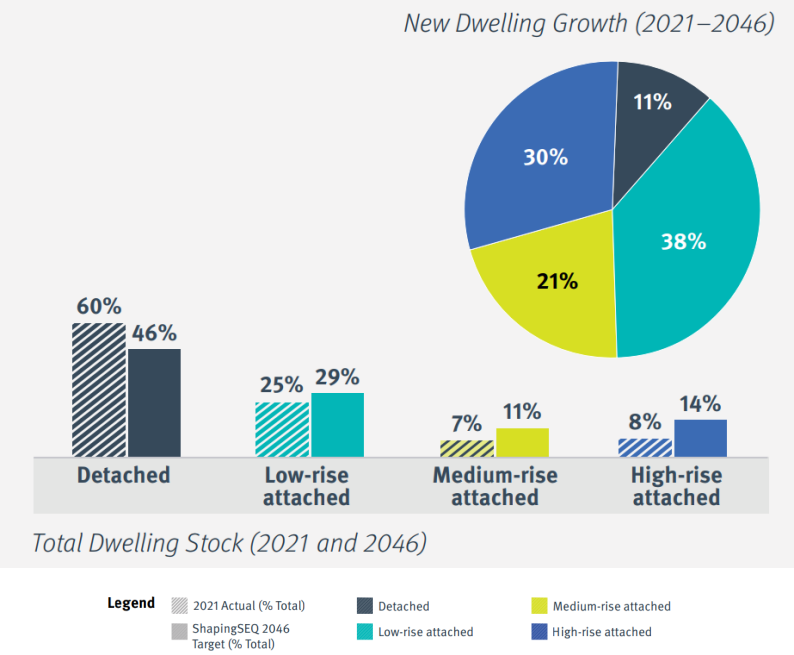

Figure 29: *Dwelling diversity targets to 2046 in Brisbane LGA (**Source:** ShapingSEQ, 2023)*

The subject site is included in the area mapped as Urban Footprint, the intent of which is to accommodate a range of urban uses in the form of hosing, businesses, infrastructure, community facilities and well-planned urban environments. The outcome of the proposed development, comprising a residential development if therefore aligned with the intent of the Urban Footprint.

The South East Queensland Regional Plan 2023 refers to High Amenity Areas which directs increased residential densities to support dwelling yield within areas that benefit from a combination of access to high frequency public transport, community facilities, open space / recreational opportunities and activity centres.

As expressed throughout this report (relevantly **Section 2.2**), the site includes an arrange of contextual matters, which are relevant to the site's suitability to accommodate high density residential development and reflect the key features and criteria of a High Amenity Area as outlined within the Shaping SEQ 2023. As outlined in throughout the report, the site is in proximity to public transport services (including bus and train), active transport (bicycle path), mixed use precincts and district centres, educational facilities, community facilities, open space and recreation opportunities (Windsor Park).

Having regard to the above, the proposed development furthers the outcomes identified by the SEQ Regional Plan 2023.

4.3 Brisbane City Council Policy Documents

4.3.1 Brisbane City Council's Sustainable Growth Strategy

Brisbane's Sustainable Growth Strategy seeks to prioritise "Housing supply for our growing and evolving city, Housing diversity and affordability, right housing in the right locations and Sustainable, liveable and well-designed sub-tropical homes". Additionally, the strategy seeks to "investigate opportunities to increase the supply of large apartments that will provide affordable and convenient housing options for families".

While this Strategy is a non-statutory document, comfort can be gained knowing that the approach taken with the proposed development (facilitating larger dwelling units that provide housing choice, particularly for families) is consistent with Council's broader strategy intentions.

Brisbane's Sustainable Growth Strategy strongly encourages higher density in locations that have easy access to public transport and services, and the delivery of diversity in housing product.

4.3.2 Brisbane City Council's Inner City Strategy

The Inner City Strategy recognises that the inner city will play a significant strategic function in meeting future growth needs for Brisbane and South East Queensland, with development able to be located with access to high frequency public transport, services and employment.

Pursuant to Council's *Inner-City Strategy*, Albion is identified as a key inner-city precinct, which identifies opportunities to build on established strengths and infrastructure investment to enhance lifestyle, local amenity and destination qualities. The strategy encourages the delivery of diverse, housing within inner city precincts that meets the evolving housing needs and demands. The proposal provides the opportunity for families to live within a high accessible and serviced location, pursuant to the intentions sought within the Strategy.

The strategy highlights that the inner city is the right location for growth, supported by existing and planned infrastructure.

4.4 Local Planning Framework

4.4.1 Preliminary Approval (Variation Request) – A005035465 / P&E No. 3333 / 20

The Preliminary Approval over the site acts as the primary local planning instrument applicable to development applications over the site pursuant to section 43(3)(c) of Planning Act 2016, to the extent proposed development is subject to the approval.

To the extent the proposed development is not subject to the Preliminary Approval (i.e. where it does not comply with category of assessment triggers) the Brisbane City Plan 2014 (Version 37.00/2026) applies.

4.4.2 Defined land Use

Pursuant to **Condition 4** of the Preliminary Approval over the site (Reference: A005035465 / P&E No. 3333 / 20), the definitions refer to the definitions contained in the Brisbane City Plan.

The proposed development comprises a Multiple Dwelling, which is defined in Schedule 1 of the City Plan, with the relevant definition reproduced below.

> ***Multiple Dwelling*** *means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.*

4.4.3 Category of Assessment

Table 6 sets out the applicable category of assessment triggers applicable to the proposed development, pursuant to the Preliminary Approval.

Having regard to the Preliminary Approval, the proposed development is subject to **Impact Assessment** procedures, due to the proposal being unable to comply with **Condition 4** (tabulated below), due to alternative outcomes being sought to the approved Building Height Plan (Drawing Number: dwg no. UD-02, rev A) and Setback Plan (Drawing Number UD-04, rev A). The approved plans pursuant to the Preliminary Approval are included within **Section 4.3.4** of this Town Planning Assessment.

Table 6 - Category of Assessment (Preliminary Approval)			
	Application Triggers	**Category of Assessment**	**Assessment Benchmarks**
Condition 4	'4) Limitation of Use: **Precinct 2** The extent to which this Preliminary approval varies the effect of the Planning Scheme for Brisbane, where on land shown in Precinct 2 on approved Land Use Plan, dwg no. UD-01, rev A, received by Council 20 August 2020 and amended in red 2 October 2020, is limited to a Material change of use for the following land uses: - **Multiple dwelling;** - Food and drink outlet, not resulting in retail uses in the precinct exceeding 250m2 GFA - Office, not exceeding 12,000m2 GFA; - Shop, not resulting in retail uses in the precinct exceeding 250m2 GFA; - Parking station. Notwithstanding the contents of the Tables of assessment in the Planning scheme, development for the purpose of **Multiple dwelling**, Food and drink outlet, Office, Shop and Parking station pursuant to the Preliminary approval, where that development: - Is within **Precinct 2**; and - Is compliant with all Conditions of this Preliminary approval; and - Is a **maximum of 15 storeys in height in accordance with the approved Building Heights Plan, dwg no. UD-02, rev A, received by Council 20 August 2020 and amended in red 02 October 2020**; and **- Includes minimum setbacks in accordance with the approved Precinct 2 - Setback Plan, dwg no. UD-04, rev A, received by Council 20**	Impact Assessment[3]	Centre or mixed use code Prescribed secondary codes; and Overlay codes for Overlays identified in the Planning scheme as applying to the site. The Planning Scheme including the Strategic Framework (as a consequence of the proposed development being subject to Impact Assessment). Refer to **Table 7** below.

[3] The proposed development is subject to Impact Assessment, as a consequence of the proposed development being unable to comply with Condition 4 of the Preliminary Approval (having regard to the proposed setbacks and building height).

Table 6 - Category of Assessment (Preliminary Approval)			
	August 2020 and amended in red 2 October 2020. … *Note: The definitions and codes mentioned in this condition refer to the definitions and codes contained in the Brisbane City Plan 2014 as amended from time to time. Where there is a conflict between the codes and conditions of this Preliminary approval, the conditions will prevail.*'		

As the proposal is not compliant with the assessment triggers outlined by **Condition 4** of the Preliminary Approval, the category of development and assessment reverts to the City Plan. As such the category of assessment and relevant assessment benchmarks under the planning scheme are tabulated below (**Table 7**).

Table 7 - Category of Assessment (City Plan)			
Designation	**Application Triggers**	**Category of Assessment**	**Assessment Benchmarks**
Zone			
Character Residential Zone	**Any other use not listed in this table.** Any use listed in this table and not meeting the description listed in the "Categories of development and assessment" column. Any other undefined use.	Impact assessment	The planning scheme
Neighbourhood Plan			
Lutwyche Road Corridor Neighbourhood Plan	MCU, if assessable development where not listed elsewhere (where not in neighbourhood plan sub-precinct)	No change	Lutwyche Road corridor neighbourhood plan code
Overlays			
Airport Environs Overlay	MCU, **other than for a dwelling house**, **in the Obstacle Limitation Surfaces sub-categories and height restriction zone sub-categories, if assessable development in the zone or neighbourhood plan** MCU, **other than for a dwelling house, in the Procedures for Air Navigation Services–Aircraft Operational Surfaces (PANS–OPS) sub-categories, if assessable development in the zone or neighbourhood plan**	Code assessment	Airport environs overlay code—purpose, overall outcomes and outcomes in section A
Bicycle Network Overlay	MCU **other than for a dwelling house or home-based business, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan**	Code assessment	Bicycle network overlay code

Table 7 - Category of Assessment (City Plan)			
Community Purposes Network Overlay	MCU **other than for a dwelling house or home-based business, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan**	Code assessment	Community purposes network overlay code
Critical Infrastructure and Movement Network Overlay	-	-	Not applicable
Dwelling House Character Overlay	-	-	Not applicable
Flood Overlay	-	-	Not applicable – the subject site is identified within sub-category 5 and therefore the Flood Overlay Code is not an applicable assessment benchmark.
Industrial Amenity Overlay	MCU in the Industrial amenity investigation area sub-category, if involving an increase in the number of persons on site, where for: childcare centre; or detention facility; or dual occupancy; or educational establishment; or hospital; or hotel, to the extent the hotel provides accommodation for tourists or travellers; or **multiple dwelling; or** relocatable home park; or residential care facility; or resort complex; or retirement facility; or rooming accommodation; or rural workers' accommodation; or short-term accommodation; or tourist park	Code assessment	Industrial amenity overlay code—purpose, overall outcomes and outcomes in section A
Potential and Actual Acid Sulfate Soils Overlay	MCU involving filling or excavation if the natural ground level is less than 20m AHD, where the disturbance of land is equal to or less than 5m AHD, involving: a. filling equal to or greater than 500m3; or b. filling equal to or greater than 0.5m average depth; or c. excavation equal to or greater than 100m3	Code assessment	Potential and actual acid sulfate soils overlay code Filling and excavation code
Road Hierarchy Overlay	MCU, **other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor**	Code assessment	Road hierarchy overlay code—purpose, overall

