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3 July 2026

The Assessment Manager
Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Attention: Chris Dixon, Senior Urban Planner
Delivery via email: chris.m.dixon@brisbane.qld.gov.au

Dear Chris,

Response to Further Advice Request and Notice of Minor Changes in relation to Development Application at Toowong Central (Council Ref.: A006836692)

On behalf of *Toowong Central Investment Holding Pty Ltd* (**the Applicant**), please find below and attached a full response to the request for Further Advice issued on 8 May 2026, pursuant to Section 35.1 of the *Development Assessment Rules* (**DA Rules**), to assist with Brisbane City Council's (**Council**) assessment and decision of the development application at Toowong Central (Council Ref.: A006836692).

At the outset, the Applicant thanks Council for its assessment and consideration of the proposed development conducted to date. Since completing public notification and receiving the abovementioned Further Advice, the project team have undertaken further investigations and detailed design reviews.

As part of this correspondence, the Applicant has addressed all matters raised by Council in its request for further information. Where information has not been provided in the specific manner requested, the Applicant has provided a response detailing its reason, or where appropriate, an alternative outcome to that proposed.

This correspondence also constitutes written notice, pursuant to Section 52(1) of the *Planning Act 2016* (**Planning Act**), of proposed changes to the development application, as identified in the amended plans and supporting technical material. The proposed changes are made either in direct response to matters raised in Council's Further Advice Request and the concerns raised by the submissions received during public notification, or otherwise constitute a minor change. In accordance with Section 26.1(c) of the DA Rules, the assessment process does not stop where the assessment manager is satisfied that any change that is not a minor change is in direct response to matters raised in Council's Further Advice or a properly made submission. Accordingly, the Applicant respectfully requests that Council accept these changes and confirm that the assessment process continues in accordance with Part 5 of the DA Rules.

The following section of this correspondence provides an overview of the key design changes and assessment process to date to assist Council's and the general public's understanding of the proposed development.

A comprehensive response to the matters outlined within Council's Further Advice is subsequently provided in **Section 3**.

1 Overview of Project and Design Changes.

'Toowong Central' is a transformative, city-shaping project that will create a new destination for residents of the inner-western suburbs to live, work and play, establishing a **new heart for Toowong.**

The Applicant and its project team have elected to make changes to the project including its design, in direct response to Council's Further Advice request and feedback from the extensive community consultation undertaken to date.

The revised development proposal **retains the overarching vision and benefits** for the site and continues to unlock housing supply through the renewal of this key inner-city precinct and in doing so delivering significant community benefit.

A comprehensive response to the matters raised by Council in their Further Advice letter is provided in the subsequent sections of this correspondence.

VERSO. KHA hta COTTEEPARKER PWP URBIS

Key Project and Design Changes.

The proposed changes are structured around five key moves.

1.1 BUILDING HEIGHT & PLACEMENT

1.2 LAND USE MIX

1.3 PUBLIC REALM & ACTIVATION

1.4 HERITAGE

1.5 CAR PARKING & TRAFFIC

VERSO. KHA hta COTTEEPARKER PWP URBIS

VERSO.

1.1

Building Height.

Reduced overall height and redistribution of built form through an additional tower.

The revised proposal adopts a **staggered tower height strategy**, reducing **overall heights** to reduce visual bulk and create a more balanced skyline. Tower heights step from:

- **Tower 1 –** 39 storeys
- **Tower 2 –** 37 storeys
- **Tower 3 –** 33 storeys
- **Tower 4 –** 37 storeys

The **significant reduction in building height** is a direct response to feedback received from Council and the community.

Importantly, the development continues to deliver significant and meaningful contribution to housing supply and choice within Toowong, ahead of Brisbane 2032. Smaller towers are achieved by redistributing built form through an additional tower, maintaining much-needed housing supply in this highly desirable location.

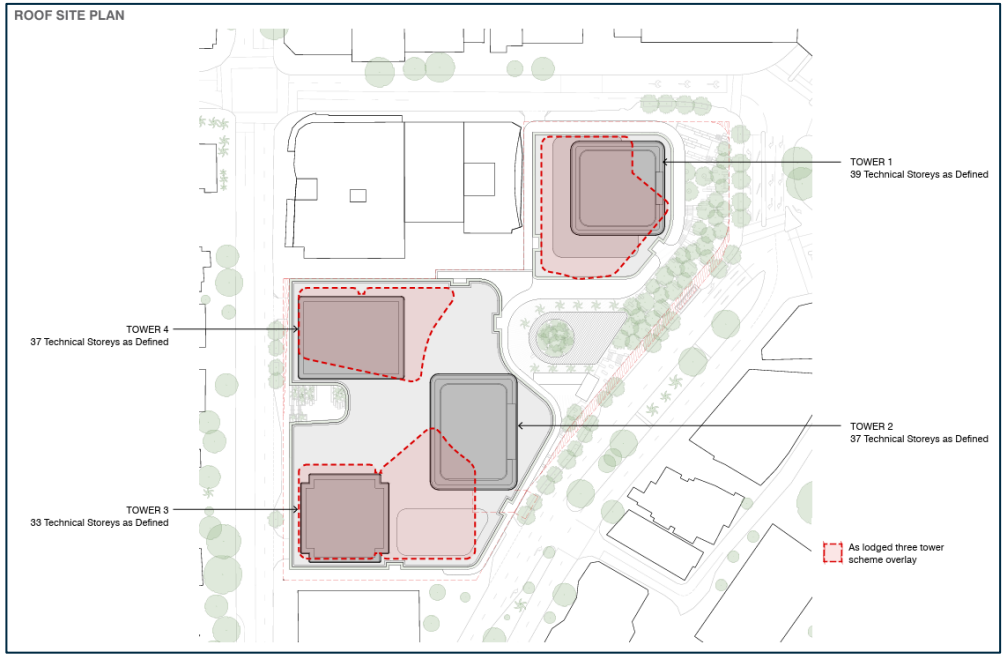
*Refer to **Section 3.1** of this correspondence for further detail.*

1.1

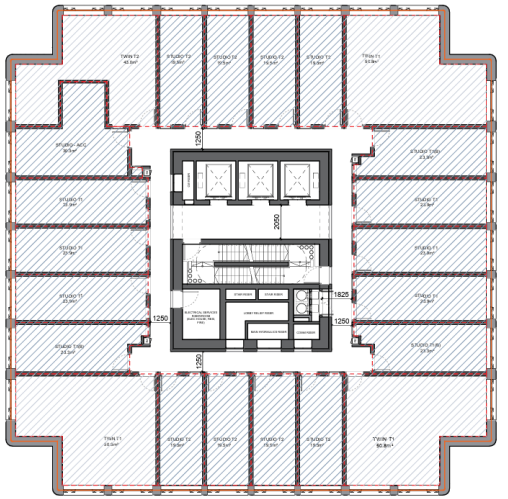
Placement.

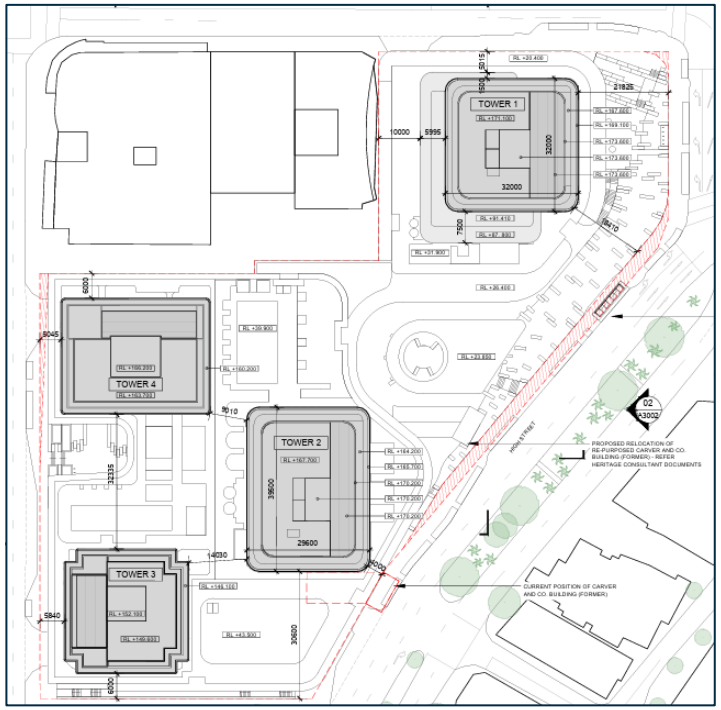
Amended setbacks.

- The revised design includes **minor adjustments** to setbacks from neighbouring properties, road boundaries and to the separation between towers within the site. These changes **improve building separation** and enhance and maintain the privacy and amenity of future residents and adjoining neighbours.
- Additional screening and façade treatments have also been introduced. These are designed to **reduce overlooking and maintain privacy**, particularly along the side boundaries of the site to adjoining properties.
- The revised tower placement continues to **maximise views** to Mt Coot-tha and the Brisbane River.

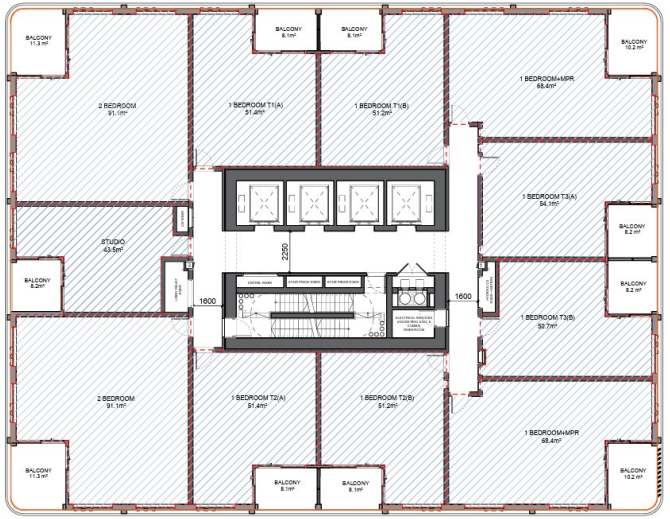


Typical Tower 3 Unit Layout





Typical Tower 4 Unit Layout



June 2026

Revised 4 tower concept

*Refer to **Section 3.3** of this correspondence for further detail.*

VERSO.

1.2

Land Use Mix.

New residential land use.

The proposal continues to deliver a **range of housing options that support diversity and affordability**. As part of this offering, purpose-built student accommodation is proposed within Tower 3, which is classified as Rooming Accommodation under the Brisbane City Plan 2014.

The revised development includes the following residential uses:

- Multiple Dwelling (including Build-to-Sell and Build-to-Rent)
- Retirement Facility (allowing flexible use of the apartments)
- Short-term Accommodation (allowing flexible use of the apartments)
- **Rooming Accommodation (new land use)**

June 2026

Revised 4 tower concept

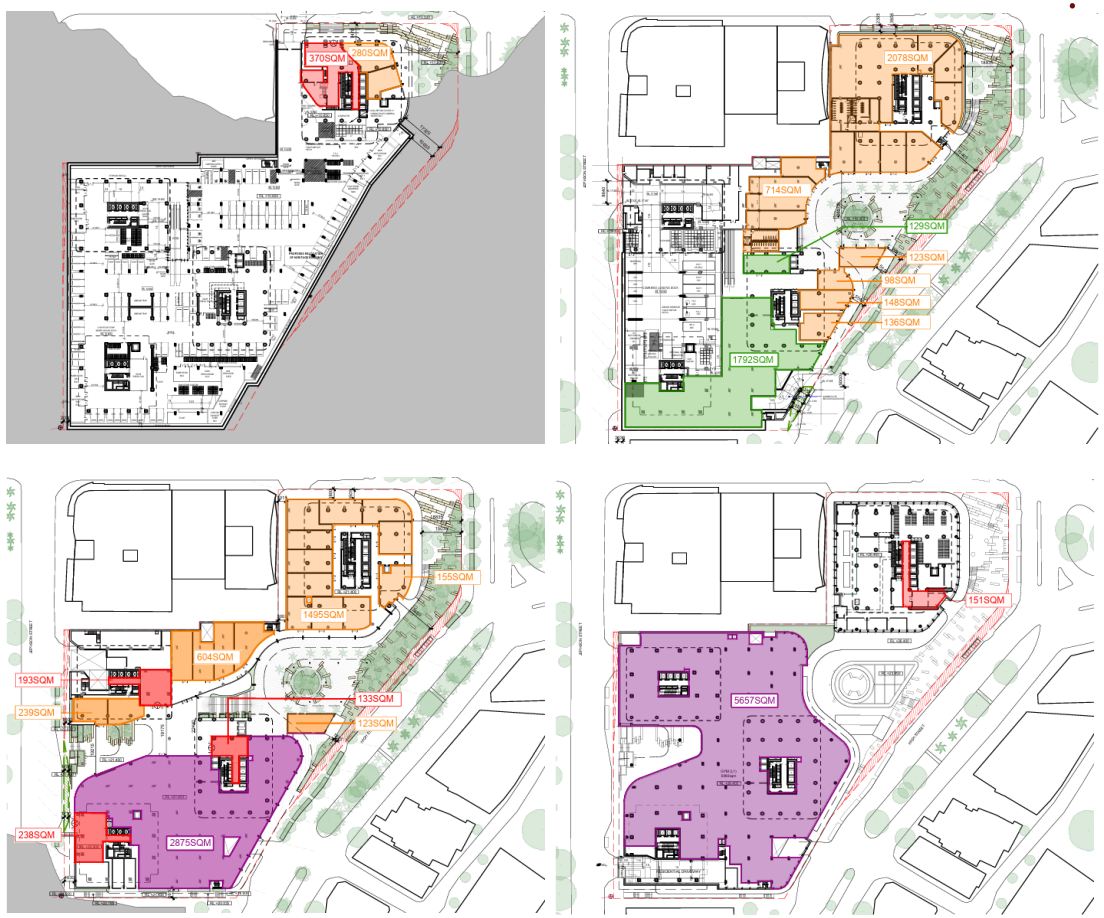
*Refer to **Section 4** of this correspondence for further detail.*

1.2

Land Use Mix.

June 2026

Revised 4 tower concept



GFA LEGEND

- RESIDENTIAL
- MIXED USE RETAIL / F&B
- SUPERMARKET
- GYM

Additional non-residential GFA.

Total 16,752 m²

39% increase from originally lodged design

The *Toowong-Auchenflower Neighbourhood Plan* anticipates highly active uses that contribute to a vibrant and safe streetscape.

In response to feedback from Council and the community, the Applicant has revised the podium design to incorporate **additional gross floor area** for the proposed centre activities.

Small-scale tenancies, including retail and food and drink outlets, are concentrated at Sherwood Road and the Central Plaza to High Street, promoting pedestrian interaction and attracting visitors to the site. The development also includes provisions for potential key anchor tenancies, including a supermarket and large-scale health and wellness club.

The revised design continues to be a **catalyst for change**, leading the next generation of working and living, enlivening Toowong and its broader precinct to further establish Brisbane's identity as a leading new world city.

*Refer to **Section 3.2** of this correspondence for further detail.*

1.3

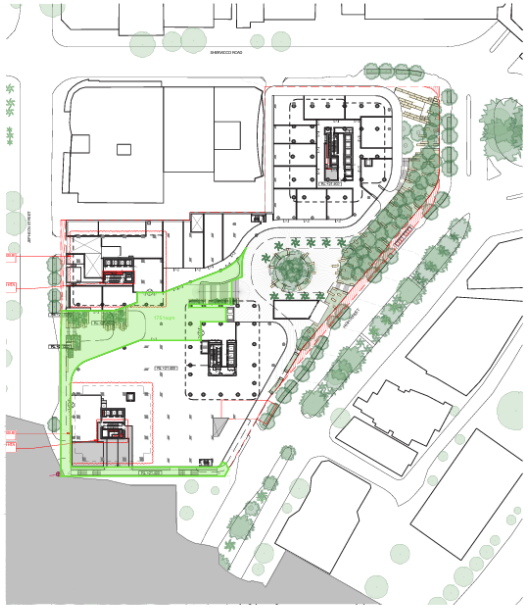
Activation.