Table 7 - Category of Assessment (City Plan)			
	area, if accepted development subject to compliance with identified requirements in the zone or neighbourhood plan		outcomes and outcomes in section A
Streetscape Hierarchy Overlay	MCU, **other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable in the zone or neighbourhood plan**	Code assessment	Streetscape hierarchy overlay code—purpose, overall outcomes and outcomes in sections A and B
Traditional Building Character Overlay	-	-	Not applicable
Transport Noise Corridor Overlay	MCU for a dual occupancy**, multiple dwelling**, residential care facility, retirement facility or rooming accommodation where accommodating 6 or more people, **involving a new premises or an existing premises with an increase in gross floor area if assessable development in the zone or neighbourhood plan**	Code assessment	Transport Noise Corridor Overlay Code

4.4.4 Preliminary Approval

The Preliminary Approval over the site (Reference: A005035465 / P&E No. 3333 / 20) provides several plans which provide the built form parameters which apply to each precinct within the 'Albion Exchange' Structure Plan. The Approved Plans which are relevant to the Subject Site are included below:

Albion Exchange Land Use Plan – DWG No: UD-01

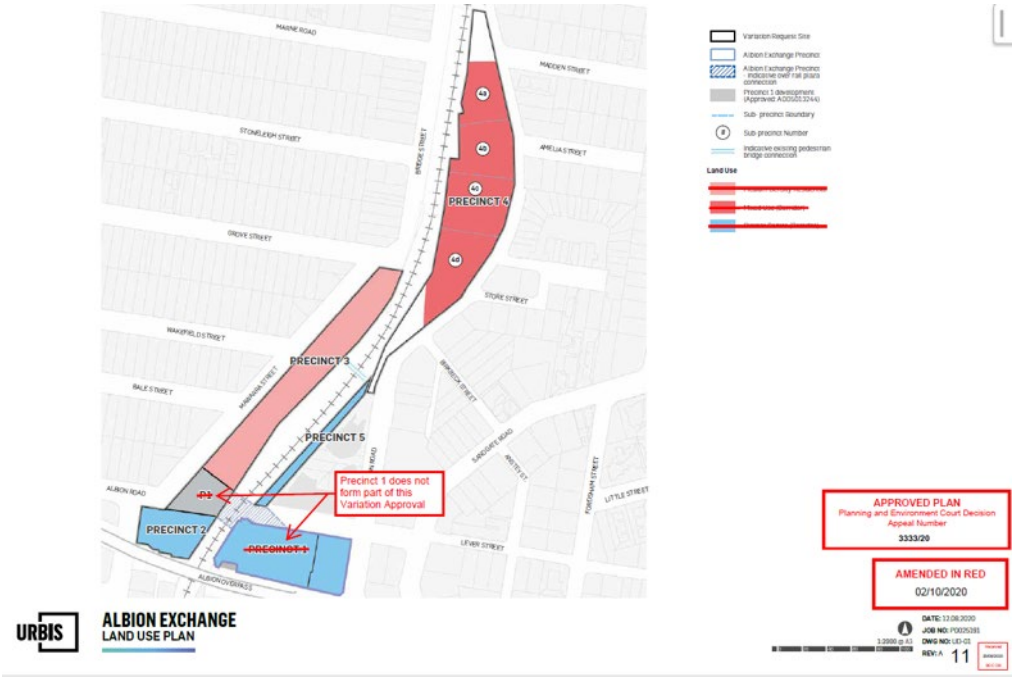

***Figure 30**: UD-01 Approved Land Use Plan (**Source**: Urbis, 2020)*

Pursuant to UD-01 the site is located within **Precinct 2**.

Albion Exchange Building Heights Plan – DWG No: UD-02

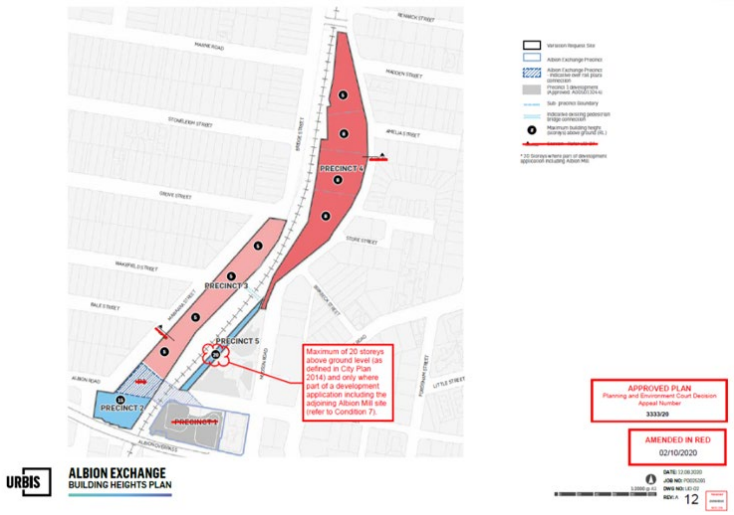

***Figure 31**: UD-02 Building Heights Plan (**Source**: Urbis, 2020)*

The site is subject to a maximum building height of 15 storeys pursuant to UD-02.

Albion Exchange Precinct 2 Setback Plan – DWG No: UD-04

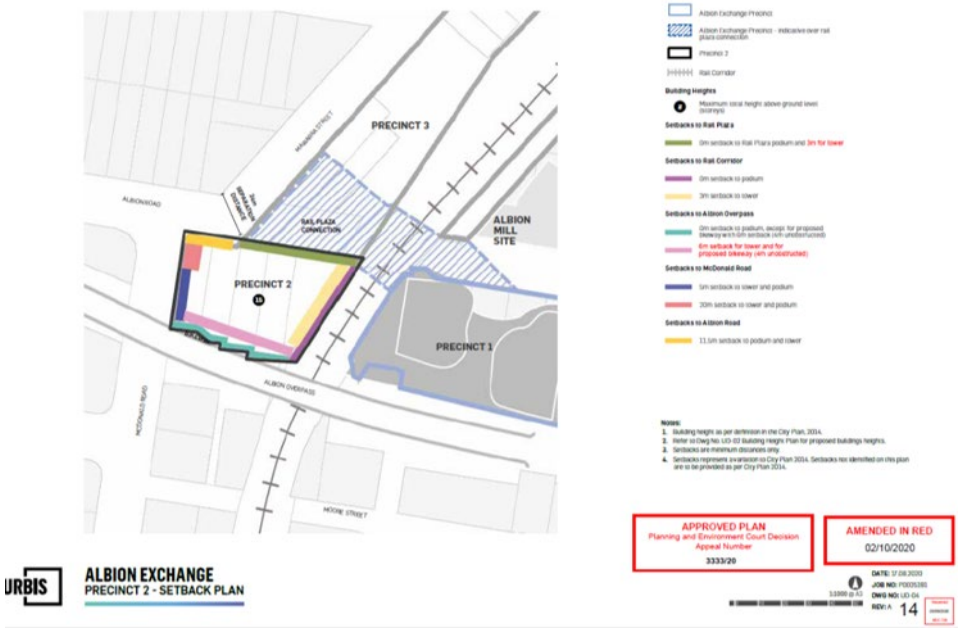

***Figure 32**: Precinct 2 Setback Plan (**Source:** Urbis, 2020)*

Albion Exchange Movement Network Plan – DWG No: UD-07

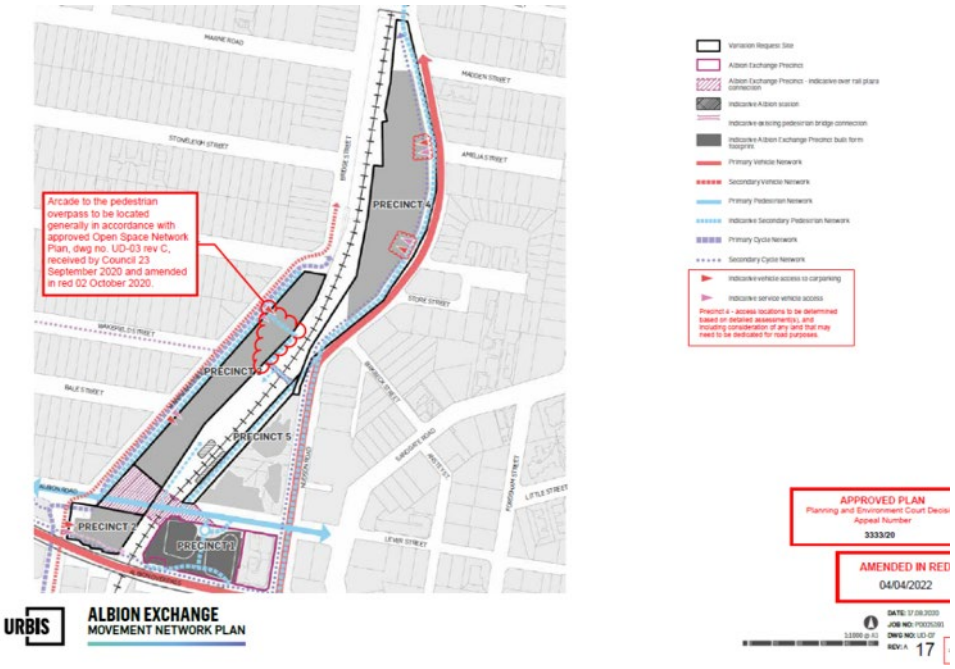

Figure 33: *UD-07 Movement Network Plan (**Source**: Urbis, 2020)*

4.4.5 Strategic Framework

The City Plan includes a Strategic Framework which sets the policy direction for the planning scheme. The Strategic Framework includes five themes, the most relevant of which are the "Brisbane's outstanding lifestyle" theme and "Brisbane's CityShape" theme.

The CityShape theme identifies a broad land use pattern for the city and the Outstanding Lifestyle theme provides a framework for managing growth and maintaining lifestyle, character and other assets. The subject site is identified as being within the Suburban Living Precinct and adjacent to the Brisbane North-east Rail transport corridor and Gympie Road and Northern Busway transport corridor, and Albion Growth Node.

In responding to the relevant aspects of the Strategic Framework, the Applicant notes the following.

- The subject land is located in proximity of a planned Growth Node and Selected Transport Corridor which provides opportunities for a range of more intense urban form, mix of land uses and activities tailored to the locality and catchment's community needs (**Figure 34** below).
- The intent set by the Strategic Framework of the Brisbane City Plan 2014 is that '…the most significant additional residential growth…' within the city is within Growth nodes as identified by SFM-003[4]. The proposal for a high density residential development within 200m of the train station and Growth Node therefore, aligns with the policy intent set by the Strategic Framework.
- The proposed development acknowledges the opportunity to leverage the Strategic Framework growth node by utilising its key features—such as access to services and infrastructure—within a high-growth residential area that is well-supported by nearby lifestyle and recreational amenities, including the Brisbane River, local parklands, and walkways/bicycle paths.