June 2026

Revised 4 tower concept

LOWER GROUND SITE PLAN

GROUND SITE PLAN



UPPER GROUND SITE PLAN

Note – figures above are provided for information purposes only and do not reflect the final revised development scheme.

PUBLICLY ACCESSIBLE OPEN SPACE

Total 5,368m²

Equating to almost 38% of the site area

*Refer to **Section 3.2** of this correspondence for further detail.*

Maintaining a generous public realm contribution.

The revised development retains its significant public realm provision across **four interconnected spaces**, each with its own purpose and personality – ***Central Plaza, Sherwood Plaza, High Street Park and Jephson Terrace***. In combination, the publicly accessible open spaces provide significant connectivity through the site for pedestrians.

These spaces continue to provide the **heart of Toowong**, creating opportunities for **informal and formal recreation** for people of all ages and abilities and are bounded by active tenancies including retail and food and drink offerings.

Central Plaza continues to be a **flexible space**, which can be transformed from an informal open space during the day and into a vibrant night-market all in the same day.

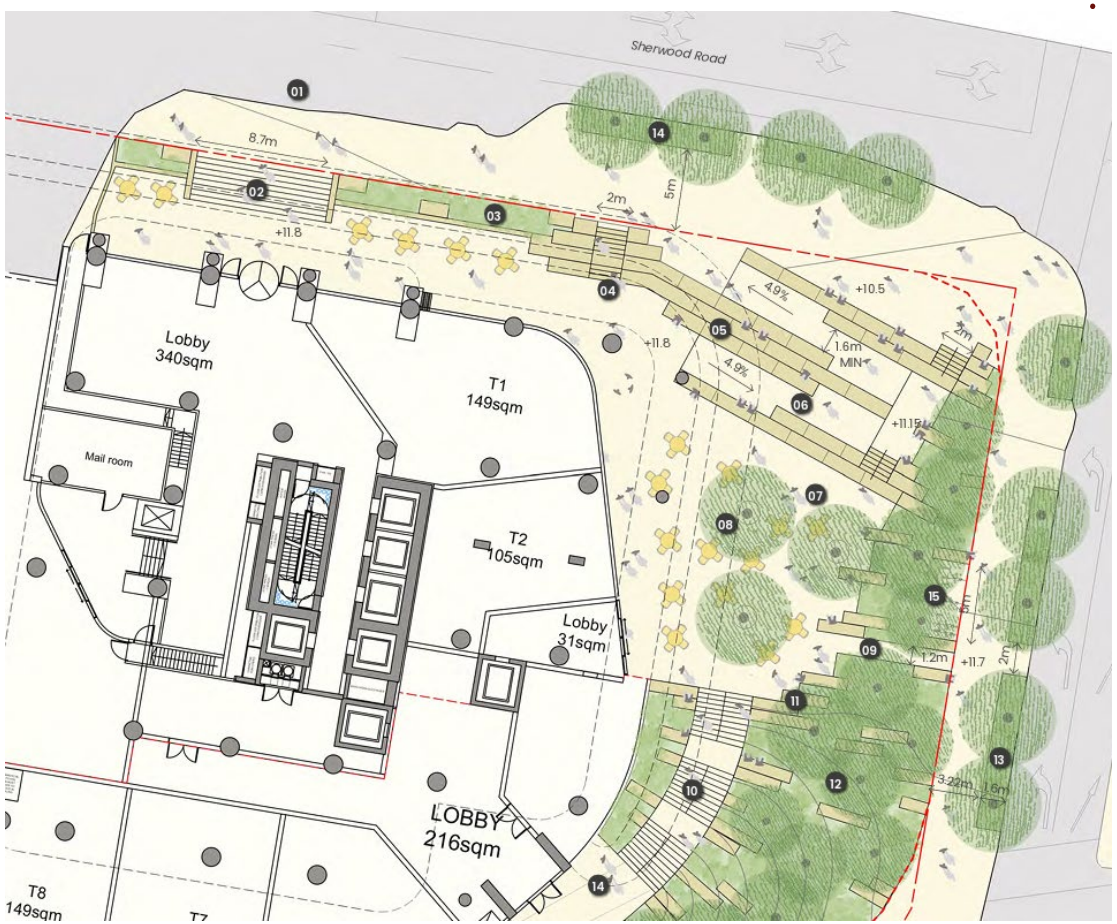
In response to Council's Further Advice, the podium levels have been reconfigured to ensure all street frontages have suitable **activation to levels above ground** through relocating and introducing tenancies for Centre Activities.

1.3

Public Realm.

June 2026

Revised 4 tower concept



Increased activation at Sherwood Road.

The revised proposal continues to deliver a network of **well connected publicly accessible open spaces**. Instead of concentrating open space into a single enlarged plaza, the proposal distributes activity and amenity across the site to maximise activation, safety and pedestrian comfort.

Recognising Sherwood Road as the primary route for pedestrians moving to and from Toowong Station, mid-scale retail and food and drink tenancies, as well as footpath dining, have been relocated to directly front Sherwood Plaza, ensuring **genuine activation and passive surveillance** aligned with peak movement patterns.

Sherwood Plaza forms part of the broader open space network, directly connecting to High Street Park and subsequently the Central Plaza provided on High Street. These **interconnected spaces** provide greater overall open space benefit, improved surveillance and stronger pedestrian permeability than an expanded standalone plaza.

*Refer to **Section 3.4** of this correspondence for further detail.*

1.4

Heritage.

Celebration of heritage.

The revised proposal celebrates the heritage listed *Carver and Co.* building relocating it centrally within the site, to allow the building to play an **active and integrated role** within the public realm.

The revised location celebrates the heritage character, achieving **better visibility**, **accessibility** and **public domain integration**.

The building is intended to be celebrated as the centrepiece and focal point of High Street Plaza, increasing the opportunities for public interaction. The proposed reconstruction and conservation works to be undertaken as part of the revised approach will **ensure the long-term viability and longevity** of the building.

*Refer to **Section 3.5** of this correspondence for further detail.*

1.5

Car parking.

Compliant parking supply.

In response to Council's Further Advice and community feedback, the Applicant and its project team have **reduced** the number of proposed car parking spaces.

The development now provides across the precinct a total of **1,424 car parking spaces, consistent with the required overall supply of car parking in accordance with Council's rates** outlined in the *Transport, Access, Parking and Servicing Planning Scheme Policy*. This change will **limit traffic generation** resulting from the proposed development and mitigate impacts on the surrounding traffic network. The amended development provides the following:

- **Residential –** 756 resident and 77 visitor spaces
- **Purpose built student accommodation –** 105 car spaces
- **Build-to-Rent –** 103 resident and 51 visitor spaces
- **Retail & commercial –** 332 car spaces

*Refer to **Section 3.7** of this correspondence for further detail.*

June 2026
Revised 4 tower concept

1.5

Traffic Improvements.

Delivering improvements for Toowong and beyond.

The revised development maintains the proposed road improvements to High Street, including the delivery of an **upgraded bus stop** and **land dedication for future road widening** to accommodate a **three-bay bus stop**. The proposed indentation creates **two-through lanes, alleviating traffic flow** on High Street by moving buses off the main thoroughfare lanes.

The proposal goes beyond simply mitigating its impacts on the external network by delivering enhancements that improve connectivity, accessibility and overall network performance. These improvements provide a lasting benefit to the wider community and **support the long-term function of the precinct**.

*Refer to **Section 3.11** of this correspondence for further detail.*

June 2026
Revised 4 tower concept

VERSO.

Community Benefits.

Importantly, the amended development continues to provide the following benefits to Toowong and the broader community.

Precinct renewal

Unlocking the heart of Toowong and delivering inner-city growth priorities

Housing supply

Contributing 1,561 residential units to Brisbane's housing supply

Housing diversity

Built-to-Sell, Built-to-Rent, Short-term Accommodation & Rooming Accommodation

Celebration of Heritage

Celebration of heritage in a centralised location within the precinct

Delivery focus

Immediate construction commencement in mid 2027

Public Realm

5,368m² of public open space and pedestrian connections

Infrastructure Upgrades

High Street upgrades including streetscape upgrades, widening and additional lane

Lifestyle Destination

Lively, activated mixed-use destination through vibrant public realm and proposed retail offerings

2 Process to Date

As outlined in the Town Planning Report, the Applicant adopted a collaborative design approach during the initial stages of concept development. This included a series of engagement activities with key stakeholders, including Council, the Independent Design Advisory Panel (**IDAP**) and members of the community. As Council elected not to issue an information request and advised the Applicant to proceed directly to public notification, the design of the proposed development, which was presented to the public, remained unchanged from lodgement (i.e. **as-lodged scheme**). Feedback from the prelodgement engagement activities ultimately informed the design of the scheme submitted as part of the original material.

The development application was publicly notified in accordance with Part 4 of the DA Rules between 14 November 2025 and 8 December 2025. This statutory notification period formed part of the broader engagement approach for the project outlined above.

Key themes raised in submission material included:

- A balanced sentiment regarding the proposed building height, with several opposing submissions indicating that they have no opposition to the proposed height, provided an appropriate community benefit is delivered;
- Recognition of potential impacts on amenity, privacy and overshadowing for surrounding residents as a result of the proposed building height;
- Desire for increased diversity in housing stock provision across the site; and
- Concerns with the anticipated impact of the proposal on the existing traffic and public transport network.

Having regard to the above, and in direct response to the various matters raised in Council's Further Advice Request dated 8 May 2026, the Applicant and its project team have undertaken a detailed review of the proposed design. A number of design changes have been made to address the various matters raised in Council's Further Advice and by the community in 'properly made' submissions – which is detailed herein as part of the Applicant's formal response overleaf.

3 Response to Further Advice

Each item from Council's request for Further Advice has been outlined below (*in italics*) along with the Applicant's respective response for each item.

This response is accompanied by and should be read in conjunction with the following supporting material:

- **Appendix A –** Revised DA Form 1;
- **Appendix B –** Revised Architectural Drawings, prepared by *Kerry Hill Architects (**KHA**), Hunt Thompson Associates (**HTA**)* and *Cottee Parker*;
- **Appendix C** - Statement of Landscape Design Intent, prepared by *Urbis, PWP Landscape Architecture and Hunt Thompson Associates (**HTA**);*
- **Appendix D** – Heritage Impact Assessment, prepared by *Urbis;*
- **Appendix E** – Heritage Relocation Concept Methodology, prepared by *ADG Engineers*;
- **Appendix F** – Construction Management Plan, prepared by *Verso;*
- **Appendix G** – Art Opportunity Report, prepared by *Experience Place;*
- **Appendix H** – Transport Engineering Report, prepared by *Colliers;*
- **Appendix I** – Engineering Services & Site Based Stormwater Management Report, prepared by *ADG Engineers;*
- **Appendix J** – Operational Waste Management Plan, prepared by *Colliers;*
- **Appendix K** – Noise Impact Assessment, prepared by *E-LAB;*
- **Appendix L** – MUSIC Model, prepared by *ADG Engineers;*
- **Appendix M** – Buildings that Breathe Framework, prepared by *Inhabit;*
- **Appendix N** – Sustainability Concept Design Report, prepared by *E-LAB;*
- **Appendix O** – External Reflected Glare Report, prepared by *Inhabit;*
- **Appendix P** – Façade Access Advice, prepared by *Inhabit;*
- **Appendix Q** – Pedestrian Wind Assessment, prepared by *RWDI*; and
- **Appendix R** – Biodiversity Management Plan, prepared by *Urbis*.

3.1 Building Height

Item 1

The building heights of the proposed towers are a departure from the heights anticipated for the site under the City Plan. Toowong centre does not form part of the inner city context and is therefore not intended to have similar densities, heights or built form as that found in inner city locations. The proposed heights are also expected to result in extended overshadowing.

a. *Provide a revised proposal with building heights that are aligned to the intent for the Toowong Centre and existing and approved development in the locality.*

Item 2

The proposed six storey podium height fronting Sherwood Road is in excess of the four storey height anticipated in AO1.5 of the Toowong—Auchenflower neighbourhood plan, and the podium height of approximately 26m above the street level appears imposing to the street and is not apparent that the podium height will result in a cohesive streetscape and contribute positively to the character and form of Sherwood Road.

a. *Amend the podium height relative to Sherwood Road to be more consistent with the intent of the neighbourhood plan.*

Response

Item 1

In response to **Item 1(a)** and feedback from the community and Council, the Applicant has reviewed the design and elected to reduce the overall building height. The revised scheme comprises a maximum of **39 technical storeys** (reduced from 58), representing an overall height reduction of **19 technical storeys**.

An opportunity has also been identified to redesign the rooftop level of each tower to provide additional communal open space in accordance with the rooftop garden design criteria under Schedule 1 of the *Brisbane City Plan 2014* (version 33) (**City Plan**)[1]. Notably, rooftop garden does not constitute as a storey under the City Plan.

As shown in **Figures 1** and **2**, a staggered tower height strategy is adopted to reduce visual bulk and create a more balanced skyline. Specifically, building heights step from:

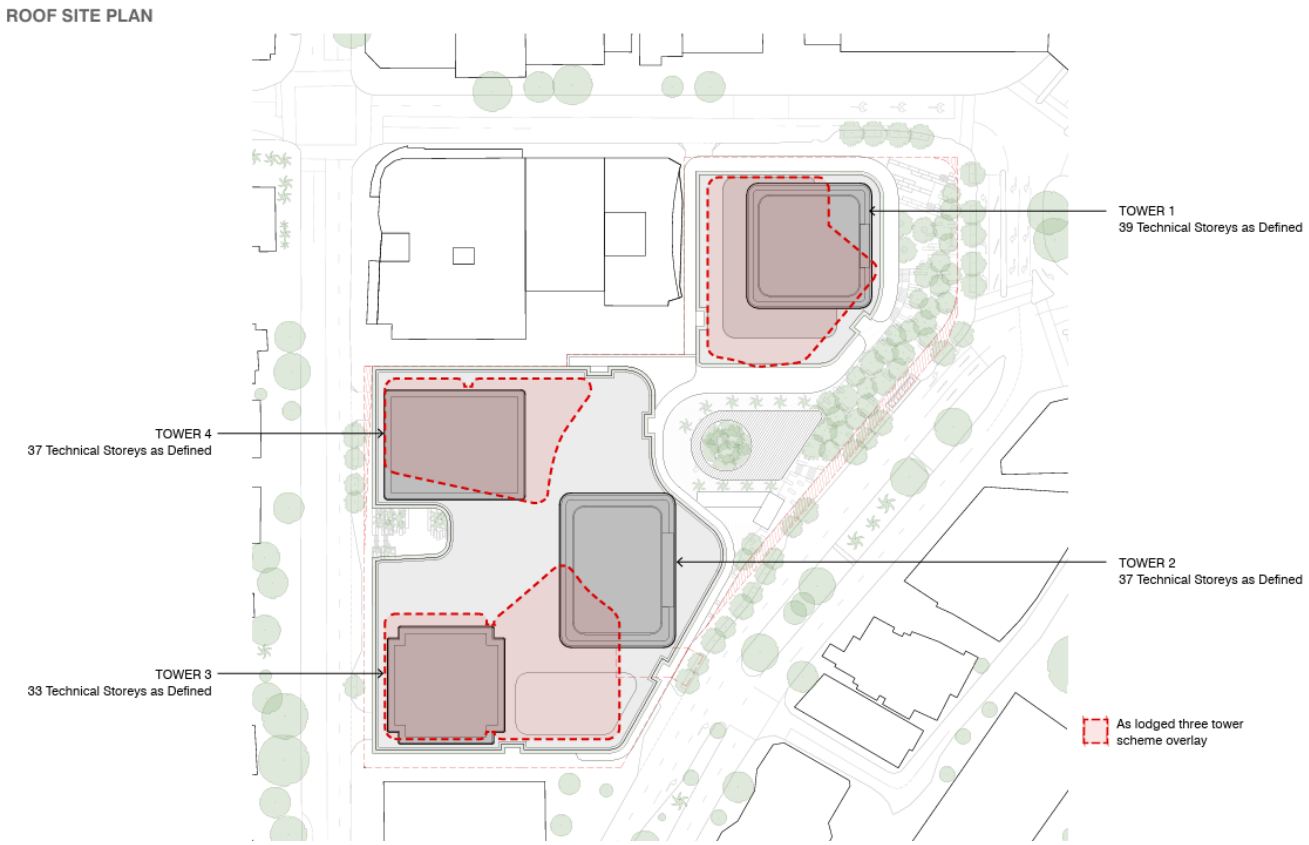
- **Tower 1 (corner of Sherwood Road and High Street):** 39 technical storeys;
- **Tower 2 (new tower at south of High Street):** 37 technical storeys;
- **Tower 3 (south of Jephson Street):** 33 technical storeys; and
- **Tower 4 (north of Jephson Street):** 37 technical storeys.

[1] Version 33 of the City Plan was the local planning instrument in effect at the time this development application was lodged.

Figure 1 *– Visual Render*

Source: Kerry Hill Architects

***Figure 2** – Roof Site Plan Comparison*



Source: Kerry Hill Architects

The proposed distribution of height has been carefully designed to reinforce the site's landmark significance and respond sensitively to the surrounding built form, with the greatest height concentrated at the corner of Sherwood and High Streets, gradually decreasing towards the southern end of Jephson Street.

This approach results in smaller towers in both height and scale, achieved by redistributing built form across an additional tower (i.e. Tower 2), while maintaining much-needed housing supply that can be feasibly delivered in this highly desirable location.

This outcome is consistent with current and emerging planning policy, which supports additional housing in taller buildings where development is well designed and appropriately integrated into its existing and emerging context within Toowong Central.

For further detail on the extent of changes to building height and general massing, please refer to **Appendix B – Revised Architectural**.

Although the revised development scheme exceeds the relevant acceptable outcomes in relation to building height for the site, it achieves the intended outcome for the Toowong Central precinct and contributes positively to the amenity of the neighbourhood plan area by delivering a cohesive and well-considered built

form and streetscape outcome. Further, it continues to align with recent approvals within the suburb (such as Kings Row), as outlined in the original development application material.

An assessment against the relevant provisions of the City Plan has been undertaken, which demonstrates that the revised scheme continues to comply with Performance Outcome **PO1** of the Toowong-Auchenflower neighbourhood plan code (reproduced below).

> ***PO1***
>
> *Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and:*
>
> *a. Is consistent with the anticipated density and assumed infrastructure demand;*
>
> *b. Is aligned to community expectations about the number of storeys to be built;*
>
> *c. Is proportionate to and commensurate with the utility of the site area and frontage width;*
>
> *d. Is designed to avoid a significant and undue adverse amenity impact on adjoining development;*
>
> *e. Is sited to enable existing and future buildings to be well separated from each other and to avoid effecting the development of an adjoining site;*
>
> *f. Retains the significant views of Mt Coot-tha or the Brisbane River."*

Given a comprehensive assessment against PO1 was undertaken as part of the original application material, the following summary focuses on additional matters arising from the revised proposal relevant to Council's assessment:

- In relation to **PO1(a)**, the revised scheme remains the same overall density and is consistent with the scale of growth envisaged for a well-serviced inner-city location, with no unreasonable burden on existing infrastructure networks.
- As per **PO1(b)**, the revised building height and form respond to community expectations through a moderated design outcome that reflects feedback from extensive consultation, while still enabling an appropriate level of urban consolidation consistent with the site's strategic role as a landmark site. The additional residential tower further responds to the community's expectations for the site to deliver a diverse range of housing choice (in terms of typologies and affordability), consistent with Council's strategic intent to accommodate growth in well-located inner city areas.
- The revised scheme, although introducing a fourth tower, is proportionate to the site's substantial area and frontage width, allowing for an articulated built form that distributes massing and avoids excessive bulk or visual dominance, in accordance with **PO1(c)**. The streetscape character and amenity will be ensured through the combination of Central Plaza, Sherwood Plaza, High Street Park and Jephson Terrace spaces being extensively landscaped at the ground level.
- The revised scheme continues to satisfy **PO1(d)** through a considered built form response that avoids significant or undue adverse amenity impacts on adjoining or surrounding development. The updated overshadowing assessment, prepared by *Kerry Hill Architects* (refer to **Figure 3**), confirms no

unacceptable shadow impacts across key periods, with improved outcomes achieved through strategic tower siting, increased separation and targeted privacy treatments, as follows:

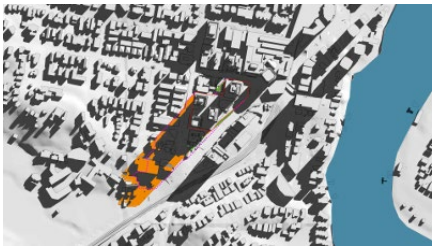
- **Tower 1**, the tallest of the four (4) towers, is situated at the High Street and Sherwood Road corner facing Toowong Village. Its primary elevation is oriented towards the Brisbane CBD to maximise opportunities for views and remains well separated from surrounding residential uses, given its position within the site;
- **Tower 2** is a newly introduced tower fronting High Street and oriented towards the Brisbane River (Maiwar) and the Brisbane CBD to maximise opportunities for views. It maintains a sufficient separation distance from the nearest residential uses located across High Street, given the current road reserve width of 30 metres and additional buffer of Patterson's Folly;
- **Tower 3**, which is the smallest of the four towers in terms of height, is positioned on Jephson Street. It comprises Purpose-Built Student Accommodation (**PBSA**) units and does not include the provision of traditional balconies. Potential overlooking impacts, particularly to the south and north-eastern aspects of the tower form are mitigated through provision of translucent privacy film to south-facing units, bedroom windows up to 1.5 metres above finished floor levels and clear glazing above to maintain daylight access and outlook. In addition, the Jephson Street road reserve provides a further 20 metres of separation, resulting in an overall separation distance of 25.84 metres. This provides an outcome in compliance with City Plan[2], without accounting for the setbacks of existing and future development which are expected to increase this separation even further; and
- **Tower 4** is positioned on Jephson Street, at the north-western corner of the site and comprises Built-to-Rent (BTR) and Short-Term Accommodation units. Additional privacy treatments are provided to the northern aspect to mitigate potential overlooking impacts between future residents and adjoining developments. These include the provision of 2.5 metre deep balconies providing privacy and solar protection to living areas, as well as privacy film up to 1.5 metres above finished floor levels at the northern elevation. Appropriate separation is provided between Tower 4 and residential properties across Jephson Street, similar to that of Tower 3.

- The revised scheme increases the separation and setback distances to surrounding buildings and future development on adjoining sites, ensuring that an appropriate level of amenity is maintained for future residents and adjoining neighbours as per **PO1(e)**. With the introduction of a fourth residential tower, additional consideration has been given to ensure adequate tower separation is achieved within the site and to ensure the proposal does not prejudice future development on adjoining sites to the south and west (see **Figure 4**). A more detailed response is provided in **Section 3.3**.
- The revised scheme continues to celebrate significant views to both Mt Coot-tha and the Brisbane River (Maiwar), with tower placement and orientation designed to preserve key view corridors while still achieving efficient site utilisation, in accordance with **PO1(f)**. For further detail, please refer to **Figure 5**.

[2] 24 metres of separation is required between habitable spaces in accordance with Table 9.3.3.3.E – Building separation requirements of the Centre or mixed use code and 9.3.14.3.f of the Multiple dwelling code.

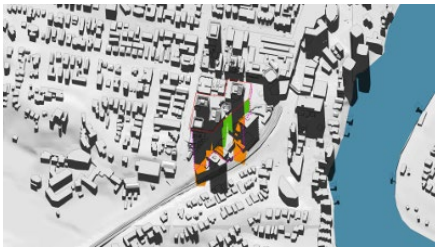
The design changes to building height and massing reflect a balanced response to community feedback and Council's concerns, while continuing to achieve a policy-aligned outcome for Toowong. The reduced height addresses concerns regarding scale and visual impact and better aligns with local expectations, while still reinforcing the site's role as a landmark and delivering a contemporary outcome that responds to current and future needs. Furthermore, the revised development scheme continues to align with the existing and emerging policy context to increase housing density and increase building heights in key locations as detailed in Section 9 of the Town Planning Report.

Figure 3 – *Overshadowing Analysis*



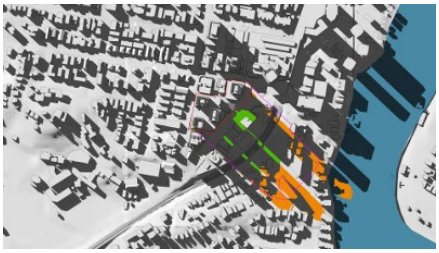
Picture 1 – Winter Solstice 9am

Source: Kerry Hill Architects



Picture 2 – Winter Solstice 12pm

Source: Kerry Hill Architects



Picture 3 – Winter Solstice 3pm

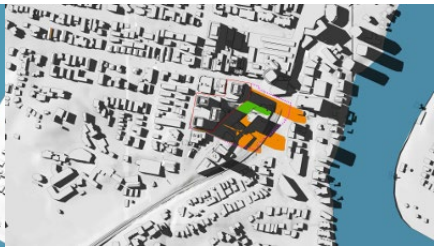
Source: Kerry Hill Architects

Picture 4 – Equinox 9am

Source: Kerry Hill Architects

Picture 5 – Equinox 12pm

Source: Kerry Hill Architects



Picture 6 – Equinox 3pm

Source: Kerry Hill Architects

Picture 7 – Summer Solstice 9am

Source: Kerry Hill Architects

Picture 8 – Summer Solstice 12pm

Source: Kerry Hill Architects

Picture 9 – Summer Solstice 3pm

Source: Kerry Hill Architects

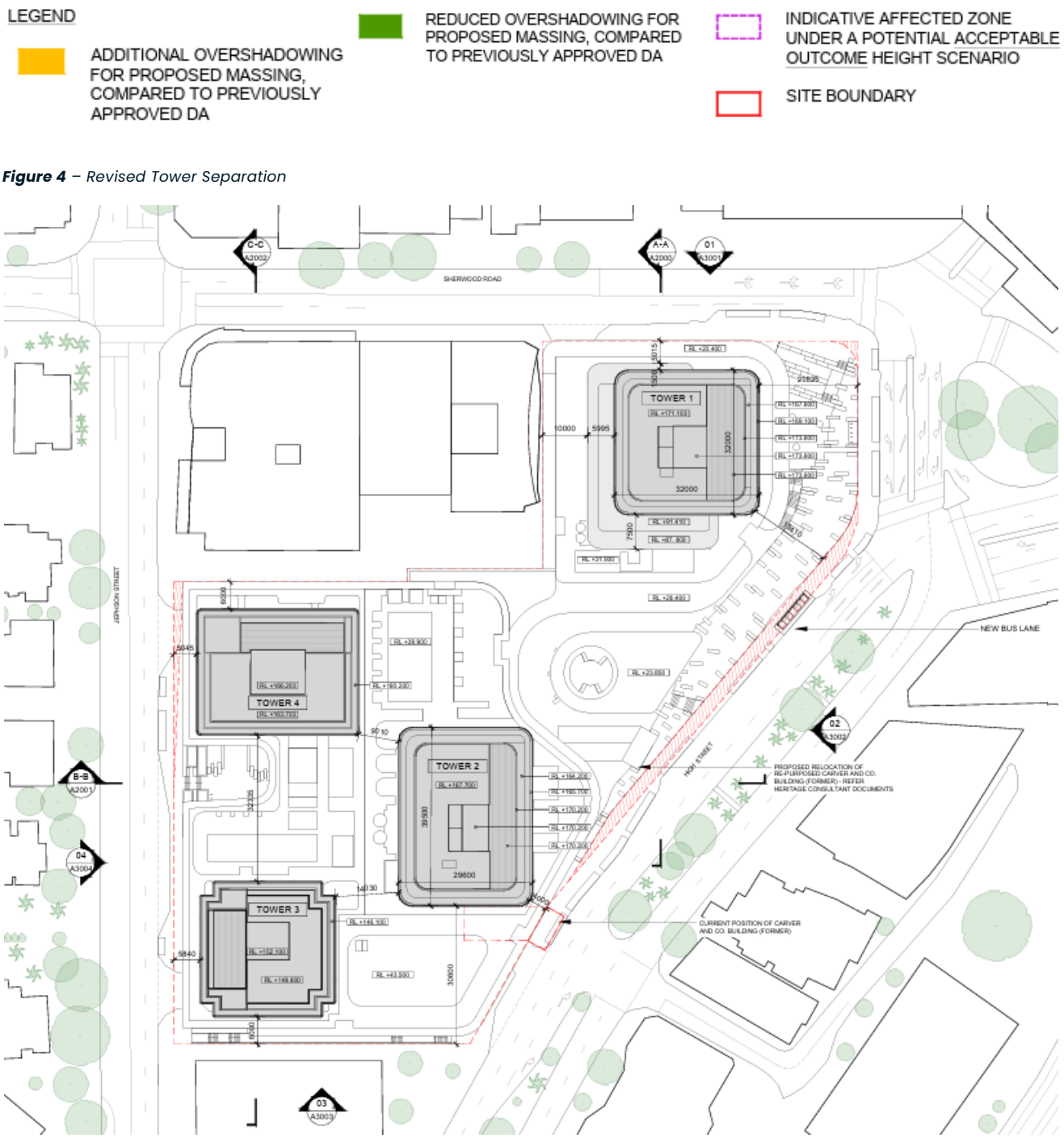


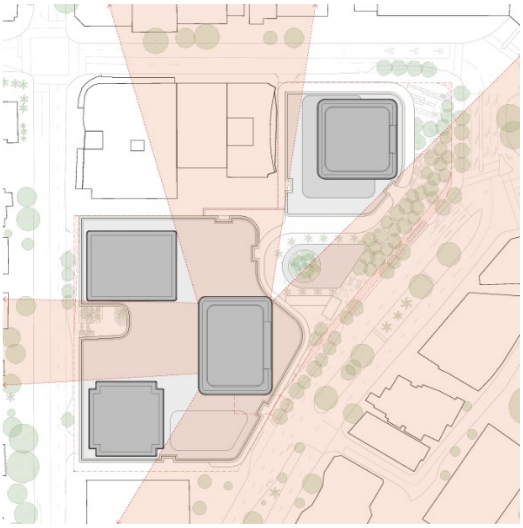
Figure 4 *– Revised Tower Separation*

Source: Kerry Hill Architects

Figure 5 – *Viewshed Analysis*

Picture 10 – Tower 1 Views

Source: Kerry Hill Architects



Picture 11 – Tower 2 Views

Source: Kerry Hill Architects

Picture 12 – Tower 3 Views

Source: Kerry Hill Architects

Picture 13 – Tower 4 Views

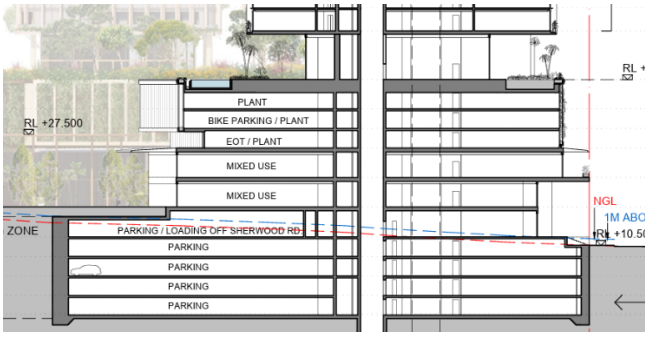
Source: Kerry Hill Architects

Item 2

In response to **Item 2**, the podium height of Tower 1 fronting Sherwood Road is proposed to be reduced from six (6) technical storeys to four (4) technical storeys, as illustrated in **Figure 6** below.