[4] s 3.2 Strategic Intent – Brisbane City Plan 2014 (Version 37.00/2026)

- The proposed development contributes to the diversity in type and form of housing within Albion, incorporating a variety of unit sizes and price points to offer choice to different household types and preferences [Specific Outcome SO2, Element 2.2 of Theme 2];
- The proposed development facilitates the dwelling needs of Brisbane's growing population and is appropriately matched to existing and planned infrastructure, including within the Albion Growth Node and the Brisbane North-east Rail transport corridor and Gympie Road and Northern Busway transport corridor [Specific Outcome SO1, Element 2.2 of Theme 2, Specific Outcome SO15, Element 2.1 of Theme 2 and Specific Outcome 1, Element 5.8 of Theme 5];
- The proposed development's location within close proximity to public transport networks will encourage a walkable neighbourhood and reduce vehicle-based trips. Specifically, the subject site is within 80 metres walking distance to the Albion Train Station and a bikeway (connected to the North Brisbane Bikeway), which will provide alternative transport methods including active and public transport within the locality and provide improved connectivity through Albion and directly to Brisbane's Central Business District [Theme 5, Element 5.8 – Land Use Strategy 2.1];
- The development provides a diverse range of housing forms to meet the needs of a growing population and catering for all stages of their lives [Specific Outcome SO2, Element 2.2 of Theme 2];
- The proposal provides sufficient on-site car parking to protect the traffic functions and streetscape of the road network, and encourages public and active transport usage [Specific Outcome SO5, Element 4.1 of Theme 4];
- Deep planting and deep soil landscaping has been incorporated as a feature of the ground level outcome [Theme 2, Element 2.1 – Land Use Strategy 9.1]; and
- The proposed development is carefully designed to contribute to the sense of place and protect local attributes, values and features [Theme 2, Element 2.1 – Land Use Strategy 5.2].

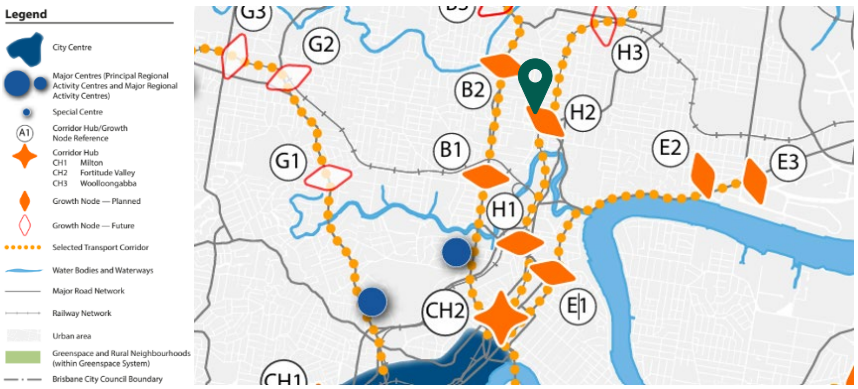

Figure 34: *Extract of SFM-003 Brisbane Selected Transport Corridors and Growth Nodes Strategic Framework Map (site approximate location outlined in* ***green****) (****Source****: Brisbane City Plan 2014, 2026)*

4.4.6 Zone

The City Plan identifies the site within the Character Residential (Character) Zone.

The development form and overall outcomes of the Character Residential (Character) Zone include:

> *"4(d) Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.*
>
> *7(f) Development supports a subtropical character by ensuring that:*
>
> *i. the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate;*

ii. residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces."

Notwithstanding the site's identification within the Character Residential Zone, the Court (pursuant to Appeal No: 3333 of 2020) determined that the Character residential zone (and the adjoining Low density residential zone) was not applicable to Precinct 2 because the zoning had been "overtaken by events" and was no longer a valid designation ([51] and [52][5]).

The Court's reasoning is based on several factors, which notably includes the loss of Character Housing (vacant land), unsuitability of land due to heavy infrastructure (having regard to the site's interface to the railway corridor and Albion Overpass), conflict with the Strategic Framework which identifies the land as a Planned Growth Node on a Selected Transport Corridor) and the material shift in forward planning and amendment to the Lutwyche Road Corridor Neighbourhood Plan in 2020.

4.4.7 Neighbourhood Plan

The site is identified within the Lutwyche Road Corridor Neighbourhood Plan.

The overall outcomes for the Lutwyche Road Corridor Neighbourhood Plan include:

"(3)(d) Intensive mixed use and residential development is focused on and takes advantage of high-quality public transport facilities that serve the Lutwyche Road Corridor neighbourhood plan area, with a concentration of employment opportunities and medium to high density residential areas within easy walking distance of public transport nodes.

(k) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development."

A detailed response to the Lutwyche Road Corridor Neighbourhood Plan Code is included within **Appendix A** of this Assessment.

4.4.8 Overlays

The City Plan includes a number of overlays which provides additional information in relation to State and local interests. This site is subject to the following overlay designations.

Table 8 – Site Overlays

Overlay	Sub-category
Airport Environs Overlay	• OLS – horizontal limitation surface boundary • Procedures for air navigation surfaces (PANS) • BBS zone – Distance from airport 3-8km
Bicycle Network Overlay	• Primary Cycle Route – Albion Road • Primary Cycle Route – Albion Overpass
Community Purposes Network Overlay	-
Critical Infrastructure and Movement Network Overlay	• Critical Infrastructure and Movement Planning Area Sub-category
Dwelling House Character Overlay	-

[5] *Cox v Brisbane City Council & Anor* [2022] QPEC 10 [51]-[52].

Table 8 – Site Overlays	
Overlay	**Sub-category**
Industrial Amenity Overlay	• Industrial Amenity Investigation Area Sub-category
Flood Overlay	• Creek/waterway Flood Planning Area 5 sub-category
Potential and Actual Acid Sulfate Soils Overlay	• Potential and Actual Acid Sulfate Soils sub-category • Land above 5m AHD and below 20m AHD sub-category
Road Hierarchy Overlay	• Neighbourhood Road – Albion Road • Neighbourhood Road – McDonald Road • Suburban Road – Albion Overpass
Streetscape Hierarchy Overlay	• Neighbourhood Street Major – Albion Road • Neighbourhood Street Minor – McDonald Road
Traditional Building Character Overlay	• Neighbourhood character sub-category
Transport Noise Corridor Overlay (rail)	• Designated State Noise corridor - rail network: Category 3: 80 dB(A) - 85 dB(A) • Designated State Noise corridor - rail network: Category 4: Noise Level > 85 dB(A)

4.4.9 Applicable Codes and Planning Scheme Policies

The following sections comprise a summary of compliance against the assessment of the applicable codes that apply to the proposed development.

Table 9 – Applicable Codes and Planning Scheme Policies	
Overlay	**Sub-category**
Preliminary Approval – Approval Plans	
Albion Exchange Land Use Plan – DWG No: UD-01	**Applicable** – Refer to response in **Section** and **Section 5.1** of the Town Planning Section **4.4.9.1**.Assessment.
Albion Exchange Building Heights Plan – DWG No: UD-02	**Applicable** – Refer to response in **Section 4.4.9.2** and **Section 5.1** of the Town Planning Assessment.
Albion Exchange Precinct 2 Setback Plan – DWG No: UD-04	**Applicable** – Refer to response in **Section.4.4.9.3** of the Town Planning Assessment.
Albion Exchange Movement Network Plan – DWG No: UD-07	**Applicable** – Refer to response in **Section 4.4.9.4** of the Town Planning Assessment.
Primary Codes	
Multiple Dwelling Code	**Applicable** – Refer to response in **Appendix A**.
Centre and Mixed Use Code	**Applicable** – Refer to response in **Appendix A**.
Zone Code	
Character Zone Code	**Not Applicable** – The Zone code is not an applicable assessment benchmark pursuant to the Preliminary Approval. Notwithstanding an assessment is provided within **Section 4.4.9.6** of the Town Planning Assessment for completeness.

Table 9 – Applicable Codes and Planning Scheme Policies	
Overlay	**Sub-category**
Neighbourhood Plan	
Lutwyche Road Corridor Neighbourhood Plan Code	**Applicable** – Refer to response in **Appendix A**.
Secondary Codes	
Filling and Excavation Code	**Applicable** – Refer to the Engineering Assessment prepared by Inertia included in **Appendix F**.
Infrastructure Design Code	**Applicable** – Refer to the Engineering Assessment prepared by Inertia included in **Appendix F**.
Landscape Work Code	**Applicable** – Refer to the Landscape Concept Plans provided by Ivy May Landscape Architecture within **Appendix D**.
Outdoor Lighting Code	**Applicable** – Refer to response in **Appendix A**.
Stormwater Code	**Applicable** – Refer to the Engineering Assessment prepared by Inertia included in **Appendix F**.
Transport, Access, Parking and Servicing Code	**Applicable** – Refer to the Traffic and Transport Assessment within **Appendix E** for a detailed response to the Transport, Access, Parking and Servicing Code.
Overlay Codes	
Airport Environs Overlay	**Applicable** – Refer to response in **Appendix A**.
Bicycle Network Overlay	**Applicable** – Refer to response in **Appendix A**.
Community Purposes Network Overlay	**Applicable** – Refer to response in **Appendix A**.
Critical Infrastructure and Movement Network Overlay	**Not Applicable**
Dwelling House Character Overlay	**Not Applicable**
Industrial Amenity Overlay	**Applicable** – Refer to response in **Appendix A**.
Flood Overlay	**Not Applicable**
Potential and Actual Acid Sulfate Soils Overlay	**Applicable** – Refer to the Engineering Assessment prepared by Inertia included in **Appendix F**.
Road Hierarchy Overlay	**Applicable** – Refer to response in **Appendix A**.
Streetscape Hierarchy Overlay	**Applicable** – Refer to response in **Appendix A**.
Traditional Building Character Overlay	**Applicable** – Refer to response in **Section 4.4.9.21** of the Town Planning Assessment.
Transport Noise Corridor Overlay	**Applicable** – Refer to the Acoustic Assessment prepared by Colliers included within **Appendix H.**

The development's compliance with the applicable provisions, as identified in the table above, are discussed within the subsequent sections below.

4.4.9.1 Albion Exchange Land Use Plan – DWG No.: UD-01

The proposed development complies with the land use intent specified by the Land Use Plan and further detailed by Condition 4 of the Preliminary Approval. The site is identified within Precinct 2 (**Figure 30**) where the anticipated land uses include:

- Multiple dwelling;
- Food and drink outlet, not resulting in retail uses in the precinct exceeding 250m^2 GFA
- Office, not exceeding 12,000m^2 GFA;
- Shop, not resulting in retail uses in the precinct exceeding 250m^2 GFA;
- Parking station.

Therefore, the proposed Multiple Dwelling achieves the land use intent as specified by DWG No: UD-01 and Condition 4.