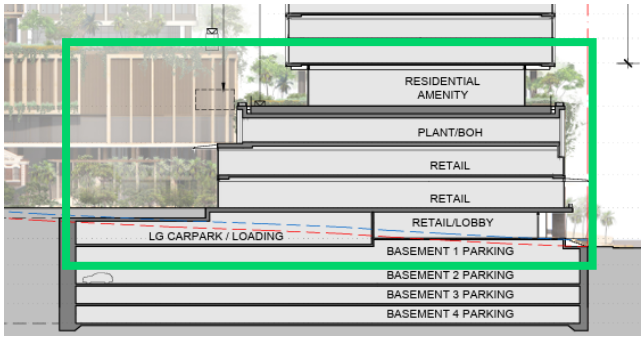
Significantly, the revised podium height at Tower 1 achieves compliance with Acceptable Outcome AO1.5 of the Toowong-Auchenflower neighbourhood plan, which prescribes a maximum podium height of four (4) storeys within the centre zone.

Figure 6 – *Tower 1 Podium, Sherwood Road*



Picture 14 - As lodged scheme

Source: Kerry Hill Architects



Picture 15 – Revised scheme

Source: Kerry Hill Architects

Refer to **Appendix B - Revised Architectural Drawings** for further details.

In this regard, we trust that Council's concerns regarding building height, as raised in **Items 1** and **2** of its Further Advice Request, have now been suitably addressed.

3.2 Activation

Item 3

Sherwood Road ground level includes extensive lobby areas for hotel, office and residential access rather than achieving active and vibrant, small-scale retail and food and beverage offerings to the majority of the street frontage as identified in AO2.1, AO2.2 and PO2 of the Toowong—Auchenflower neighbourhood plan. PO10 of the Toowong—Auchenflower neighbourhood plan sets an expectation for the Sherwood Road frontage to be highly activated as a primary frontage.

a. *Amend the design of the ground level where proximate to Sherwood Road to provide a greater mix of highly activated uses (e.g. food and beverage or retail).*

Item 4

Whilst it is acknowledged that the podiums may include some high quality façade design outcomes, further active frontage is required to ensure the development contributes to the vibrancy and vitality of the adjacent street and to allow for casual surveillance and monitoring of the streets.

a. *Amend the design to ensure all street frontages have sufficient activation to levels above the ground level (level closest to the adjacent street).*

b. *Provide façade design details (1:20/1:50) for all façade elements. This will include part plans, part elevations, part sections and part 3D images with sufficient annotation and dimensions to describe the intended outcome.*

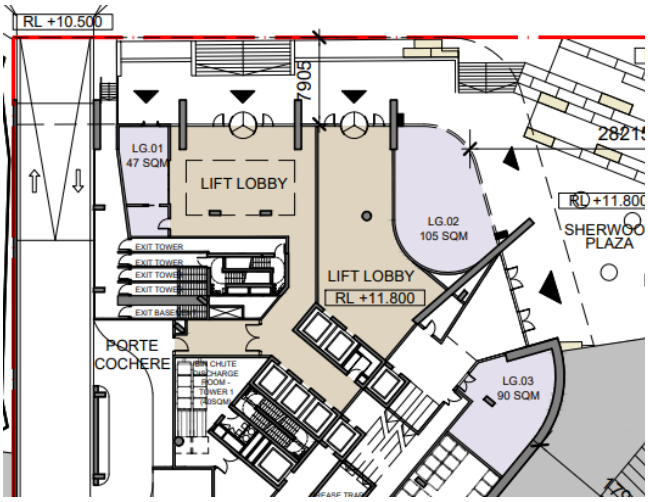
Response

Item 3

In response to **Item 3** of Council's Further Advice Request, the Applicant has identified an opportunity to further improve activation and surveillance of Sherwood Road through minor reconfiguration of ground and podium levels in accordance with AO2.1, AO2.2, PO2 and PO10 of the Toowong-Auchenflower neighbourhood plan code.

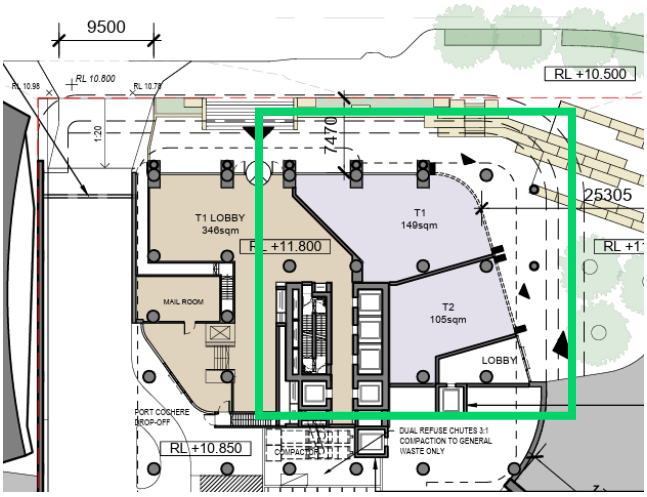
As shown in **Figure 7**, the revised layout consolidates the retail tenancies within a single area directly addressing Sherwood Road and the north-eastern corner of the site facing Toowong Village. The revised arrangement increases the size of these ground level tenancies to a total GFA of 254m², with additional activation opportunities facilitated through outdoor dining areas extending into Sherwood Plaza.

Figure 7 – *Sherwood Road Activation (Tenancies)*



Picture 16 - As lodged scheme

Source: Kerry Hill Architects



Picture 17 - Revised scheme

Source: Kerry Hill Architects

Consolidating the active uses at ground level increases the extent of the development's active interface with Sherwood Road from approximately 20.5 metres to approximately 32 metres. This outcome enhances pedestrian engagement, casual surveillance and the overall vibrancy of the streetscape along this frontage.

Figure 8 below further illustrates the revisions made to the Sherwood Road corner of the site to provide additional streetscape activation.

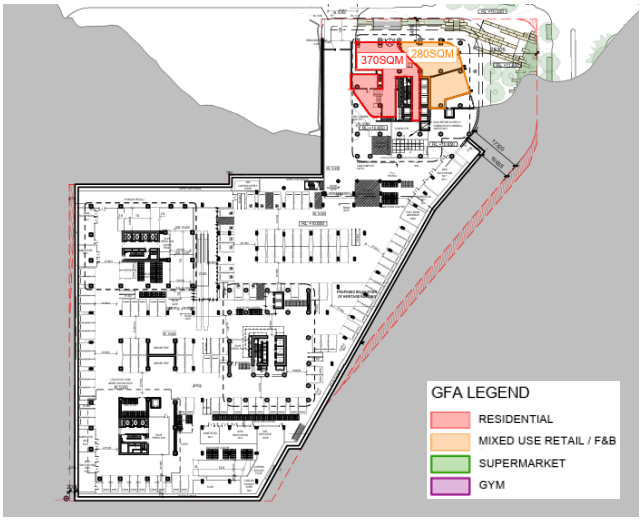
Figure 8 – *Sherwood Plaza Render*

Source: Kerry Hill Architects

Importantly, these small-scale retail tenancies are intended to be complemented by key anchor tenancies, including a potential boutique supermarket and large-scale health and wellness club. The revised design contributes further to the creation of the Heart of Toowong by strategically distributing retail activity from Sherwood Road through the Central Plaza to High Street to encourage pedestrian activity and draw visitors throughout the site (as shown in **Figure 9**).

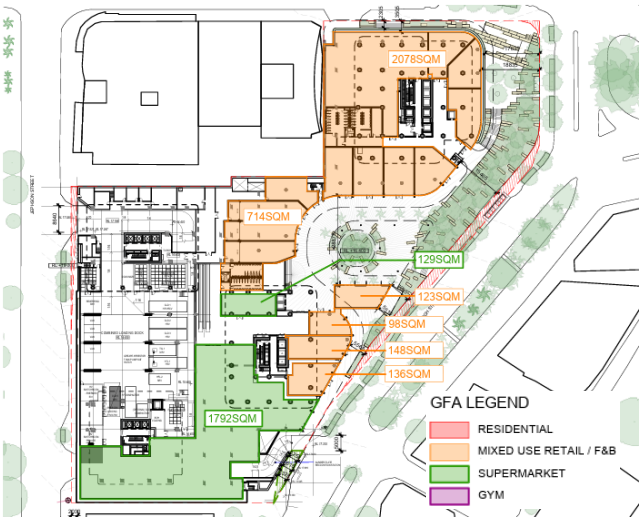
It is noted that to accommodate the key anchor tenants, the revised development scheme involves a minor increase in total non-residential Gross Floor Area (**GFA**) from 12,041m^2 to **16,752m^2**, representing an increase of approximately 37% from the originally lodged design.

Figure 9 – *Non-Residential Land Use Mix*



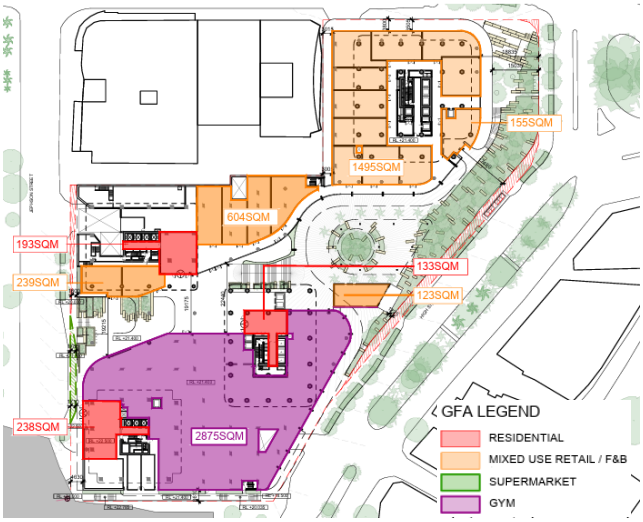
Picture 18 - Lower Ground

Source: Kerry Hill Architects



Picture 19 - Ground Floor

Source: Kerry Hill Architects



Picture 20 - Upper Ground

Source: Kerry Hill Architects

Picture 21 - Level 1

Source: Kerry Hill Architects

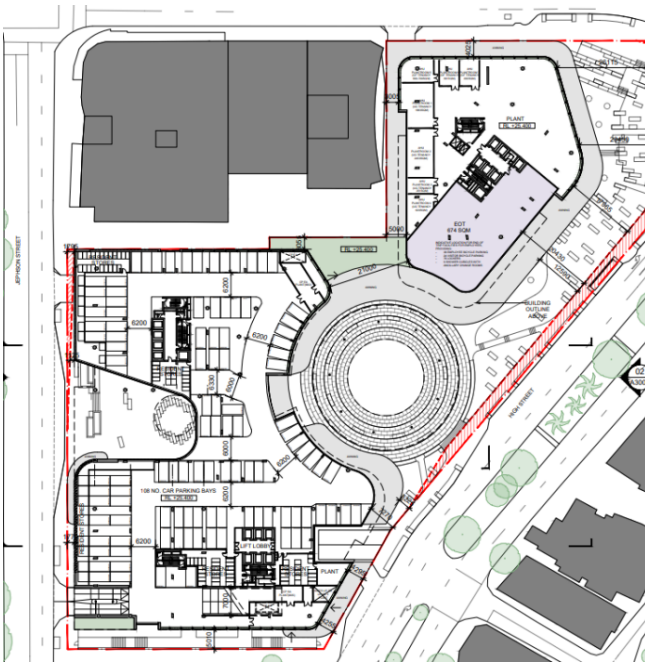
Compared to the as-lodged scheme, which dispersed retail tenancies along the Sherwood Road frontage, the revised design consolidates active uses at the prominent corner of the site addressing Sherwood Road and Toowong Village. The revised arrangement not only provides improved activation and surveillance outcomes by improves pedestrian safety by increasing the separation between the proposed vehicle crossover.

Overall, the proposed changes to the ground and podium layout represent a positive outcome that reinforces the role of Sherwood Road as a highly activated primary frontage and suitably addresses Council's concerns raised in **Item 3** of its Further Advice Request. The proposal continues to be a catalyst for change, leading the next generation of working and living, enlivening Toowong and its broader precinct to further establish Brisbane's identity as a leading new world city.

Item 4

In response to **Item 4**, the Applicant has reconfigured the proposed podium Level 1 to incorporate additional GFA for indoor recreational space uses as illustrated in **Figure 10** below.

Figure 10 – *Level 1 Site Plan Comparison*



Picture 22 – As lodged scheme

Source: Kerry Hill Architects

Picture 23 – Revised scheme

Source: Kerry Hill Architects

Additionally, façade design details as requested by Council have been provided as part of **Appendix B – Revised Architectural Drawings**. This includes additional details on the proposed façade treatments at podium and tower levels, including proposed screening treatment where necessary.

We trust that the above response suitably addresses Council's concerns raised in **Item 4** of its Further Advice Request.

3.3 Tower and Separation Setbacks

Item 5

The proposed towers are well separated internally within the site. However, there is concern that the proximity of towers relative to the neighbouring redevelopment sites to the northwest of the site. There is particular concern with tower 1 and tower 3 and the future impacts to development on the sites at the corner of Jephson Street and Sherwood Road. The proposed setbacks to these side boundaries results in a scenario where it is unlikely that future development will achieve building separation of 24m between towers where above 9 storeys as outlined in AO27.2/PO27 of the Centre or mixed use code.

a. *Amend the tower setbacks to ensure future development is not prejudiced through the lack of adequate building separation.*

b. *Increase the side boundary setback to tower 3, which is currently shown 3.6m from the side boundary and considerably less than prescribed under AO1.2/PO1 of the Toowong-Auchenflower neighbourhood plan.*

Response

In response to **Item 5** and the broader concerns outlined in Council's Further Advice Request, the Applicant and its project team have revised the overall design of the proposal to introduce a fourth tower, resulting in consequential adjustments to boundary setbacks.