4.4.9.2 Albion Exchange Building Heights Plan – DWG No.: UD-02

The proposed development seeks an alternative outcome in relation the maximum building height pursuant to DWG No: UD-02.

Pursuant to the approved Building Height Plan, the site is subject to a maximum building height of 15 storeys, however the proposal achieves an alternative outcome of 16 storeys (15 storeys plus a communal recreation rooftop level, which is defined as a technical storey). Due to the proposed alternative outcome, the proposal is subject to an impact assessment against the entire planning scheme (to the extent relevant). As such, for ease of assessment please refer to **Section 5.1** of this Town Planning Assessment for the full assessment of the proposed building height outcome.

4.4.9.3 Albion Exchange Precinct 2 Setback Plan – DWG No.: UD-04

The proposed development proposes an alternative outcome (in parts) in relation the setbacks pursuant to DWG No: UD-04. Pursuant to the setback plan the site is subject to the following setback requirements (**Figure 35**):

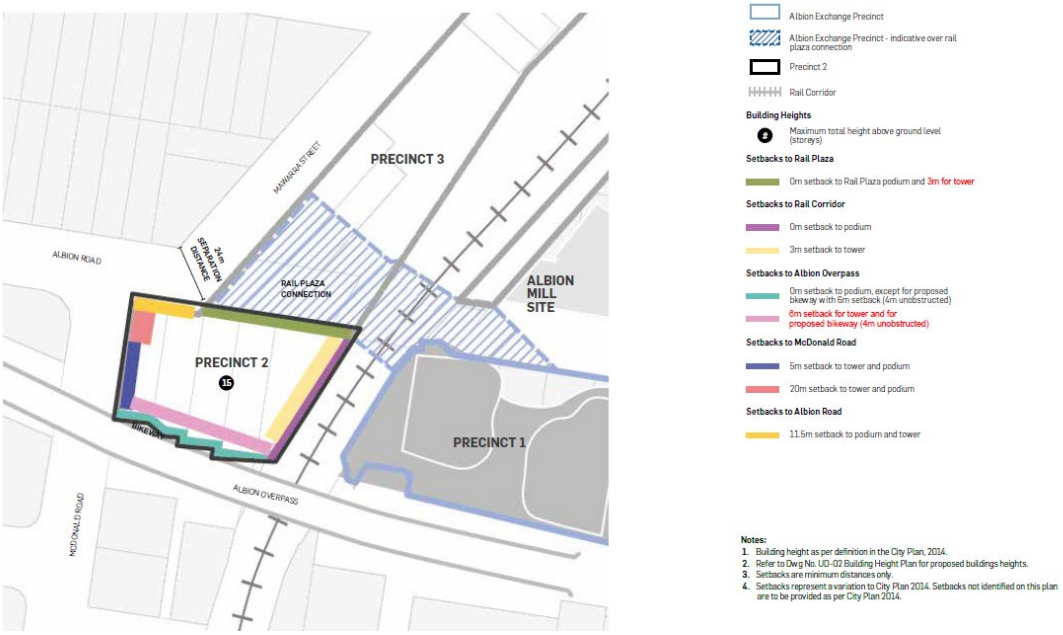

***Figure 35**: Precinct 2 Setback Plan (**Source:** Urbis, 2020)*

Due to the proposed alternative outcome, the proposal is subject to an impact assessment against the entire planning scheme (to the extent relevant). As such, for ease of assessment please refer to **Section 5.1** of this Town Planning Assessment for the full assessment of the proposed setback outcome.

4.4.9.4 Albion Exchange Movement Network Plan – DWG No.: UD-07

The proposal achieves the outcomes sought by the approved movement network plan for the following reasons:

- The proposed access is via McDonald Road;
- The primary cycle network is maintained and supported; and
- The primary pedestrian and vehicular networks are maintained and supported by the proposal.

Refer to the Traffic Assessment prepared by PTT for further information (**Appendix E**).

4.4.9.5 Lutwyche Road Corridor Neighbourhood Plan Code

The proposed development complies with the applicable Overall Outcomes and Acceptable Outcomes of the Lutwyche Road Corridor Neighbourhood Plan Code. The proposed development therefore achieves compliance with the applicable Performance Outcomes and subsequently the purpose of the code.

A full response to the Lutwyche Road Corridor Neighbourhood Plan Code is in **Appendix A**.

4.4.9.6 Character Residential Zone Code

The Character Residential Zone Code is not an assessment benchmark as identified by the Preliminary Approval. Notwithstanding, as the application is subject to impact assessment procedures, an assessment against the Zone code is required in this instance.

While a multiple dwelling of the scale proposed is not typically anticipated within the Character Residential Zone, the existence of the Preliminary Approval demonstrates that reality has outpaced planning designations within the Albion area, particularly around the Albion Exchange precinct. Relevantly, and as detailed within **Section 4.4.6** of the Town Planning Assessment, the Court (pursuant to Appeal No: 3333 of 2020) determined that the Character residential zone (and the adjoining Low density residential zone) was not applicable to Precinct 2 because the zoning had been "overtaken by events" and was no longer a valid designation ([51] and [52][6]).

Therefore, the misalignment between the proposal and typical development outcome for the Character Residential Zone has been anticipated by Council. The impact assessable nature of the proposal is not due to the proposed land use outcome (being a multiple dwelling) but due to minor variations with the proposed built form (relating to setbacks and building height). The proposal responds to the intent of the Preliminary Approval, Strategic Framework and Neighbourhood Plan, noting the intent and provisions of the Character Residential Zone Code are no longer relevant to the site.

4.4.9.7 Multiple Dwelling Code

The proposed development complies with most of the applicable Acceptable Outcomes in the Multiple Dwelling Code. The key alternative outcomes sought by the proposal are in relation to the following provisions:

- **AO4.1** – (Building Height)

[6] *Cox v Brisbane City Council & Anor* [2022] QPEC 10 [51]-[52].

- **AO6, AO7.1, AO7.2 and AO11.2** – (Setbacks)
- **AO9.4** – (Design of podium/lower levels);
- **AO28.1 and AO28.2** – (Location of deep planting and landscaping); and
- **AO36** – (Transit Oriented Development).

Alternative outcomes are also sought in relation to **AO3, AO5** and **AO8**, however these responses have been provided within the Multiple Dwelling Code Assessment provided within **Appendix A**.

Building Height

Building height for the site is regulated by the Preliminary Approval as outlined in **Section 4.3.4**, however, as the proposal is seeking an alternative outcome for building height, an assessment against the Multiple Dwelling Code and corresponding performance outcome (**PO4**) is required. A detailed response to the performance criteria is provided in **Section 5.1** of this Town Planning Assessment.

Setbacks

The building setbacks are pursuant to the provisions under the Preliminary Approval, noting the proposal seeks an alternative outcome (in parts). Therefore, an assessment against the corresponding performance criteria (**PO6**, **PO7** and **PO11**) of the Multiple Dwelling Code is required. A detailed response to the performance criteria is provided in **Section 5.1** of this Town Planning Assessment.

Design of Podium

Acceptable Outcome 9.4 (**AO9.4**) seeks for the first 3 storeys of a building to provide balconies and outdoor spaces oriented towards the street, clear pedestrian entrances, finer scale architectural details and natural light access for habitable rooms. The development does not provide apartments on the lower levels of the built form, as a consequence of the proposed podium outcome.

The proposed podium car parking outcome has been informed by the site's specific location and characteristics. Relevantly, the site is subject to the Flood Overlay and the site is identified as being affected by the likelihood of flooding according to Brisbane City Council's Flood Awareness Map. As a consequence, a significant portion of the proposed development's car parking is provided via podium car parking. Further, the constraints on the site imposed by the adjacent Albion Overpass, railway line and bikeways (including within the site) limit the prospects for achievable basements.

The intent of the corresponding performance outcome (**PO9**) is to ensure that development is of an appropriate scale, supports amenity for residents and adjoining properties, provides variation in materials and provides usable open space. The proposed alternative outcome achieves the intent of **PO9** for the following reasons:

- Pursuant to AO9.4 (b) the proposal provides a clearly expressed pedestrian entrance on the ground floor:
    - The proposal promotes the pedestrian connection from the built form to the streetscape and active transport network through clear opportunities for casual surveillance;
    - Slab projections are provided over the pedestrian entrances to create a human scaled façade and ensure shade is created along the frontage of the built form; and
    - The contrasting materials utilised within the lower levels of the built form (including in the pedestrian entrance) create visual interest and soften the scale of the built form by promoting a human scaled podium element.
- Pursuant to AO9.4 (c) the proposal utilises a variety of textures, material and colours in the lower levels which provides contrast to the tower form. Additionally, slab projections and overhangs

provided along the primary frontage create a distinct podium form which complements the tower, while achieving a visually distinct outcome. The proposed materials used through the podium creates articulation in the frontages and ensures the building provides a clear human oriented scale, rather than one continuous bulky or dominating form (**Figure 36**). The orientation of units to all street frontages, above ground level also contributes positively to streetscape engagement and casual surveillance.



Figure 36: *Extract of perspective demonstrating the podium and pedestrian entrance outcome (**Source:** Prax Studios, 2026)*

- The proposed car parking (accommodated within the ground and podium levels) is concealed from view through the provision of visually interesting materiality / screening and a landscaped façade. Podium planting is provided along the northern, eastern and western facades (accommodating a 400mm depth). A larger deep planting area (accommodating a depth of 1,200mm) is provided on the eastern and southern sides of the top level of the podium, which is intended to support screening tree species in addition to cascading plants.
- The proposed development balances the height and footprint of the building, providing modulation and variation in the façade's horizontal and vertical profiles. The proposal includes the provision of balconies, recesses, varying materials and textures throughout the height and length of the built form creating an articulated outcome to each frontage;
    - The built form provides a clear step back from the primary frontage, providing a split in the built form along the primary frontage;
    - Along the southern façade, the built form responds to the Albion Overpass and provides several recesses within the form to provide a consistent setback to the infrastructure asset; and
    - Balconies and recesses are provided throughout the height of the built form.
- Variation in materials and textures is evident between the podium, tower and rooftop ensuring the built form is softened and creates a human scaled outcome.
- The self-contained nature of the site ensures that residents of the proposal will have consistent access to natural lighting and ventilation as no adjoining properties will be developed due to location of train line and Albion Overpass. Accordingly (and given the sites interfaces), the proposed development does not impact amenity to adjoining properties.
- Slab projections are featured throughout the podium and tower ensuring shadows are created throughout the ground level.

- The proposed development provides opportunities for usable and functional open space on ground level through the provision of a street foyer outcome. A street-oriented foyer, incorporating a communal seating area, is positioned along the Albion Road frontage to strengthen the interface between the public realm and the built form. The design also promotes passive surveillance, with extensive floor-to-ceiling glazing at ground level enabling clear sightlines between the foyer, bicycle pathway, and surrounding streetscape, thereby enhancing the safety and activation of the public domain.

Having regard to the above, the proposed development complies with the corresponding performance outcome (**PO9**).

Location of Deep Planting and Landscaping

AO28.1 and **AO28.2** seek deep planting and landscaping buffers to be provided along the side and primary frontages of development. The proposal provides an alternative outcome in relation to the location of the landscaped areas and deep planting, however, achieves the intent of **PO28** for the following reasons:

- Due to the bicycle pathway provided within the northern corner of the site, a portion of deep planting and landscaping has been provided along this active transport network to ensure adequate shading is provided to cyclists and pedestrian users (**Figure 37**). As demonstrated within the Landscape Concept Plan (**Appendix D**), several garden beds and deep planting areas are provided at the pedestrian entrance(s) and along the remainder of the pedestrian pathway.



View from northeast



View from north

Figure 37: *Perspectives of proposal showing proposed planting scheme (**Source:** Prax Studios Pty Ltd, 2026)*

- As demonstrated within the Landscape Concept Plans (**Appendix D**), deep planting across the site achieves a minimum of 18.2% of the site area and provides several areas which are a minimum of 4m x 4m in dimension.

- The proposed planting along both Albion Road and McDonald Road provides a subtropical outcome to both streetscapes. The site is self-contained and currently vacant with minimal vegetation located along the Albion Road streetscape, offering limited shading offered to pedestrian or cyclists. Pursuant to the Landscape Concept Plan, the proposal provides subtropical shade trees which are cognisant of the typical planting outcomes in the Albion area. The proposed landscape outcome reduces the appearance of the building bulk and softens the built form, driveways and hardstand areas from the street (**Figure 38**).



Figure 38: *Existing Albion Road frontage, compared to proposed outcome (**Source:** Google Maps, 2026 and Prax Studios Pty Ltd, 2026)*

- Generous shading and passive cooling is achieved by the proposed planting outcome, providing a high quality subtropical streetscape outcome which positively contributes to the microclimate of the area.
- The ground level planting, deep planting provision and podium planters provide a soft transition between the built form and surrounding ground level public realm (including the bicycle network) (**Figure 39**).



Figure 39: *Perspectives of proposal along Albion Road frontage (**Source:** Prax Studios Pty Ltd, 2026)*

- The proposed planting provides a visual and textural transition between the surrounding streetscape through the podium and the tower form, noting the tower utilises lightweight materials in a colour palette which complements the shade trees and planting (**Figure 39**).

- Screening plants are utilised on the top of the podium to further soften the appearance of the built form from the northeast.
- The deep planting proposed on the southern boundary provides a landscape buffer between the built form, future residents and the existing Albion Overpass and associated informal car parking activities which take place underneath the overpass.
- The proposal provides effective urban heat island mitigation measures through the generous deep planting provisions on site (18.2%) in addition to the podium planting provided (total landscaping provision of 393.84m^2 and 21.3%).

Having regard to the above, the proposed development complies with the corresponding performance outcome (**PO28**).

Transit Oriented Development

AO36 seeks to establish ground level retail or commercial tenancies for sites, where located within 200m of a public pedestrian access point of a railway station. The proposal provides an active residential lobby and connection to the public realm and therefore provides an alternative outcome. The proposed alternative outcome satisfies the intent of **PO36** for the following reasons:

- The significant retain activity at Albion Station is encouraged to the east of the stations. The site is west of the station, which is intended to have a predominantly residential experience, as the TOD transitions towards the low-medium density residential outcomes to the west.
- The proposed development provides opportunities for an activated and functional open space outcome on ground level through the provision of a street foyer outcome. A street-oriented foyer, incorporating a communal seating area, is positioned along the Albion Road frontage to strengthen the interface between the public realm and the built form. The design also promotes passive surveillance, with extensive floor-to-ceiling glazing at ground level enabling clear sightlines between the foyer, bicycle pathway, and surrounding streetscape, thereby enhancing the safety and activation of the public domain.
- The residential lobby features a generous residential lounge area, where residents and visitors can congregate. This space directly overlooks the public realm along Albion Road and provides for casual surveillance of the street and invites pedestrian interaction between the built form and public realm.
- The ground level lobby creates a direct connection between the proposed multiple dwelling and adjoining pedestrian and cyclist network, noting the North Brisbane Bikeway is in the northern corner of the site. The direct connection provided by the proposal, facilitates high-quality access for residents to the nearby Albion Station or active transport network.
- The proposed floor to ceiling glazing provided to the residential lobby facilitates onlooking to the retail tenancies opposite the site (fronting Albion Road) and the active transport networks;
- The proposed planting outcome as demonstrated within the Landscape Concept Plans (**Appendix D**) creates shading, weather protection and an appropriate subtropical microclimate, without impeding sight lines or activation to the streetscape;
- The pedestrian-oriented building entrance provides a clear opening to the site and is supported by the two proposed pedestrian paths directly connecting to the broader active transport network (**Figure 40**).

Having regard to the above, the proposed development complies with the corresponding performance outcome (**PO36**).

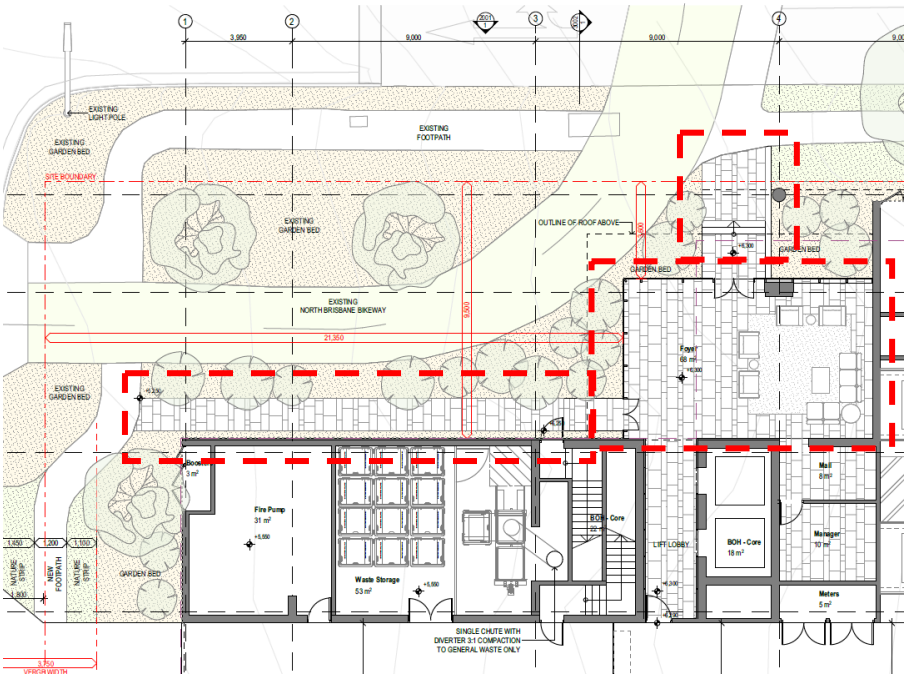

Figure 40: *Extract of Ground Floor general arrangements plan showing residential lobby and pedestrian access (**Source:** Prax Studios Pty Ltd, 2026)*

Having regard to the above discussion, the development complies with the Performance Outcome, Overall Outcomes and purpose of the Multiple Dwelling Code.

A full response to the Multiple Dwelling Code is included in **Appendix A**.

4.4.9.8 Centre or Mixed Use Code

The proposed development complies with most of the applicable Acceptable Outcomes in the Centre and Mixed Use Code. The key alternative outcomes sought by the proposal are in relation to the following provisions:

- **AO16** – (Active Frontages);
- **AO33.4** – (Podium Design);
- **AO41.1, AO41.3, AO41.4 and AO41.5** – (Car Parking Location and Design); and
- **AO58** – (Landscaping).

Alternative outcomes are also sought in relation to **AO37** and **AO40**, however these responses have been provided within the code response table for the Centre and Mixed Use code in **Appendix A**.

Active Frontages

AO16 of the Centre and Mixed Use Code seeks to provide an active frontage where a site is located within 200m walking distance of a dedicated public pedestrian access point of a railway or busway station. The site is within 80m of the Albion Train Station and complies with the intent of **PO16** for the same reasons outlined in relation to **PO36** of the **Multiple Dwelling Code** in relation to Transit Oriented Development. Please refer to **Section 4.4.9.7** above for full justification.

Podium Design

Acceptable Outcome 33.4 (**AO33.4**) seeks the lower 3 storeys of a building to provide operable elements within the façade, display windows and element of a finer scale. As stated in relation to the assessment against the Multiple Dwelling Code, the proposed development provides an activated

ground floor outcome in addition to a podium structure accommodated above, due to the relevant site characteristics and constraints for basement car parking to be feasibly accommodated.

The intent of the corresponding performance outcome (**PO33**) is to ensure that development is of an appropriate scale, supports amenity for residents and adjoining properties, provides variation in materials and provides usable open space.

The proposal achieves the intent of **PO33** for the same reasons provided in response to **PO9** of the Multiple Dwelling Code in **Section 4.4.9.7**. Please refer to **Section 4.4.9.7** for detailed justification with respect to the proposed podium outcome.

Car Parking Location / Design

AO41.1, AO41.3, AO41.4 and **AO41.5**, seeks to ensure car parking is provided in a visually appealing and safe manner and typically provided below ground or where above ground, is located to the side or rear of the site away from the primary street frontage. The intent of **PO41** seeks to ensure that development considers public spaces, streetscapes, location of dwelling houses and ensure development provides high-quality amenity and safety outcomes for residents. The proposal satisfies the intent of **PO41** for the following reasons:

- As detailed within the **PO9** of the Multiple Dwelling Code (**Section 4.4.9.8** above), podium car parking outcome has been informed by the site's specific location and characteristics. Relevantly, the site is subject to the Flood Overlay and the site is identified as being affected by the likelihood of flooding according to Brisbane City Council's Flood Awareness Map. As a consequence, a significant portion of the proposed development's car parking is provided via podium car parking. Further, the constraints on the site imposed by the adjacent Albion Overpass, railway line and bikeways (including within the site) limit the prospects for achievable basements.
- The proposed podium parking is completely concealed by textured battens which are lightweight in appearance and provide visual interest along the lower levels of the building.
- Cascading plant species are proposed along the podium planters to integrate the podium into the surrounding landscape design which is featured along the site frontages.
- The site is self-contained and therefore minimises the risk of creating amenity impacts as no residential land uses directly adjoin the site.
- Articulation is provided through varying textures in the podium form, particularly the use of vertical columns which draw the eye upwards towards the tower and provide beaks in the built form along the horizontal axis of the design (**Figure 41**).
- Slab projections located above the central pedestrian entrance creates a human scaled outcome and activates the ground level (**Figure 41**).