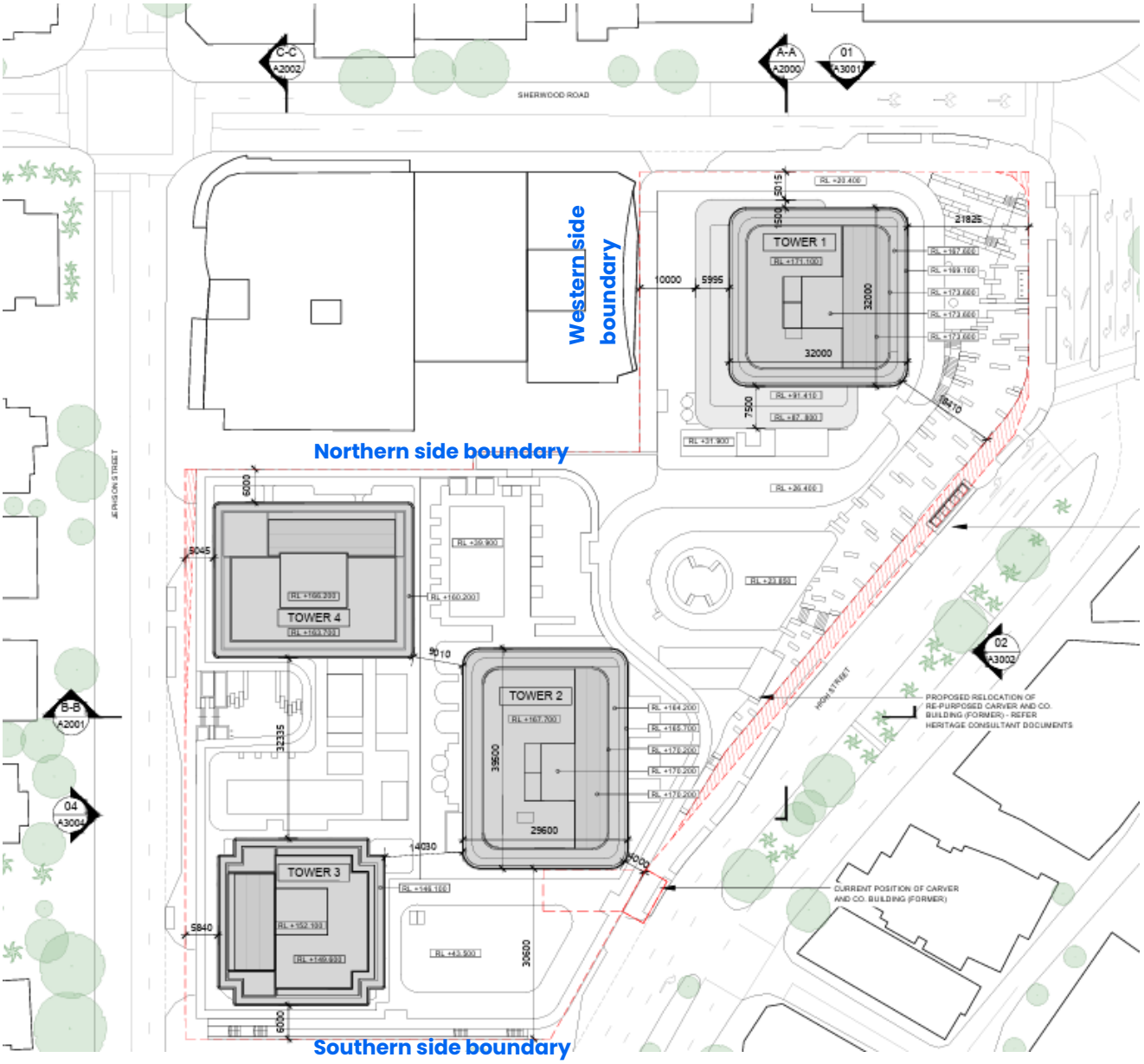
The introduction of the fourth tower and revised setbacks resolves the potential of the development to prejudice redevelopment of its adjoining neighbours as raised in this Item.

As demonstrated in **Table 1** and **Figure 11**, the amended setbacks improve on the as-lodged scheme, particularly along the northern and western side interfaces. The revised minimum setbacks to sensitive interfaces are generally no less than 6 metres, providing sufficient separation to avoid adverse amenity impacts.

As discussed in response to **Item 1**, potential overlooking impacts, particularly to the southern site boundary, are mitigated through siting and land use mix. Tower 3, located closest to the southern site boundary, comprises purpose-built student accommodation units and does not include the provision of traditional balconies. Further, appropriate screening is provided between future residents and adjoining neighbours through the combination of translucent privacy film to south-facing units, bedroom windows up to 1.5 metres above finished floor levels and clear glazing above to maintain daylight access and outlook for future residents.

Refer to **Appendix B - Revised Architectural Drawings** for further details.

Figure 11 – *Revised Tower Setbacks*



Source: Kerry Hill Architects

Table 1 - *Analysis of Tower Setback Distances*

Frontage	Acceptable Outcome	As Lodged Setback (approx.)	Revised Setback (approx.)[3]
Northern side boundary	Podium: 3m (5m if windows of habitable rooms are oriented towards the boundary) Tower: 10m	Podium: 0 - 1.77m **Tower: 3.44m – 5.01m***	Podium: 0m Tower: **6.00m*** – 16.00m
Southern side boundary	Podium: 3m (5m if windows of habitable rooms are oriented towards the boundary) Tower: 10m	Podium: 0m **Tower: 7.2m***	Podium: 0m Tower: **6.0m*** - 30.60m
Western side boundary	Podium: 3m (5m if windows of habitable rooms are oriented towards the boundary) Tower: 10m	Podium: 0m **Tower: 5.87m – 5.9m***	Podium: 0m Tower: 10.00m – 16.00m

****Alternative solution sought***

It is acknowledged that the revised setbacks at the northern and southern interfaces are less than the 10 metre outcome prescribed under AO277.2. The updated assessment undertaken of the revised design confirms that the proposal achieves compliance with PO27 of the Centre or Mixed Use code for the following reasons:

- In accordance with **PO27(a)**, the revised built form, involving less height distributed across four towers, is consistent with the emerging context of Toowong and inner-city suburbs more broadly, as detailed in **Section 3.1**;
- Appropriate separation is achieved between the four proposed towers and surrounding development, as outlined in **Table 1**. The design of the towers continues to deliver slender, narrow built forms placed evenly throughout the site to ensure building separation, allowing light and breezes to permeate through the site, as required under **PO27(b)**;
- In accordance with **PO27(c)** and **PO27(d)**, balconies and other private open spaces have been designed and situated to ensure that privacy and amenity is afforded to future residents and

[3] Revised setbacks are based on distance from building line to post-dedication site boundary.

surrounding development (including future development potential). The visual privacy achieved through siting and design is further complemented by fixed screening elements and glazing.

For the reasons expressed above, the revised setback outcomes are appropriate for the site and surrounding context and continues to achieve compliance with the Toowong-Auchenflower neighbourhood plan code.

On this basis, we trust that Council's concerns raised in **Item 5** of its Further Advice Request have now been suitably addressed.

3.4 Urban Common, Location and Functionality

Item 6

PO8 and AO8.2 of the Toowong—Auchenflower neighbourhood plan suggest that an urban common be located within the site to have direct access to the Toowong Train Station. The most relevant location within the site for an urban common is at the corner of Sherwood Road and High Street and it is further noted that a larger open space fronting Sherwood Road has the most potential for success given the relatively flat nature of the Sherwood Road frontage. Whilst the proposed plans provide for extensive outdoor landscaped area at this corner, it is not apparent that the space can accommodate a range of flexible uses.

a. *Amend the design to increase the size of the urban common to front Sherwood Road and ensure this space is flanked by more active uses (not just lobby spaces).*

b. *Demonstrate that the urban common to the corner of Sherwood Road and High Street can accommodate a range of flexible uses to support the broader community.*

Response

Ongoing detailed review has identified that increasing the size of Sherwood Plaza would dilute the quality and functionality of the public realm offering. Instead, the ground and podium layout have been reconfigured to provide retail activation and outdoor dining and seating opportunities that directly addresses the prominent corner of Sherwood Plaza (as discussed in the response to **Item 2**).

As such, the revised proposal continues to deliver a significant public realm offering across four distinct spaces within the site, equating to a total provision of **5,368m²** (approximately 38% of the site area), including Central Plaza, Sherwood Plaza, High Street and Jephson Street.

The revised publicly accessible open space provision is illustrated in **Figure 12** below and detailed further in **Appendix B – Revised Architectural Drawings** and **Appendix C - Statement of Landscape Design Intent**.

While each public realm provision has its own purpose and character, in combination, they provide significant connectivity throughout the site for pedestrians. Retail and key anchor tenancies, as well as seating areas for social respite, are strategically located at key areas along Sherwood Plaza, High Street, Central Plaza and Jephson Street to encourage pedestrian movement and surveillance opportunities across the site.

Figure 12 – *Publicly Accessible Open Space Provision*

Source: PWP Landscape Architecture and Urbis

The revised scheme continues to comply with Performance Outcome PO8 of the Toowong-Auchenflower neighbourhood plan code (reproduced below):

> ***PO8***
>
> *Development provides an additional open space (in the form of an urban common) centrally within the Toowong centre precinct to provide for a dedicated urban space for public activities.*

The following is noted in this regard:

- As outlined in the Town Planning Report, the proposed Sherwood Plaza remains consistent with the indicative location identified for the future urban common under the Toowong-Auchenflower neighbourhood plan. While its size is less than the 1,500m^2 requirement (at 778m^2), it is consolidated with two larger plaza areas (being the Jephson Terrace at the western perimeter of the site and Central Plaza located along High Street) and the generously landscaped High Street Park. Together,

the four spaces provide a total of **5,368m²** (approximately 38% of the site area) as public open space for the benefit of the community.

- The revised development scheme continues to deliver the urban common and arcade in an alternative but superior form and location, denoted as Central Plaza, responsive to the site context and enhances surveillance and activation outcomes. Under the revised development scheme, Central Plaza continues to be a flexible space which can be transformed into an informal open space during the day and into a vibrant night market all in the same day. Furthermore, the proposal maintains four distinct public realm spaces that enable vibrant activation of the streetscape and encourage social engagement throughout the day. The four multi-layered spaces provide opportunities for social engagement, respite and passive recreation that addresses and engages with all street frontages along High Street, Sherwood Road and Jephson Street;
- The proposed public realm provision continues to be complemented by generous landscaping and public art provision (see Applicant's response to **Item 11**), maintaining a sense of place and vibrancy within the site;
- The extent of Sherwood Plaza has been marginally altered to respond to the reconfigured ground floor tenancies fronting Sherwood Road. As outlined in the Applicant's response to **Item 3** above, the revised development scheme further encourages outdoor dining and other active interactions with Sherwood Plaza in comparison to the as lodged scheme;
- The proposal continues to respond to the intent of Acceptable Outcome AO8.3, whereby active uses such as retail, outdoor dining and after-hours uses are oriented in the direction of Sherwood Plaza, Central Plaza, High Street Park and Jephson Street interfaces. The combination of public open spaces continues to provide opportunities for formal and informal recreation for people of all ages and abilities, bounded by active tenancies across the ground plane; and
- Further, the proposal continues to respond to the intent of Acceptable Outcome 8.2, whereby direct access is provided from Sherwood Plaza to the Toowong railway station. The plaza space continues to act as an entry statement to the development and an arrival beacon for pedestrians accessing the site from the train station and the Toowong Village development immediately opposite the site.

The suitability of the proposed alternative location for the urban common is further supported by **Appendix C - Statement of Landscape Design Intent** and illustrated below in **Figure 13.**

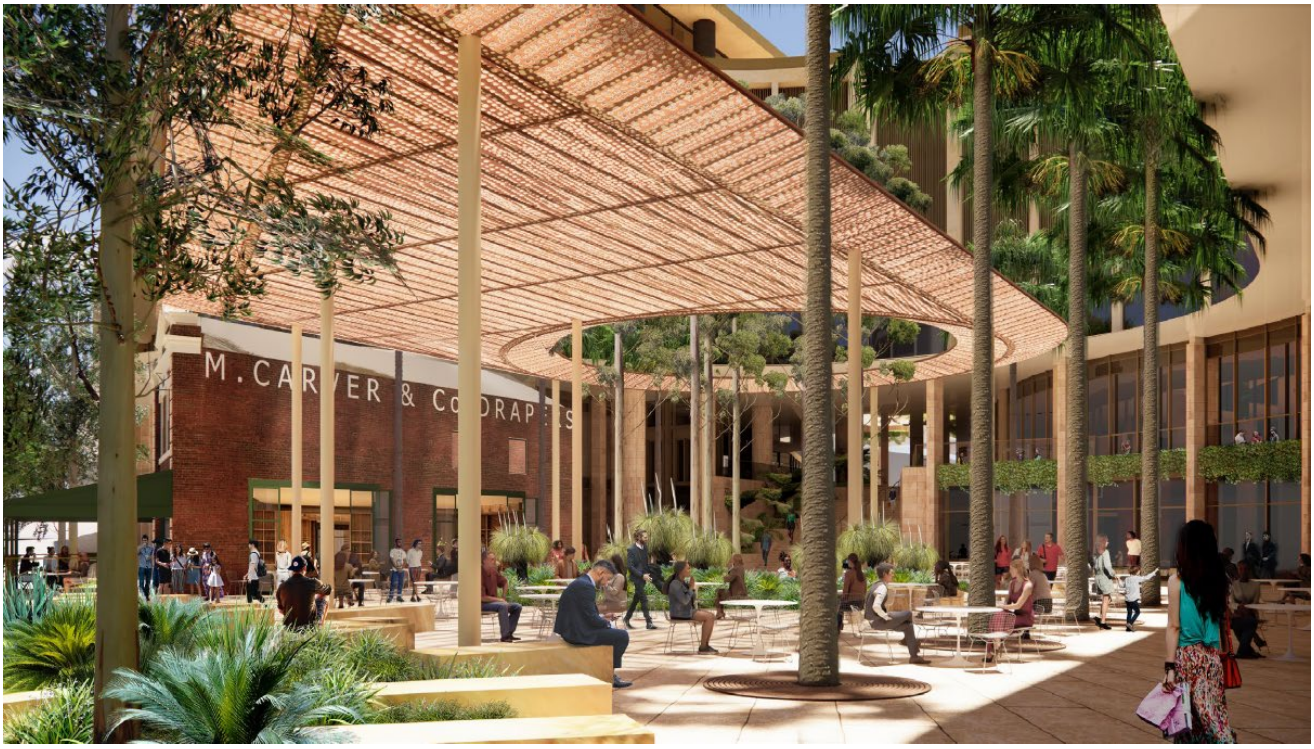
Figure 13 – *Indicative Public Open Space Functionality*

Picture 24 - Sherwood Plaza from High Street Park

Source: PWP Landscape Architecture and Urbis

Picture 25 - Central Plaza from Jephson Steps

Source: PWP Landscape Architecture and Urbis



Picture 26 – Central Plaza from High Street Park

Source: PWP Landscape Architecture and Urbis

We trust that the above suitably addresses **Item 6** of Council's Further Advice Request.

3.5 Heritage

Item 7

The proposed gutting and stripping of the existing Carver and Co building, coupled with the proposal of build over and below the existing heritage place presents concerns and the current design is considered to have substantial impacts on the heritage values of the place. The proposal should reconsider how the existing heritage place could be better respected, restored and sensitively integrated into a larger redevelopment of the site.

It is apparent that the site area below the existing Carver and Co building is to be excavated to allow for continuous basement structures. Noting that the existing slab-on-ground and associated footings of the building are constructed of a rough mix of Brisbane Tuff with cement binder, there is concern that any excavation below or adjacent to the Carver and Co building could result in significant damage to the footings. To ensure the development does not impact on the remaining fabric of the building, the application will need to demonstrate that excavation and support of the existing slab-on-ground and masonry wall structures is possible.

a. *Provide a revised and more detailed construction management plan prepared by a suitably qualified and experienced RPEQ Structural Engineer outlining the steps associated with excavation, propping and underpinning of the heritage place.*

Item 8

The proposed development seeks to demolish the existing internal stairs and half of the upper floor without any significant justification for the demolition of heritage fabric. Noting that the building is significant as a two storey building located on the street frontage and that the upper floor and stairs are currently structural sound, there appears to be no valid justification for the demolition of these elements. Accordingly, the development is not considered to meet PO1-PO4 of the Heritage overlay code.

a. *Amend the design to retain the existing upper floor and stairs.*

Item 9

Imagery of the Carver and Co building suggests that the facades visible from the street will be restored to an earlier condition with later applied finishes removed. Noting that the removal of finishes can have a detrimental impact on original fabric if not done correctly, there is a requirement to demonstrate that removal of applied finishes will not diminish the heritage value of the place.

a. *Provide clarification with regards to the proposed removal of later finishes. Outline the methods of removal including any chemicals, treatments, abrasion or pressure hosing/blasting techniques required to remove applied finishes.*

b. *Provide clarification on whether new coatings or grout restoration will be undertaken as part of any conservation works.*

Item 10

The proposed building over and around the Carver and Co building results in a loss of the original setting of the building and limits visibility of its scale and setting within the High Street streetscape. Noting that the upper side walls of the building, along with much of the roofscape, has been visible in the streetscape since its construction, the loss of these elements and the overall sense of scale of the building, is considered to impact the ongoing interpretation of the heritage values of this place.

Response

The as-lodged development application proposed to retain the local heritage place present on the site (the Carver and Co. building (former)) in situ, maintaining its existing location along High Street. The building is a small, two-storey masonry building located at 53 High Street and is currently occupied by Peerless Dry Cleaning. The Applicant acknowledges the concerns raised by Council in this Further Advice request and has carefully reconsidered the proposed heritage outcome in direct response.

While the existing location of the heritage place preserves its current setting, it is positioned at the southern end of the site, away from the primary public realm and key pedestrian desire lines that will define movement through the precinct. Retaining the building in situ significantly constrains the ability to achieve a cohesive and well-integrated design outcome across the site. In particular, it limits opportunities to deliver an active and continuous street frontage, appropriately integrate the heritage place into the broader public realm, and achieve the intended podium form that is fundamental to the precinct's desired urban design outcomes.

The existing location of the heritage building also creates challenges in balancing heritage conservation with the delivery of high-quality built form, public realm activation and pedestrian connectivity. As a result, the Applicant has reconsidered the approach to ensure the heritage place can be better integrated into the overall development while achieving the planning and urban design objectives for the site.

The revised proposal seeks to relocate the heritage place to a new location, approximately 30 metres to the north along High Street. The relocation will involve the dismantling of the heritage building into a number of sections, to be relocated and reconstructed in the new location. The broad relocation strategy has been supported in other projects across Brisbane, including most recently the Little Italy project whereby a methodology was approved to temporarily relocate a masonry dwelling within the site, as well as the Thomas Dixon Centre for the Queensland Ballet where an air raid shelter was dismantled and relocated to facilitate the construction of a basement car park. It is acknowledged that some elements of the building will likely be demolished and removed as part of the relocation, including the ground floor front and southern side elevations and the ground floor rear elevations. This is acceptable from a heritage conservation perspective given the modified condition of these parts of the building.

The reconstruction will retain the same alignment and presentation to High Street as current. The revised proposal also seeks to restore and reconstruct some elements to return it to its original appearance.

It is expected that the current painted finish to the brickwork can be safely removed without damage to the brick faces, to restore a face brick finish to the external façade. Initial paint testing analysis has been undertaken, indicating applying *Precision Coatings Blue* with a dwell time of 48 hours followed by a steam clean will achieve an acceptable result.

The revised proposal provides a superior outcome, balancing a number of considerations, including:

Public realm and heritage celebration

- Relocating the heritage building achieves a superior heritage outcome by significantly improving its visibility, accessibility and integration with the public realm;
- The proposed location suitably integrates the heritage building within key public spaces (adjacent to the central plaza), allowing it to be become a prominent and celebrated feature of the precinct;
- The relocated setting provides greater opportunities for interpretation, adaptive reuse and public appreciation of the building's heritage significance;
- Retaining the building in its current location would result in it being isolated within the southern portion of the site and potentially becoming visually subordinate to the surrounding built form, thereby limiting its contribution to the identity and activation of the broader precinct.

Streetscape and activation

- Retaining the building in-situ would require substantial podium setbacks, resulting in the inefficient use of the ground plane and significantly inhibiting opportunities to deliver active streetscape edges;
- The design compromises associated with in-situ retention would be inconsistent with the urban design objectives provided in City Plan, which aim to achieve an activated streetscape, high-quality public realm and a cohesive built form along the street edge.

Buildability and conservation

- Retaining the building in-situ would necessitate supporting the structure over (or adjacent to) a deep basement excavation, introducing additional engineering complexity, construction risk and cost;
- Relocation enables the heritage building to be conserved, while allowing a practical and efficient basement design;
- The proposed reconstruction and conservation works will ensure the long-term viability and longevity of the building. Dismantling and reconstruction allows incorporation of concealed structural strengthening measures, such as internal steel framing or backing systems tied to masonry, which will improve performance compared to the current condition comprised of unreinforced masonry;
- Given the highly modified condition of parts of the building (including the ground floor front and southern elevations, and the ground floor rear elevation), the extent of reconstruction with new materials to match existing would still be needed if the event building were to remain in-situ.

The revised proposal suitably responds to the matters raised in **Items 7 – 10**. This proposal is supported by the following accompanying material:

- Heritage Impact Assessment prepared by Urbis (**Appendix D**);
- Heritage Relocation Concept Methodology prepared by ADG Engineers (**Appendix E**);
- Construction Management Plan prepared by Verso (**Appendix F**).

It is intended that further detail will be provided to Council for consideration as part of the assessment, prior to the application being decided. This will include information such as heritage architecture drawings (which will include detail of the full extent of new works that accompany the relocation proposal).

Additionally, it is expected that reasonable and relevant conditions will be imposed that ensure the relocation is undertaken in a safe manner, with appropriate dilapidation reporting / survey to be supported as part of conditions compliance.

The Applicant is willing to continue to collaborate with Council to ensure an appropriate level of detail is provided to support the relocation proposal as part of the application, to be supplemented by appropriate conditions.

For completeness, a response to each of the items raised above is provided below:

Item 7

As noted above, it is now proposed that the heritage building will be relocated to a new location along High Street within the development. This proposal is supported by structural engineering detail prepared by ADG Engineers, outlining the proposed relocation methodology to ensure the building is able to be safely relocated. Please refer to **Appendix E** for further detail.

Item 8

The proposed location for the heritage building, within the central plaza, provides a greater opportunity for activation and integration within the precinct. It is intended that the building could accommodate a range of different active uses. Potential uses identified include Community use, Food and drink outlet, Health care service, Office, Sales office or Shop.

In line with the as-lodged proposal, it is intended that the existing internal modern fit outs (with no cultural significance) will be demolished on both floors to create a single internal volume, improving the functionality of the space. The early timber staircase is proposed to be removed due to its poor condition, with a new staircase to be installed in the same approximate location.

The reconstruction and conservation works will ensure the long-term viability, longevity and conservation of the building.

Further justification regarding the removal of the internal components of the building, including the stairs, is provided as part of the Heritage Impact Assessment provided at **Appendix D**.

Item 9

The Applicant is in the process of undertaking a paint testing exercise to understand the likelihood of being able to achieve a face brick finish for the external façade. Based on the samples tested to date, the application of *Precision Coatings Blue* for a dwell time of 48 hours followed by a steam clean is understood to achieve the desired result.

It is intended that further detail will provided to Council prior to the application being decided, to give greater certainty on the external presentation of the building.

Item 10

The Applicant acknowledges Council's comments in respect of the as-lodged scheme and its potential impact on the heritage building's visibility, sense of scale and setting within the High Street streetscape where retained in-situ.

The revised scheme suitably responds to these comments, ensuring that the heritage building maintains its prominence and setting in the High Street streetscape, reinforcing its significance as a local landmark. It will deliver an outcome that achieves better visibility, accessibility and integration into the public realm. Importantly, the statement of significance for the place will not be compromised by the relocation of the heritage building within the site.

Further discussion is provided in the Heritage Impact Assessment provided at **Appendix D**.

3.6 Public Benefit

Item 11

Given the scale of the public realm located within the site, it is important to ensure public art and creative lighting outcomes are delivered to multiple locations.

a. *Submit an art opportunities report that provides potential locations for public art.*
b. *Commit to a budget for public art commensurate with the scale of the performance outcome being sought for height and density.*
c. *Commit to a robust curatorial process for the design and delivery of public art.*

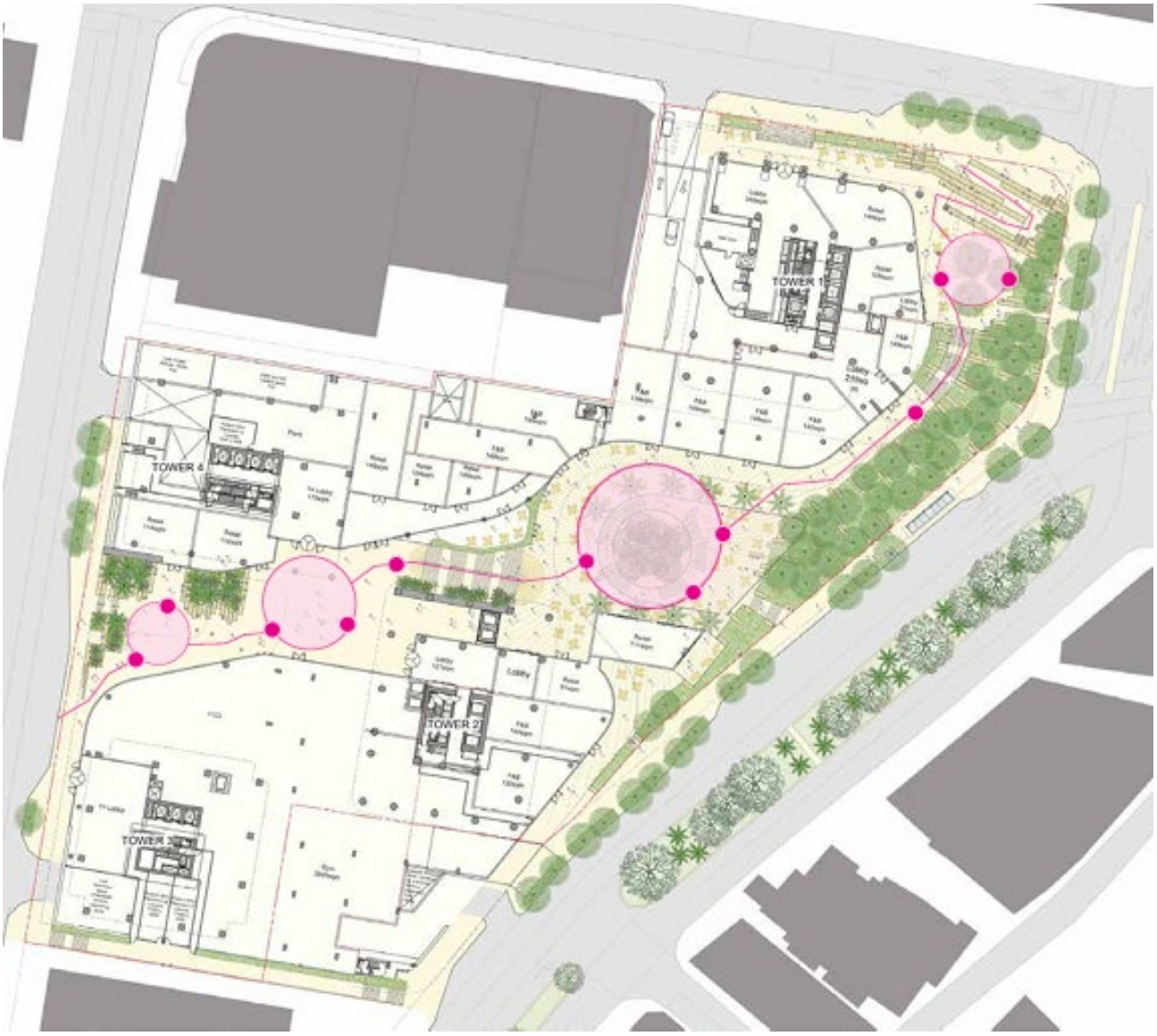
Response

In response to **Item 11**, the Applicant has engaged *Experience Place* to prepare an Art Opportunity Report for the site, included in **Appendix G** of this correspondence.

In summary, the report outlines the following:

- To establish its presence as a landmark precinct within Brisbane, the Toowong Central development will need to be distinctive, locally grounded, place-based and culturally layered to engage. The recommended curatorial process involves artists engaging directly with the community, ensuring local voices are represented within the new development to foster a sense of ownership;
- A combination of landmark and overlay artworks are identified across the site, illustrated in **Figure 14** below;

Figure 14 – *Public Art Strategy*



Source: Kerry Hill Architects, annotated by Experience Places

- The commitment from the Applicant to allocate a budget equivalent to 0.25% of project cost for public art delivery, including for the direct commission of a landmark artwork and five contributing commissions for artwork overlays.;
- An indicative methodology for commissioning artworks, including initial artist engagement, concept design and design development, production and installation.

We trust that the above suitably addresses **Item 11** of Council's Further Advice Request.

3.7 Car Parking and Supply

Item 12

In the review of the base traffic demands in section 8.3 of the submitted Transport Engineering Report, it is stated that a growth rate of 0% has been adopted. The basis of the proposed growth rate of 0% is the identification of minimal growth period between 2007 and 2016, this is considered an unreasonable base assumption. When considering the time since the studied period of 9 years and the current approved and recent developments in the area, see Sylvan Rd, Ventnor St and Lisser St, Moggill Road and Brisbane St, this does not reflect the current changes in the local area.

a. *Update the based traffic demands assumptions based current and recent survey data of the local area with reasonable assumptions on current and future development local to the site.*

Item 13

The proposed development site includes an oversupply of non-residential car parking spaces, double the maximum rate as outlined by the Transport, access, parking and servicing (TAPS) planning scheme policy (PSP).

a. *Provide clear justification against PO12 of the TAPS code, on how private car use is discouraged by the site. The use of the assumption that boutique shopping opportunities will attract more visitors and therefore more parking is required to support broader patronage does not align with the outcomes sought by PO12 the TAPS code.*

Item 14

Due to the scale of the site proposed additional clarity around the carparking layout is required to demonstrate compliance with the outcomes sort by the PO1 and PO15 of the TAPs code and the TAPS PSP. Provide the following additional items or information regarding the proposed car parking layout internal to the site.

a. *The submitted Transport Engineering Report advises that a minimum of seven PWD are to be suppled, only four spaces indicated on the submitted plans. Demonstrate on the architectural plans the minimum of seven PWD space.*

b. *No motorcycle parking provided as part of this development, provide a minimum 2% of the number of car parking spaces required as motorcycle spaces they to be located immediately adjacent to major pedestrian access points.*

c. *Confirm percentage of small carparking spaces proposed as part of this development noting that a maximum 20% of car parking spaces are allowable to be small car parking spaces (this includes narrow bays).*

d. *Confirm if the proposed multiple unit dwelling carparking and short-term accommodation car parking will be separated by use.*

e. *Clearly demonstrate on the submitted architectural plans the location of the multiple dwelling visitors carparking spaces and the short-term accommodation car parking spaces.*

Response

In response to Council's Further Advice Request and feedback from the community, the revised development scheme delivers a **total of 1,424 car parking spaces**, comprising:

- 756 residential spaces;
- 77 residential visitor spaces;
- 105 PBSA resident spaces;
- 103 BTR resident spaces;
- 51 BTR visitor spaces; and
- 332 retail/commercial spaces.