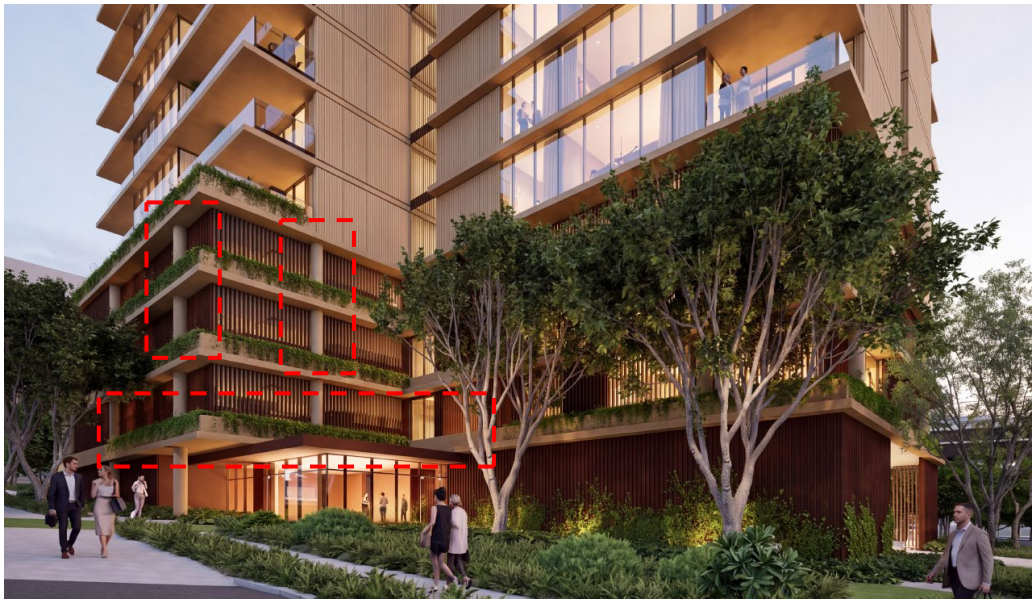

Figure 41: *Perspectives of proposal along Albion Road frontage with columns and slab projections outlined in red (**Source:** Prax Studios Pty Ltd, 2026)*

- Access is provided via McDonald Road in a convenient and safe location for all vehicles which will access the site (refer to the Traffic Assessment prepared by PTT for further details).
- Parking and vehicle manoeuvring is contained entirely within the bounds of the podium meaning these areas are not visible from nearby properties or public spaces.
- Strategically located shade trees provide screening to the podium when viewed from the opposite side of Albion Road, further softening the built form along this key frontage.

Having regard to the above, the proposed podium outcome achieves compliance against the corresponding performance criteria (**PO41**) of the Centre or Mixed Use Code.

Landscaping on frontage

AO58 seeks to provide a 2m wide landscape buffer where a frontage is not treated as an active frontage. **PO58** intends to ensure that development contributes to Brisbane's subtropical streetscapes, provides shading to pedestrian networks, does not impede active frontages where required and maintains views form the street to the built and frontage and promotes personal safety. The proposed alternative outcome satisfies **PO58** for the following reasons:

- As demonstrated within the Landscape Concept Plans (**Appendix D**), the proposed planting accommodates the existing North Brisbane Bikeway while achieving shading and subtropical outcomes for pedestrians.
- The proposed landscape outcome accommodated subtropical shade trees along the McDonald Road and Albion Road frontages.
- The proposed landscaping does not impede on the function or activation provided by the lobby space along Albion Road, which provides pedestrian interaction with the streetscape and public realm.
- The proposal maintains the ability for casual surveillance from the top of the podium to Albion Road and the streetscape along the key frontages.

Having regard to the above discussion, the development complies with the Performance Outcome, overall outcomes and purpose of the Centre or Mixed Use Code.

A full response to the Centre or Mixed Use Code is provided in **Appendix A**.

4.4.9.9 Filling and Excavation Code

A response to the Filling and Excavation Code has been prepared by Inertia and is included in **Appendix F** to this report. The development achieves compliance with all applicable Performance Outcomes and Acceptable Outcomes and subsequently the purpose of the Code.

4.4.9.10 Infrastructure Design Code

A response to the Infrastructure Design Code has been prepared by Inertia and is included in **Appendix F** to this report. The development achieves compliance with all applicable Performance Outcomes and Acceptable Outcomes and subsequently the purpose of the Code.

4.4.9.11 Landscape Work Code

A response to the Landscape Work Code has been prepared by Ivy May Landscape Architecture and is included in **Appendix D** to this report. The development achieves compliance with all applicable Performance Outcomes and Acceptable Outcomes and subsequently the purpose of the Code.

4.4.9.12 Outdoor Lighting Code

The proposed development complies with the applicable Acceptable Outcomes of the Outdoor Lighting Code. The proposed development therefore achieves compliance with the applicable Performance Outcomes and subsequently the purpose of the code.

A detailed assessment of the Outdoor Lighting Code is provided in **Appendix A**.

4.4.9.13 Stormwater Code

A response to the Stormwater Code has been prepared by Inertia and is included in **Appendix F** to this report. The development achieves compliance with all applicable Performance Outcomes and Acceptable Outcomes and subsequently the purpose of the Code.

4.4.9.14 Transport, Access, Parking and Servicing Code

A response to the Transport, Access, Parking and Servicing Code has been prepared by PTT and is included in **Appendix E** to this report. The development achieves compliance with all applicable Performance Outcomes and Acceptable Outcomes and subsequently the purpose of the Code.

4.4.9.15 Airport Environs Overlay Code

The proposed development complies with the applicable Acceptable Outcomes of the Airport Environs Overlay Code. The proposed development and therefore achieves compliance with the applicable Performance Outcomes and subsequently the purpose of the code.

A detailed assessment of the Airport Environs Overlay Code is provided in **Appendix A**.

4.4.9.16 Bicycle Network Overlay Code

The proposed development complies with the applicable Acceptable Outcomes of the Bicycle Network Overlay Code. The proposed development and therefore achieves compliance with the applicable Performance Outcomes and subsequently the purpose of the code.

A detailed assessment of the Bicycle Network Overlay Code is provided in **Appendix A**.

4.4.9.17 Community Purposes Network Overlay Code

The proposed development complies with the applicable Acceptable Outcomes of the Community Purposes Network Overlay Code. The proposed development and therefore achieves compliance with the applicable Performance Outcomes and subsequently the purpose of the code.

A detailed assessment of the Bicycle Network Overlay Code is provided in **Appendix A**.

4.4.9.18 Industrial Amenity Overlay Code

A response to the Industrial Amenity Overlay Code has been prepared and is provided in **Appendix A**. The proposal seeks an alternative outcome in relation to **AO1** due to the proximity of the General industry B zone to the site (identified approximately 197m south of the subject site). The proposal complies with the corresponding performance outcome (**PO1**) for the following reasons:

- The proposal is located on a site anticipated for high density residential development pursuant to the Preliminary Approval;
- Albion is currently undergoing a period of transition away from the industrial land uses which are located to the east and south of the site. The shift in land use character of the area is evident through the approval of the Preliminary Approval, other high rise residential developments in the area and the policy direction set by the strategic framework; and
- The proposal does not encroach upon land in the industry zone and is anticipated for the site and broader Albion area.

The proposed development therefore compliance with PO1 of the Industrial Amenity Overlay Code.

A detailed assessment of the Industrial Amenity Overlay Code is provided in **Appendix A**.

4.4.9.19 Road Hierarchy Overlay Code

The proposed development complies with the applicable Acceptable Outcomes of the Road Hierarchy Overlay Code. The proposed development and therefore achieves compliance with the applicable Performance Outcomes and subsequently the purpose of the code.

A detailed assessment of the Road Hierarchy Overlay Code is provided in **Appendix A**.

4.4.9.20 Streetscape Hierarchy Overlay Code

The proposed development complies with the majority of applicable Acceptable Outcomes of the Streetscape Hierarchy Overlay Code. The proposal seeks an alternative outcome in relation to **AO1** (for the Albion Road frontage).

The proposal provides a compliant verge outcome along McDonald Road, noting the proposed development accommodates a 1.9m verge dedication to McDonald Road to achieve the 3.75m verge width (pursuant to the Streetscape Hierarchy Overlay Code).

The proposed verge outcome to Albion Road complies with the intent of the performance outcome (**PO1**) for the following reasons:

- The proposal maintains the verge width along Albion Road as per the current arrangements (3.6m in width). The current arrangements provide a high quality pedestrian movement network which is accessible via the adjoining bicycle network;
- Generous deep planting and several large sub-tropical shade trees are provided along the Albion Road frontage and McDonald Road frontage providing a high level of pedestrian amenity and heavily landscaped streetscape outcome;
- The Albion Road frontage, particularly the eastern portion of the frontage currently fronts Albion Road, however, this portion of the road is currently undergoing road closure process for the creation of the future public plaza connecting the pedestrian footpath to Albion Train Station; and
- Given the upcoming works in relation to the public plaza, a traditional road fronting verge treatment is not necessary to achieve high quality pedestrian movement along the site. Therefore, maintaining the current verge arrangements in addition to the proposed landscaping outcome

provides and appropriate level of pedestrian amenity and facilitates movement along the site frontage.

The proposed development and therefore achieves compliance with the applicable Performance Outcomes and subsequently the purpose of the code.

A detailed assessment of the Streetscape Hierarchy Overlay Code is provided in **Appendix A**.

4.4.9.21 Traditional Building Character Overlay Code

The site is subject to the Traditional Building Character Overlay Code, however, for the most part the provisions of the code are not relevant to the proposal due to the provisions outlined by the Preliminary Approval. Notwithstanding, a full code assessment has been provided in **Appendix A**, for completeness.

As detailed within **Section 2.1.10** of the Town Planning Assessment, while the site is identified within the Traditional Building Character Overlay, the site is isolated from the other sites identified as being subject to Traditional Building Character. Furthermore, the judgement relating to the Preliminary Approval (pursuant to Appeal No. 3333 of 2020) confirms that the Traditional Building Character Overlay has limited relevance to the sites' current state ([53] and [74][7]) as:

- The dwellings which were protected by the overlay code no longer exist on site;
- The zoning has been overtaken by events;
- The designation is unsound given the site context; and
- The zone *'…anticipates a form and intensity of development that does not sit comfortably with transit oriented development encouraged by the Strategic framework and neighbourhood planning…'.* [8]

Therefore, while the site is within the Traditional Building Character Overlay (and Character Residential Zone), these designations are not relevant to the assessment process or proposed development.

4.4.9.22 Transport Noise Corridor Overlay Code

A response to the Transport Noise Corridor Overlay Code has been prepared by Colliers and is included within the Acoustic Assessment included within **Appendix E**. The development achieves compliance with all applicable Performance Outcomes and Acceptable Outcomes and subsequently the purpose of the Code.

4.4.9.23 Potential and Actual Acid Sulfate Soils Overlay Code

A response to the Potential and Actual Acid Sulfate Soils Overlay Code has been prepared by Inertia and is included in **Appendix F** to this report. The development achieves compliance with all applicable Performance Outcomes and Acceptable Outcomes and subsequently the purpose of the Code.