The car parking strategy continues to adopt a performance-based approach responding to the site's location within the City Frame and proximity to public transport and active transport modalities and the operational characteristic of BTR and PBSA developments.

Reduced parking rates are proposed for the BTR and PBSA components, based on:

- Lower expected vehicle ownership levels;
- Parking spaces typically being leased separately from dwelling units in Tower 3 and Tower 4;
- Active parking demand management by a single building operator; and
- Strong access to alternative transport options including public transport and active transport routes.

Conversely, a higher parking provision is proposed for the retail component to accommodate the broader customer catchment expected to access the site from the surrounding suburban area, with the total car parking supply providing a balanced provision between the different rates for individual uses across the development.

Colliers have prepared a formal response included in **Appendix H - Transport Engineering Report** of this correspondence. For completeness, a summary of the response to each of the items raised above is provided below:

Item 12

Section 8.3 of the Transport Engineering Report (**Appendix H**) provides updated background traffic growth assumptions, utilising current traffic survey data across the Toowong road network.

The revised assessment includes historical traffic data collated between 2007-2016, together with more recent traffic count data collated between 2016 and 2025. These demonstrate that traffic volumes have either remained stable or have otherwise declined across the surrounding road network, despite increased residential density within the locality. Consequently, the updated assessment concludes that no measurable background traffic growth has occurred within the study area.

As such, the traffic and transport assessment undertaken to date adopts the 2025 surveyed traffic volumes as the base case for the site and applies a 0% background growth rate for future assessment scenarios. This approach is further supported by observed traffic trends and is considered conservative, as it maintains existing traffic volumes despite empirical evidence of an overall decline in traffic demand.

Item 13

The Applicant acknowledges Council's desire to discourage reliance on private vehicle use and promote sustainable transport outcomes, which has been reflected in the revised proposal.

Importantly, the development does not encourage private car use through car parking oversupply. Instead, parking is provided in a consolidated multi-level arrangement across basement and podium levels, with shared use areas (Basement Level 1 and Lower Ground Level) enabling efficient allocation of car parking spaces between residential visitors and retail/commercial tenancy users. Operational management measures, including controlled access and time-limited parking, are proposed to discourage long-stay parking and support turnover for genuine on-site demand. Further, the provision of parking is not intended to induce additional private vehicle trips, but to accommodate realistic operational demand while preventing overspill into the surrounding street network.

The proposed parking strategy achieves compliance with Performance Outcome PO12 of the Transport, access, parking and servicing (**TAPS**) code as it moderates parking supply, integrates shared and managed parking arrangements and supports opportunities for reduced private vehicle dependence in line with the purpose of the TAPS code.

Refer to Section 5 of the Transport Engineering Report for further detail.

Item 14

The Applicant acknowledges Council's request for additional detail to be provided in accordance with Item 14 of its Further Advice. In response, the following have been provided within **Appendix H - Transport Engineering Report** and **Appendix B – Revised Architectural Drawings**.

- **PWD Parking Provision -** As outlined in Section 5.1.9 of the Transport Engineering Report, the revised development scheme requires a minimum of 10 PWD parking spaces. The Revised Architectural Drawings demonstrate the provision of these spaces within the basement parking layout, distributed to ensure convenient access to key pedestrian entry points and lift cores, in accordance with applicable accessibility requirements;
- **Motorcycle Parking Provision –** Given the flexible nature of the shared parking arrangement, motorcycle spaces can be allocated and located within the proposed basement parking layout adjacent to major pedestrian access points as part of the detailed design and operational management. We respectfully request that this matter be resolved at the operational design stage or through a condition of approval;

- **Small Car Parking Spaces –** No small car parking spaces are proposed within the revised development scheme;
- **Separation of MUD and Short-Term Accommodation Parking –** The revised development scheme continues to allow for separation between multiple dwelling and short-term accommodation resident parking through allocation and security controls. This includes the ability to implement access zoning and security gating within basement levels to manage user groups. We respectfully request that this matter be resolved at the operational design stage or through a condition of approval; and
- **Visitor and Short-Term Accommodation Parking Allocation –** The revised architectural drawings provide for flexible allocation of visitor parking and short-term accommodation within the shared parking areas. While specific delineation can be shown on the architectural plans, the final allocation and identification of spaces is intended to be resolved at the detailed design and operational management stages.

Overall, the proposed parking layout continues to provide a flexible and compliant arrangement that can accommodate the required functional outcomes sought by Performance Outcome PO1 and Performance Outcome PO15, with detailed allocation and signage to be resolved within the detailed design stage.

We trust that the above suitably addresses Council's concerns as raised by **Item 12**, **Item 13** and **Item 14** of its Further Advice Request.

3.8 Access and Servicing

Item 15

While the used of boom gates to prevent the use of the site as a 'park and ride' is generally supported, the Transport Engineering Report states that the location of the boom gates is to be confirmed at detailed design stage. Due to the significant parking provided on the site, a minimum queue distance is required to be confirmed for all access points and therefore a minimum distance from the entry point to the boom gates is required to be confirmed as part of this application to ensure that there are no negative impacts on the road network from queuing of the site.

a. Demonstrate the minimum proposed unobstructed queue distance for each site entry on site plans in accordance with AO15/PO15, PO3 and PO9 of the Transport, access, parking and servicing code.

Item 16

The current proposed servicing arrangements for the site are considered to be in-adequate for the proposed development density.

a. *Provide additional Servicing area for all using in accordance with PO18 and PO19 of the TAPS code.*

Item 17

Several different swept path analysis diagrams have been provided as part of the Transport Engineering Report to support the proposed servicing arrangements. Several swept paths have demonstrated conflicts with other vehicle manoeuvring areas or occupied spaces and require amendment in accordance with PO15 and PO19 of the TAPS code as follows:

a. *The submitted swept path analysis of the internal Porte cochere located off the Sherwood Rd access (Drawing number 24BRT0547-02) proposes that vehicles are required to use the main access ramp for manoeuvring. This will obstruct vehicle flow entering and exiting the site, it is also noted that there may be visibility constraints. Demonstrate how vehicle safety will be maintained and that the proposed manoeuvre will not affect site access and/or queuing.*

b. *Drawing number 24BRT0547-05 indicates that there will be encroachment of the turning circle of the standard B99 vehicle into the proposed wall. Advise how this is to be managed and or rectified.*

c. *In drawing number 24BRT0547-10, the proposed manoeuvring for the HRV reversing into its proposed loading Bay requires manoeuvring into the general servicing Bay Area. This is not considered acceptable as each loading bay must be independent in terms of manoeuvring and not require the vacancy of a separate loading Bay for access.*

d. *The medium rigid vehicle, MRV, swept analysis from the Jephson Street frontage lower access (Drawing Number 24BRT0547-11), requires manoeuvring over a proposed car parking bay.*

    i. *Remove the proposed car parking bay and provide appropriate line markings to indicate this is a no parking zone.*

Response

The Applicant understands Council's interests in ensuring the access and servicing provisions of the development remain suitable in its context and responds to the demand generated from the proposed development. In response to **Item 15**, **Item 16** and **Item 17**, the Applicant's transport engineer, *Colliers*, have prepared a formal response included in **Appendix H - Transport Engineering Report** of this correspondence.

For completeness, a summary of the response to each of the items raised above is provided below:

Item 15

The revised application material includes the requested additional information on queuing provisions detailed in the Transport Engineering Report (**Appendix H**) and Revised Architectural Drawings (**Appendix B**). The proposed access points at Sherwood Road and Jephson Street (North) achieve compliance with Acceptable Outcome AO15 of the Transport, access, parking and servicing code, which states:

> ***AO15***
>
> *Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.*

The Jephson Street (South) and High Street access points achieve compliance with Performance Outcome PO15 of the Transport, access, parking and servicing code, which states:

> ***PO15***
>
> *Development provides a car park layout which allows for on-site vehicle parking that:*
>
> a. *Is clearly defined, safe and easily accessible;*
> b. *Is designed to contain potential adverse impacts within the site;*
> c. *Does not detract from the aesthetics or amenity of an area;*

d. *Discourages on-street parking if parking has an adverse traffic management safety or amenity impact;*
e. *Is consistent with safe and convenient pedestrian and cyclist movement.*

Specifically, the revised development provides the following unobstructed queue distance from each site entry, outlined in **Table 2** below.

Table 2 - *Queuing Provision Compliance*

Access	TAPS PSP Provision	Proposed Provision	Compliance
Sherwood Road	7 vehicles / 40 metres	16 vehicles / 96 metres	TAPS PSP Compliant
Jephson Street (North)	7 vehicles / 40 metres	13 vehicles / 78 metres	TAPS PSP Compliant
Jephson Street (South)	7 vehicles / 42 metres	2 vehicles / 12 metres	Performance Solution
High Street	7 vehicles / 40 metres	4 vehicles / 24 metres	Performance Solution

Jephson Street (South) and High Street

Where performance solutions are sought to queuing provisions at Jephson Street (South) and High Street, they continue to be appropriate and achieve compliance with Performance Outcome **PO15** for the following reasons:

- The revised configuration ensures that all queue storage occurs entirely within the site, with adequate separation between the site access points and boom gate controls to prevent spillback onto the adjacent road network under peak operating conditions;
- The residential-led development is anticipated to generate low and dispersed peak period traffic volumes, significantly reducing the likelihood of queuing conflicts at these access points;
- The proposed boom gate systems will utilise fast, contactless entry methods, including but not limited to, fobs or number plate recognition to minimise delays at the control point. While the final boom gate positioning configuration is to be confirmed at the detailed design stage, the demonstrated queue storage provisions on the Revised Architectural Drawings continue to achieve compliance with the intent of Performance Outcome PO15 by ensuring safe and efficient vehicle entry can be achieved without impacting the external network;
- Similar residential developments in Brisbane have been approved with reduced queuing capacity, demonstrating consistency with Council's performance intent; and
- The site's high accessibility to public transport and active transport options, particularly for CBD bound travel, further reduces reliance on private vehicles during peak times, thereby lowering queuing demand.

Please refer to Section 6 of **Appendix H - Transport Engineering Report** and **Appendix B – Revised Architectural Drawings** for further detail.

We trust that the above suitably addresses the concerns raised in **Item 15** of Council's Further Advice Request.

Item 16

The proposed servicing arrangements have been updated in response to the revised development scheme to ensure adequate provision for waste collection, loading and service vehicle access in accordance with Performance Outcome PO18 and Performance Outcome PO19 of the TAPS code.

Importantly, additional servicing capacity has been incorporated into both the primary loading area and the Sherwood Road servicing zone. These updates increase the number of available servicing bays and improve overall operational efficiency across the site, allowing for separation of service vehicle movement and reducing potential conflicts between service operations and internal circulation.

The revised layout ensures that servicing demand generated by the increased development density can be accommodated fully within the site boundary, without reliance on on-street servicing or external road network impacts. Vehicle access, manoeuvring and loading operations have been reviewed to ensure compliance with the intent of the relevant performance outcomes, with adequate space provided for safe and efficient service vehicle operations.

Further detail in this regard is provided in Section 7 of the Transport Engineering Report.

Item 17

An updated swept path analysis has been updated to reflect the revised development scheme, demonstrating appropriate vehicle manoeuvrability within the site. This is included in Appendix B of the Transport Engineering Report. For additional details, please refer to **Appendix H - Transport Engineering Report** and **Appendix B – Revised Architectural Drawings**.

Having regard to the above, we trust that Council's concerns outlined in **Item 15**, **Item 16** and **Item 17** have been suitably addressed.

3.9 Bicycle Parking

Item 18

The submitted Transport Engineering Report has stated that 1,872 bicycle parking spaces, 48 lockers and 9 showers (amenity areas) will be provided on the site generally in accordance with the TAPS planning scheme policy, however it is not demonstrated on the submitted proposed architectural plans. It is unclear of how the proposed bicycle parking lockers and showers will be provided in accordance with Council and Australian standards.

a. *Clearly demonstrate the location of all residents, visitor, staff and site visitor bicycle parking spaces, lockers and amenity areas on the submitted architectural plans. Demonstrate that all areas achieve the minimum width length and access corridor width in accordance with the Australian standards of AS2890.3:2015 and AO5.1, AO5.2, AO5.3, AO5.4, AO5.5/PO5, AO6/PO6, AO7/PO7 TAPS code.3*

Item 19

The proposed bicycle storage location off the main entry way to the northern Jefferson Street driveway is not supportable. The proposal to have cyclists interacting with both service vehicles and general vehicles, with minimal visibility is considered a significant safety hazard.

a. *Provide separate pedestrian and bicycle access to the main vehicle access points of the site to ensure the safety of residents and site visitors in accordance with AO7/PO7 of the TAPS code.*

Response

Item 18 and **Item 19** of Council's Further Advice Request seek additional detail on the proposed bicycle parking provision onsite. In response to the matters raised in these items, the Applicant and its project team have included additional detail within its revised development scheme included in **Appendix B – Revised Architectural Drawings** to this correspondence. This is additionally supported by a formal response prepared by the Applicant's transport engineer, *Colliers*, included in **Appendix H - Transport Engineering Report**.

As a consequence of the revised design scheme, the total number of bicycle parking spaces has been reduced from 1,872 spaces to 1,119 spaces. This proposed bicycle parking provision adopts an appropriate and balanced approach between Council's and Austroads' rates while maintaining sufficient capacity to cater for anticipated demand. Additionally, the revised design scheme delivers 34 lockers and 8 showers within the end-of-trip facilities.

The BTS residential towers achieve the bicycle parking rates prescribed with the (**TAPS**) Planning Scheme Policy. For the BTR and PBSA components, a reduced provision is proposed, supported by the introduction of bicycle share and/or hire schemes for residents, thus reducing the need for individual bicycle ownership while continuing to promote active transport.

The proposed supply of 1,119 bicycle spaces exceeds the Austroads-derived demand estimate of 721 spaces by approximately 55%. In addition, all visitor bicycle parking spaces will be located in highly accessible locations near building entrances and will be available for use by visitors to all land uses within the development, providing flexibility and opportunities for shared utilisation across the site.

Should demand increase in the future, additional bicycle parking can be appropriately accommodated within the development.

Item 18

The Revised Architectural Drawings (**Appendix B**) include annotations to clearly identify the location of all bicycle parking areas across the proposed land uses. Bicycle parking is allocated within basement and podium levels, with visitor bicycle spaces located in highly accessible areas adjacent to primary building entrances, supporting convenient access.

The architectural drawings also identify the location of bicycle lockers and end-of-trip facilities which are provided within secure internal building areas. These facilities have been designed to comply with AS2890.3:2015 requirements, including appropriate aisle widths, manoeuvring areas, ramp gradients and access corridors to ensure safe and efficient bicycle movement throughout the facilities.

Additionally, the revised development scheme ensures that all bicycle parking and end-of-trip facilities are designed in accordance with the relevant Australian Standards and TAPS code requirements, ensuring functional accessibility and adequate spatial provision.

Please refer to Section 9 of **Appendix H - Transport Engineering Report** for further details.

Item 19

In response to concerns on cyclist interaction with vehicular movements at the northern Jephson Street driveway, the revised development scheme reconfigures the accessway to improve separation and safety outcomes in accordance with Acceptable Outcome AO7 and Performance Outcome PO7 of the TAPS code.

Specifically, the reconfigured bicycle access pathways avoid direct interaction with service vehicles and general traffic movements at the primary access points. Bicycle access routes have been redirected and clearly delineated to provide a separated and legible path of travel, reducing conflict points and improving overall safety for cyclists, pedestrians and vehicle users. Where shared interfaces are unavoidable, appropriate design measures including visibility improvements, signage, line marking and priority treatments will be implemented to reinforce safe operating conditions. These treatments ensure that the bicycle network within the site is integrated safely with the broader internal circulation system.