[7] *Cox v Brisbane City Council & Anor* [2022] QPEC 10 [53]-[56], [73]-[74].
[8] *Cox v Brisbane City Council & Anor* [2022] QPEC 10 [53],[74].

4.4.10 Infrastructure Charges Matters

Based on Council's Adopted Infrastructure Charges Resolution (No. 15) 2026 the following demand units for the Local Government Adopted charges are identified as applying to the development.

Table 10 – Estimated Infrastructure Charges (Brisbane City Council)				
Use	**Demand Unit**	**Local Government Adopted Charge**	**Number of units**	**Demand (estimate)**
Multiple Dwelling	One or two bedroom unit	$13,423.83	55 x apartments	$738,310.65
	Three or more bedroom unit	$18,793.33	22 x apartments	$413,453.26
Total Estimated Credit (4 x Residential Lots)				$18,793.33 (per Lot) ($18,793.33 x 4) **$75,173.32**
Total estimated infrastructure charge				$1,151,763.91 (minus credit - $75,173.32) **= $1,076,590.59**

5. Key Planning Matters

As demonstrated in Section 4 of this Town Planning Assessment, the proposed development at 56-60 Albion Road, Albion achieves compliance with the relevant planning framework, in particular the Planning Act, relevant parts of the State planning framework, and the Brisbane City Plan 2014.

In respect of the compliance with the City Plan, the development complies with the relevant acceptable outcomes of the applicable codes in most instances. There are some occasions where the development proposes alternatives for the acceptable outcomes, and on each occasion those alternatives satisfy the corresponding performance outcomes and/or overall outcomes. There are also other relevant matters that shall be considered in the assessment of the development application.

This Chapter provides an explanation of key planning matters for the proposed development, being the occasions where an alternative to an acceptable outcome is proposed, together with the overarching planning and design approach which incorporates other relevant matters. The key planning matters are expressed to assist in Council and the community's understanding of the project.

5.1 Built Form

The primary built form parameters are established by the Preliminary Approval and associated approved plans. The proposal seeks alternative outcomes in relation to Building Height and setbacks, noting both of these items have been previously discussed with Council via a pre-lodgement meeting. The application is subject to impact assessment due to the proposed alternative outcomes and therefore requires assessment against all relevant portions of the City Plan.

As outlined above the following sections provide a full assessment of the proposal in relation to building height and setbacks.

5.1.1 Building Height

The Preliminary Approval seeks an acceptable outcome for building height of 15 storeys (pursuant to drawing number UD-02 Building Heights Plan).

The proposed building height outcome seeks a sixteen (16) storey outcome, and therefore the application proposes an alternative outcome for building height (i.e. by 1 additional technical storey). The proposed development accommodates a 15-storey outcome, plus a communal recreation rooftop space, which constitutes a technical storey as a consequence of the site's inability to apply for the Rooftop Garden incentive (consequential to the site's outdated Character Zoning designation).

The proposed building height of 16 storeys is generally in keeping with the existing, emerging and anticipated building height outcomes for the immediate area, and is cognisant of the planning driver for increased residential densities that are appropriately located within key locations.

The alternative outcome sought by the proposal complies with **OO 3(d), 3(j)** and **3(k)** of the Lutwyche Road Corridor Neighbourhood Plan and **PO4** of the Multiple Dwelling Code.

The corresponding Performance Outcome of the Multiple Dwelling Code is reproduced below.

> ***PO4***
>
> *Development is of a building height, scale and form that improves the amenity and achieves the intended outcomes of the zone of neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:*
>
> *a. Consistent with the anticipated density and assumed infrastructure demand;*
>
> *b. Aligned to the community expectations about the number of storeys to be built, having regard to the intent for the zone precinct and the predominant height of approved buildings in the street;*

c. *Proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development;*

d. *Designed to avoid a signi-cant and undue adverse amenity impact to adjoining development;*

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

f. *Considerate of street conditions, the topography of the area and site slope;*

g. *Designed to maintain signi-cant view points and corridors;*

h. *Designed and orientated to retain solar access to key public spaces and adjoining buildings.*

The following discussion is provided in respect of the proposed building height, including its response to the site's context, together with its consistency with the planning intent for the site as expressed by the Preliminary Approval and City Plan.

- The proposed height above the Preliminary Approval benchmarks is marginal (1 storey) and only relates to the rooftop recreation area.
- The site's context and highly accessible location presents the opportunity to diversify the high density residential living product within Albion by providing homes that are suitable for workers, students, families or downsizers who are looking to enter or remain in Albion. The proposal promotes higher patronage on the public transport network and efficient land use planning as residents can easily access key areas of employment, services and amenities from the site and rail network.
- The proposal provides a scale, height and land use anticipated for the Albion Exchange area, noting the Preliminary Approval demonstrates that the existing planning policy for the area has been surpassed by community need and market demand for housing in proximity to high frequency public transport.
- The site represents an underutilised site in a key location that is capable of supporting greater density and urban consolidation outcomes, being an outcome that is encouraged by the City Plan (including the Strategic Framework as demonstrated within **Section 4.4.5**) and the Brisbane City Council's Policy Documents (**Section 4.3**). The proposed development responds to Brisbane City Council's Sustainable Growth Strategy, which encourages the urban consolidation and redevelopment of existing urban areas to support housing supply and the efficient use of physical and social infrastructure in well-located areas.
- The application and proposed development seek to further support the redevelopment of the site and make efficient use of the high-frequency transport infrastructure which benefits this inner – city suburb. The proposed development is responsive to the emerging context and is consistent with the land use intent sought under the Preliminary Approval (Variation Request).

Having regard to the Strategic Outcomes for the site, the current and emerging policies at both the State and local levels and contextual matters, the following discussion is provided regarding the proposed building height outcome.

- The addition of a technical storey (comprising the communal recreation area on the rooftop level) does not result in adverse impacts on the surrounding area (such as traffic, amenity or overshadowing) as demonstrated by the supporting technical documentation and shadow diagrams (**Figure 42**).

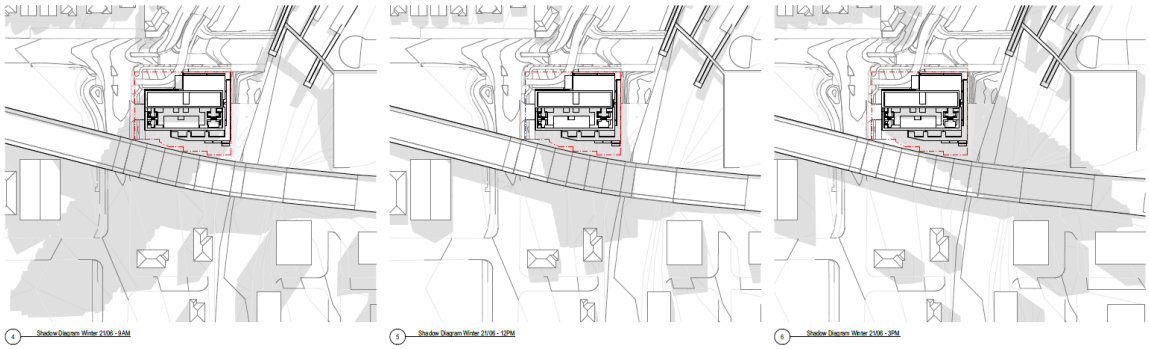

Figure 42: *Extract of Winter Solstice Shadow Diagrams (**Source:** Prax Studios, 2026)*

- The site is self-contained and does not prejudice the development of, or create adverse impacts on any adjoining properties (noting the site's interface to the Overpass and Railway Corridor). The building height therefore does not cause a significant and undue adverse amenity impact to adjoining development.
- No significant views are impacted by the proposed development and the proposed built form outcome ensures that any shadows created are fast moving (**Figure 42**). Having regard to the shadow diagrams included in the Architectural Package (refer **Appendix C**), the shadows cast by the development predominantly fall toward the south (Overpass) and east (Railway Corridor) during all solstices due to the orientation of the site.
- The planning scheme must be applied to its context. The established and intended built form outcome of Albion includes building heights up to 20 storeys (having regard to the building height intentions sought under the Preliminary Approval). The surrounding built form context, as demonstrated below (**Figure 43**), includes approved built form outcomes around Albion Train Station which range between 18 – 20 storeys. The proposed building height is therefore aligned with the community expectations regarding the number of storeys for development in Albion.



Figure 43: *Building height context map (**Source**: Landchecker, 2026)*

- With respect to infrastructure demand, the Civil Engineering Assessment prepared by Inertia (**Appendix F**) confirms that the site can be adequately serviced by the existing infrastructure network without the need for any upgrades to infrastructure. The Traffic Assessment, prepared by PTT Traffic and Transport Engineering (**Appendix E**), confirms that the projected traffic generation of the proposed development will not significantly impact the safety or operation of the surrounding road network.
- As detailed in **Section 2.2** of this Town Planning Report, the site has convenient access to a wide range of retail, commercial, entertainment and community services that are present along Albion Road and surrounds. The site is within walking distance of a wide range of public and active transport services, and land uses that would otherwise support future residential densities of the nature proposed.
- The scale of the development is commensurate with the size of the site, whilst responding to the site's context, shape, size, topography and setting. The site has utility to accommodate carparking, servicing, landscaping deep planting, private open space, communal open space and all other aspects necessary to support the operation of the development. In this context, the proposed development is proportionate to and commensurate with the site area and frontage width under the Multiple Dwelling Code.
- The development represents an architectural design outcome that has been modulated through variation in materiality, forms, landscaped elements and variation in the configuration of the balconies. The design strategy integrates strong structural rhythms of vertical and horizontal lines throughout the built form, achieved through varying setbacks, differentiated façade treatments, vertical breaks and living greenery elements (throughout the ground plane and podium form) to create a more refined and human scaled proportions.

For the reasons expressed above the proposed building height represents an appropriate contextual response and complies with Performance Outcome **PO4** of the Multiple Dwelling Code.

5.1.2 Setbacks

The Preliminary Approval seeks an acceptable outcome for setbacks pursuant to Albion Exchange Precinct 2 Setback Plan – DWG No: UD-04 (**Figure 44**).

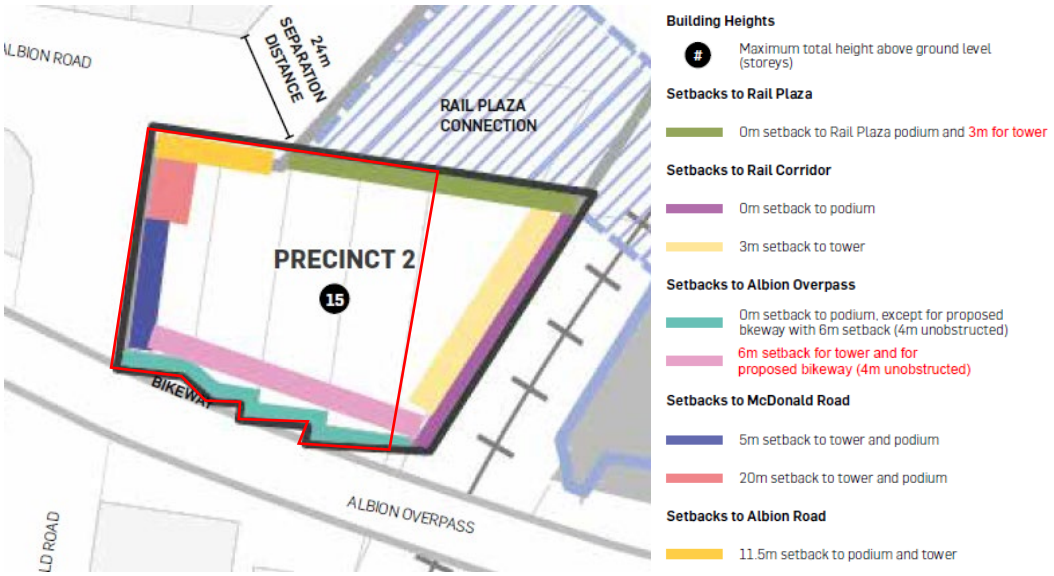

Figure 44: *Precinct 2 Setback Plan, site outlined in* ***red*** *(**Source**: Urbis, 2020)*

The proposal is largely compliant with the acceptable outcomes sought by the Preliminary Approval. The **compliant setbacks** are outlined below with reference made to the requirements as shown within the Structure Plan (**Figure 44**).

Albion Road Frontage:

- Eastern portion (shown in **green** above):
    - Podium setbacks range from 0m – 3.6m;

McDonald Road Frontage:

- Southern portion (shown in **purple** above):
    - Podium setback – 5m;
    - Tower setback – 5m;
- Northern portion (shown in **red** above):
    - Ground level setback – 21.35m
    - Podium setback – 24.05m;
    - Tower setback – 24.05m;

Southern Boundary (to Albion Overpass):

- Podium (shown in **pink** above) – 6m;
- Tower (shown in **teal** above) – 6m;

Structure Plan Interpretation Note (relating to Albion Overpass Setback): It was acknowledged in Council's Pre-Lodgement Meeting (dated 8 September 2025) for the proposed development that the intent is to measure the setback from the existing Albion Overpass extent (not the property boundary). As demonstrated within the Architectural Plans (**Appendix C**), the proposal allows for all aspects of the podium to be setback beyond the 4m unobstructed setback (shown in **pink** above), and all elements are setback beyond the 6m setback (shown in **teal** above). The 6m setback to the Albion Overpass is annotated on the Architectural Plans (dashed in red) for clarity.

Eastern boundary:

- Podium (shown in **purple** above) – built to boundary; and
- Tower (shown in **yellow** above) – 3m.

Having regard to the above, the proposed outcome provides a largely compliant setback pursuant to the Structure Plan, albeit an alternative outcome is proposed to Albion Road (in parts). The limited instances where **alternative outcomes for setbacks** are sought are identified below:

Albion Road frontage:

- Eastern portion (shown in **green** above):
    - Tower – proposed 2.2m (with the Structure Plan seeking a 3.0m setback to Tower);
- Western portion (shown in **orange** above):
    - Podium – proposed 9.5m (with the Structure Plan seeking an 11.5m setback to Podium); and
    - Tower – proposed 9.5m (with the Structure Plan seeking an 11.5m setback to Podium).

Therefore, the proposal seeks alternative outcomes for setbacks across the Albion Road frontage, primarily in relation to the northern corner where the North Brisbane bikeway is located and the eastern face of the tower form. These largely occur due to the Council's priority for the Albion overpass setbacks to be maintained, whilst acknowledging the site's depth and requirements for spatially accommodating a high rise building. As these alternative outcomes are sought, an assessment against the relevant provisions of the City Plan has been undertaken below.

The proposed setback outcomes achieve compliance against the relevant performance criteria (**PO6**, **PO7** and **PO11**) of the Multiple Dwelling Code, for the following reasons:

- The alternative setback outcome along Albion Road has been designed to appropriately accommodate the existing bikeway which is located within the northern corner of the site. Additionally, adequate building separation is achieved between the proposed tower and the properties on the opposite side of Albion Road.
- The setbacks provide a balanced approach between the setback requirements outlined by the Preliminary Approval and the physical constraints of the site, including the Albion Overpass and the existing bikeway.
- Having regard to the eastern portion to Albion Road, the proposed setback outcome does not impact upon potential amenity outcomes. The eastern portion faces the road reserve (Albion Road), which may be a public space in the future.
- With respect to the alternative outcome to the western portion, the proposed built form outcome maintains its 'carve out' section, albeit with an alternate setback, and which is intended to remain substantively outside of the line of the bikeway. As demonstrated within the Architectural Plans (**Appendix C**), the proposal does not impact upon or encroach within the existing bikeway. Refer to **Figure 45** below.



Figure 45: *Setbacks and 'Carve Out' maintained to north-western corner of Subject Site (**Source:** Prax Studios / Ivy May, 2026)*



Figure 46: *Perspective view from Albion Road (**Source:** Prax Studios, 2026)*

- The built form is articulated through the positioning of balconies and via the stepped back form from Albion Road to accommodate the bicycle network. The proposed design provides a break in the built form and reduces the visual impact of the building along Albion Road.
- The pedestrian oriented lobby which provides direct connection to the pedestrian network on Albion Road provides a clear delineation between public and private space through the proposed setbacks, landscaping and framing provided by the slab projections.
- The built form is oriented to address Albion Road and McDonald Road as the primary and secondary frontages of the site. Pedestrian entrances, walkways, landscaping and overlooking from balconies assist in defining the street edge on both frontages and establish the high-density environment Albion is transitioning towards (pursuant to the Preliminary Approval).
- The proposed setback outcome does not affect amenity outcomes or general bulk and scale. The proposed setbacks provide a visually interesting tower form that create narrow and fast moving shadows minimising any adverse impacts on nearby properties, including those on the opposite (northern) side of Albion Road.
- The site is self-contained meaning the proposed setbacks do not impact on adjoining properties or prejudice future development potential. Additionally, the isolated nature of the site ensures that all dwellings are provided with adequate sunlight and ventilation access.
- The proposed setbacks enable generous deep planting areas accounting for 18.2% of the total site area, with a generous landscaped buffer provided along the southern boundary adjacent to the Albion Overpass and tree planting is accommodated to the Albion Road and McDonald Road frontages.

Having regard to the above, the proposal achieves the intent of the key performance outcomes of the Multiple Dwelling Code and provides a high quality outcome for the Albion Road and McDonald Road frontages.

6. Other Relevant Matters

This town planning assessment has carried out an assessment of the proposed development against the relevant assessment benchmarks of the State planning categorising instruments and Local planning categorising instruments, and any matters prescribed by a regulation.

The proposed development complies with all relevant assessment benchmarks. Nevertheless, the following other relevant matters are identified to further contribute to and assist the Council's assessment.

- The redevelopment of the Subject Site has been enabled by the Preliminary Approval (Variation Request) which is applicable across the broader precinct of the Subject Site. The application and proposed development seek to further support the redevelopment of the site and make efficient use of the high-frequency transport infrastructure which benefits this inner – city suburb. The proposed development is responsive to the emerging context and is consistent with the land use intent sought under the Preliminary Approval (Variation Request).

- The proposal represents efficient infill residential development on a highly accessible inner-city site located approximately 80m from Albion Train Station. By increasing residential density adjacent to high-frequency public transport and active transport networks, the development supports greater public transport patronage, enhanced precinct activation, and urban revitalisation, consistent with the TOD principles and Strategic Framework intent of City Plan. The proposal also facilitates sustainable living outcomes by locating additional residents in close proximity to centres, employment areas, and key public and active transport infrastructure.

- The proposed development aligns with the Policy Intent set by the Strategic Framework, as demonstrated within **Section 4.4.5** of this Town Planning Assessment. Pursuant to the Strategic Framework, the site is identified as a Planned Growth Node on a Selected Transport Corridor. The Strategic Framework actively seeks to concentrate dwelling and employment growth directly around high-frequency transit nodes to maximise access and optimise public infrastructure.

- The planning scheme must be applied to its context. The established and intended built form outcome of Albion includes building heights up to 20 storeys (having regard to the building height intentions sought under the Preliminary Approval). The surrounding built form context, as demonstrated within **Section 2.2.3** includes approved built form outcomes which range between 18 – 20 storeys. The proposed building height is therefore aligned with the community expectations regarding the number of storeys for development in Albion.

- The proposal responds to Council's Policy Documents (notably including *Brisbane City Council's Inner City Strategy and Sustainable Growth Strategy*) as demonstrated within **Section 4.3** of this Town Planning Assessment. The proposal will provide housing opportunities to cater for population growth in a well-connected and serviced locality and provide for a residential, development that increases housing diversity in a well-connected locality.

- The development will ensure that recently increased density targets for residential development within the urban footprint designation of the Regional Plan (Shaping SEQ 2023) are achieved.

- The proposal complies with the South East Queensland Regional Plan. Shaping SEQ 2023 notably recognises the current housing supply issues faced in South East Queensland and identifies that a target of 210,800 additional homes are to be provided within the Brisbane Local Government Area from 2021 – 2046. The proposed development will contribute to the supply of housing within Brisbane.

- The proposal will deliver a high density residential outcome on a well-located and highly accessible site located in proximity to key public transport routes, activity centres, community uses

and educational facilities. Refer to the surrounding context and public and active transports within **Section 2.2** of the Town Planning Report for further detail.

7. Conclusions and Recommendations

This report accompanies an application by Albion TOD Pty Ltd and Core National Property Partners Pty Ltd, seeking a Development Permit for Material Change Multiple Dwelling over the site at 56-60 Albion Road, Albion.

An assessment has been undertaken with regard to the proposed development in order to assess the application against the applicable assessment benchmarks, including the relevant City Plan codes, used by Council to assess the proposed development.

The information provided in this report (and accompanying material) demonstrates that the proposed development complies with all relevant and applicable provisions of the statutory town planning framework.

We therefore recommend that Council favourably consider the proposed development and approve the proposed development application, subject to reasonable and relevant conditions.

Disclaimer

Mewing Planning Consultants prepared this report for the applicant stated in the report, for the purpose of the development application and not for any other purpose or use.

This report incorporates and relies upon information and assessment up to the date of preparation of this report and excludes any information arising, or event occurring, after that date which may affect the validity of the opinion of Mewing Planning Consultants stated in this report.

In preparing this report, Mewing Planning Consultants was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment. All information and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Mewing Planning Consultants at the date of this report, and upon which Mewing Planning Consultants relied.

Whilst Mewing Planning Consultants has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Mewing Planning Consultants is not liable for any errors or omissions, including in information provided by another person or company.