Refer to Section 9 of **Appendix H - Transport Engineering Report** for further details.

We trust that the above suitably addresses Council's requirements outlined in **Item 18** and **Item 19** of its Further Advice Request.

3.10 Road Widening

Item 20

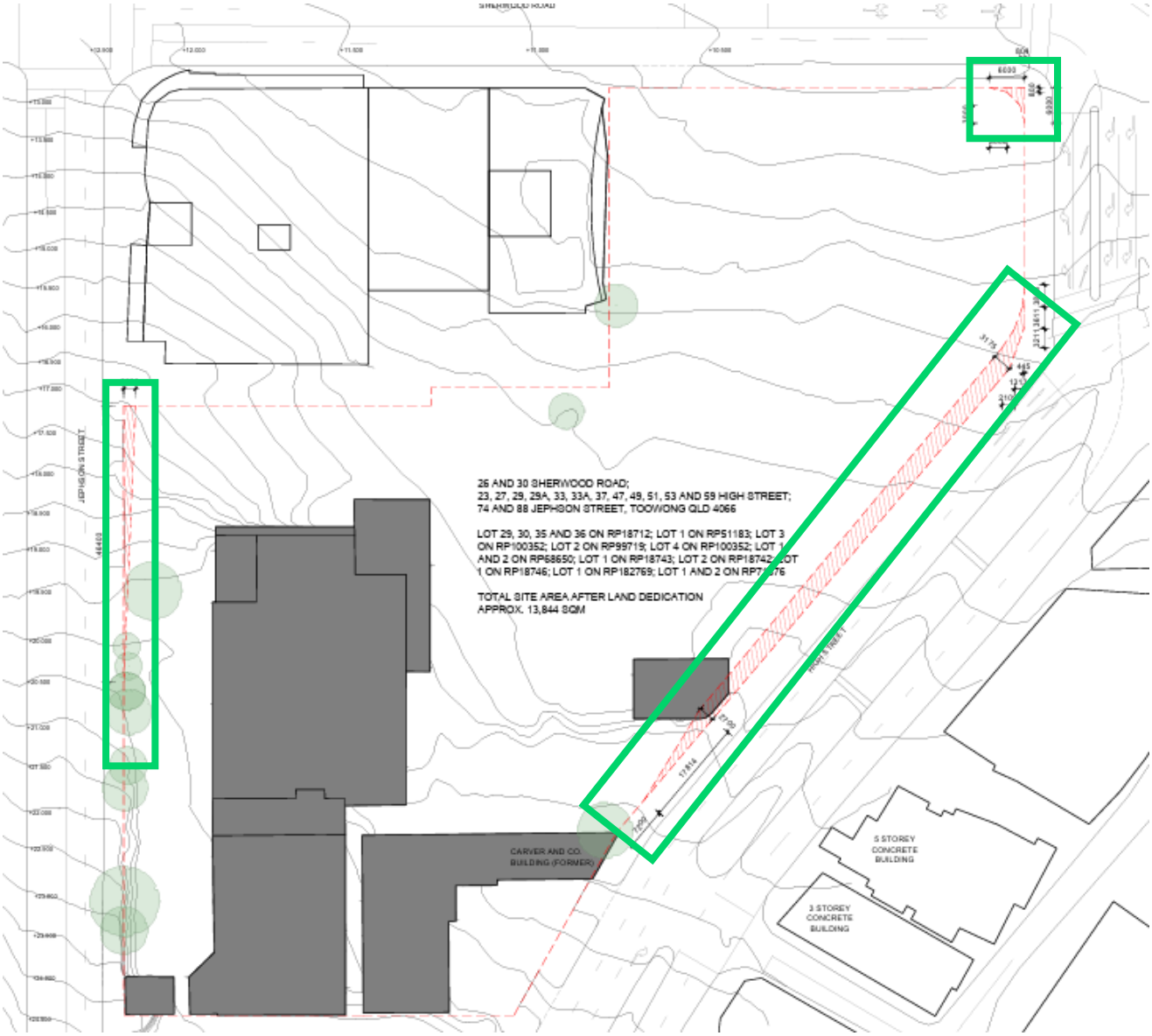
Amendments are required to demonstrate that the not prejudice areas and dedication are in alignment with the Councils requirements. Provide amended plans in accordance with the attached Road Widening Plan, RC16047 - Issue 1, that demonstrate the correct not to prejudice area in accordance with PO3 of the Road hierarchy overlay code.

a. *High Street – trunk land dedication*
b. *Jephson Street – not to prejudice*
c. *Sherwood Road corner truncation – not to prejudice*

Response

We understand that Council seeks additional clarification on the integration of its *Road Widening Plan RC16047 – Issue 1* and the proposed development in **Item 20** outlined above. **Appendix B – Revised Architectural Drawings** appropriately illustrate the provision of land dedications and not to prejudice areas, as requested (see **Figure 15** below).

Figure 15 – *Land Dedication*



Source: Kerry Hill Architects

We trust that the above response suitably addresses Council's concerns outlined in **Item 20** above.

3.11 Traffic Impact / Works External

Item 21

An amended RPEQ certified Transport Engineering Report is required that includes the following additional information or amendments that aligns with the requirements of the Transport, Access, Parking and Servicing code, Toowong—Auchenflower neighbourhood plan, Mixed use code, Infrastructure Design code and associated Planning Scheme Policies. Provide a concept functional layout that is scaled and dimensioned that demonstrates the following key items on each of the site frontages in accordance with of the PO1, PO2 of the TAPS code, Road Hierarchy overlay code, PO7, AO10/PO10 of the Toowong—Auchenflower neighbourhood plan and AO1/PO1, AO4/PO4, AO6/PO6 the Infrastructure Design code.

a. *Upgraded High Street bus stop (#1887, currently temporarily relocated to the west) designed to a premium stop standard with a capacity for 3x 14.5m or 2x 12.5 and 1x 18m buses in a lead stop arrangement (based on BSD-2103), noting that 14.5m buses need approximately 7.5m clear of the downstream bus position to safely egress.*
b. *Proposed High Street site access works, ensuring that the existing minimum verge width is maintained. A non-trunk, standard format land dedication is to be provided instead of the proposed pedestrian thoroughfare easement.*
c. *The proposed non-trunk mitigation works at the Jephson Street/Sherwood Road intersection, including details of how the existing mid-block pedestrian facility (kerb buildouts) on Sherwood Road will be relocated to facilitate the westbound approach lane lengthening, and kerbside allocation changes on the Sherwood Road departures to accommodate the proposed lane designation changes considering the geometric requirements for lateral shifts.*
d. *While proposed indented loading zone on the Jephson Street is supportable in principle from a transport engineering perspective, it effectively represents a monopolisation of existing public land for private use. Provide a non-trunk, standard format land dedication that maintains a verge width no less than existing past the indent. (Note the proposed volumetric easement arrangement is not supported). The width of the indented parking lane can be reduced from 2.7m to 2.5m, the length of each of the three spaces increased to 7.8m, and the entry and exit taper arrangements reduced to 2.5m radius reverse curves as per BSD-3162. The combined effect of these changes will reduce the extent of dedication required.*
e. *Provide a section of raised median island (as non-trunk works) to physically prevent illegal right turns at the proposed southern, left-in/left-out access on Jephson Street as per section 4.4 of the TAPS PSP.*
f. *Section 8.7.2 of the Transport Engineering Report references a Mitigation 3 for the Sherwood Road/Toowong Village intersection that "includes an additional eastbound right turn lane". Ensure the concept functional layout plan demonstrates how this mitigation would be achieved.*

Item 22

Proposed Mitigation 3 at the Sherwood Road/High Street intersection is not supported, as the lane designation changes on the eastbound approach will decrease the horizontal radius through the inbound lanes through the intersection. The lane designation changes on the eastbound approach will result in the formation of a right turn trap lane at the downstream High Street/Benson Street intersection, generating a significant volume of lane changing on the approach to the Sherwood Road intersection. Whilst the

outbound right hand lane may act as a defacto right turn lane during the PM peak hour, the change will not reflect the dominant movements throughout most of the day.

Item 23

There are several errors in the traffic assessment that are required to be addressed to more accurately reflect base case operations to support the application. Provide the following amendments to the traffic assessment:

a. *The Sherwood Road/Jephson Street intersection currently operates with a maximum cycle time of 100 seconds. The modelled operation does not include the existing bonus left movement in D phase, or the eastern pedestrian crossing operation in A phase.*
b. *The northern pedestrian crossing at the Sherwood Road/Toowong Village intersection (across the Toowong Village car park leg) currently operates with full timed protection from left turning traffic on Sherwood Road.*
c. *The adopted phasing at the High Street/Benson Street intersection does not reflect existing operations. The High Street pedestrian crossing operates with partial timed protection from the Benson Street left turn movement, and the Benson Street pedestrian crossing does not operate in the phase labelled as B.*
d. *The modelled lane designations on the Benson Street approach to High Street are incorrect. The kerbside lane is a dedicated left turn lane, and is not shared with through movements.*

Item 24

The proposed mitigation of development impacts on the High Street corridor (at the Jephson Street, Sherwood Road, and Benson Street signalised intersections) appears to be heavily reliant upon proposed Mitigation 2 (referred to as "signal phasing changes"), however the changes proposed have not been clearly presented. It is also unclear how feasible those changes are in the context of coordinated signals operating a corridor with linked operations that extend to other intersections on Moggill Road and Coronation Drive, and noting that permissible phasing is intrinsically linked to matters such as the functional layout (including design vehicle swept path requirements) and existing signal hardware.

a. *Provide a clear summary of the proposed changes to each intersection for review, and liaison with Council's Traffic Signals operation team may be required to establish what evidence is required to demonstrate the acceptability of the proposed changes in the context of the existing coordinated operations, noting that local changes may have unintended consequences at adjacent signalised intersections within the network.*

Response

The Applicant acknowledges that Council seeks additional clarification with regards to impacts on the broader traffic network and the external works that will be required as part of the proposed development. In response to **Item 21**, **Item 22**, **Item 23**, **Item 24** and **Item 25**, the Applicant's transport engineer, *Colliers*, have provided a formal response, summarised below for completeness (refer to **Appendix H – Transport Engineering Report**).

Item 21

In response to **Item 21**, the revised development scheme incorporates the following amendments:

- **High Street Bus Stop –** the revised development scheme retains the previously endorsed premium bus stop arrangement on High Street, designed in accordance with *Brisbane City Council Standard Drawing BSD-2103*. The proposed bus bay accommodates up to three 14.5m buses, or two 12.5m buses and one 18m articulated bus in a lead stop arrangement, with sufficient clearance to facilitate safe bus egress;
- **High Street Frontage Works –** the High Street frontage has been revised to incorporate a standard road dedication for the proposed bus stop and site access works, maintaining the required verge width. The previously proposed pedestrian easement has been removed, with all required works accommodated within the dedicated road reserve;
- **Jephson Street / Sherwood Road Mitigation Works –** an updated Traffic Impact Assessment was undertaken to demonstrate how the proposed mitigation works remain compliant with the relevant Performance Outcomes of the Infrastructure Design code. Refer to Section 8 of **Appendix H - Transport Engineering Report** for additional details;
- **Jephson Street Loading Ident –** the proposed loading bay at Jephson Street has been amended to reflect Council's preferred geometry, including reduced bay width, modified tapers and increasing loading bay lengths. The revised layout is supported by a standard land dedication, maintaining the required verge width without the need for a volumetric easement;
- **Raised Median –** a section of raised median can be incorporated on Jephson Street to physically prevent illegal right-turn movement, consistent with Section 4.4 of the TAPS planning scheme policy. We request that the delivery of this median be imposed as a condition of approval;
- **Concept Functional Layout –** In response to Council's comments, the previously proposed Mitigation 3 strategy at the Sherwood Road/High Street intersection has been removed from the assessment. Instead, the mitigation strategy focuses on the optimisation of the existing signal phasing and network operations, without requiring changes to lane designations that could adversely impact corridor operation.

For further detail, please refer to Section 8 of **Appendix H - Transport Engineering Report**.

Item 22

Section 8 of **Appendix H - Transport Engineering Report** has been updated to address Council's comments regarding the SIDRA modelling assumptions, signal phasing, land configurations and proposed mitigation measures outlined in **Item 22**.

As outlined above, the previously proposed Mitigation 3 strategy has been removed from the assessment. Instead, the revised mitigation strategy focuses on the optimisation of the existing signal phasing and network operations, without requiring changes to lane designations that could adversely impact corridor operation.

Refer to Section 8 of **Appendix H - Transport Engineering Report** for further details.

Item 23

In response to **Item 23**, the SIDRA models have been revised to accurately reflect the existing operation of the Sherwood Road/Jephson Street, Sherwood Road/Toowong Village and High Street/Benson Street signalised intersections, including the existing signal phasing, pedestrian operations, lane designations and cycle times.

The implications of these corrections on the overall traffic impact assessment are detailed further in Section 8 of **Appendix H - Transport Engineering Report**.

Item 24

In response to **Item 24**, the Transport Engineering Report has been updated to clearly describe the proposed signal phasing modifications (Mitigation 2), including the operational changes proposed at each intersection and the corresponding modelling assumptions made. The revised assessment demonstrates that the proposed mitigation measures can be implemented while maintaining the overall efficient operation of the coordinated signal network.

For additional details, please refer to Section 8 of **Appendix H - Transport Engineering Report.**

Having regard to the above, we trust that Council's concerns outlined in **Item 21**, **Item 22**, **Item 23** and **Item 24** have been suitably addressed.

3.12 Stormwater

Item 25

The mapped overland flow path within the Flood overlay does not overlay the site itself but is located within Sherwood Road and has been acknowledged by previous applications. Council flood modelling also shows this overland flow flooding. Council's modelling results are available through "Open Data" on the Council website (https://www.brisbane.qld.gov.au/business/tools-and-resources/open-data).

a. *Consider the overland flow and address AO7.1 of the Flood overlay code. RPEQ investigation, comment and confirmation of the extents (possibly within the site) need to be provided, with flood planning levels for the development fronting Sherwood Rd adjusted accordingly.*

Item 26

The proposed lawful point of discharge to the Sherwood Road infrastructure (as shown on proposed engineering plan DA1451 Rev B, within the SBWMP) can be supported in principle, however clarification is required. Due to the large area of the site, a high-capacity connection is required to the existing 750mm dia SW pipe in Sherwood Road.

a. *Provide a revised engineering plan showing the proposed diameter of the connection to the existing infrastructure.*

b. *Confirm the connection complies with the infrastructure design PSP section 7.6.3, demonstrating the site connection to the new gully pit is less than 300mm dia. Where a large diameter pipe is required due to capacity, a connection via a new manhole will be required.*

c. *Confirm the connection is achievable without clashing with existing services, noting there is a gas main within Sherwood Road. The invert level of the proposed and existing SW infrastructure should be shown on the plans.*

Response

In response to **Item 25**, *ADG Engineers* was commissioned by the Applicant to undertake an updated Overland Flow Assessment for the site. The assessment has regard to the previous Overland Flow Assessment prepared by Storm Water Consulting Pty Ltd (dated 4 September 2019), which identified that overland flow inundation affects Sherwood Road and the northern corner of the site. The assessment recommended a minimum level of RL11.46 m AHD for basement car park entrances and relevant floor levels.

Consistent with AO7.1 of the Flood Overlay Code, the proposed development incorporates mitigation measures to manage overland flow impacts. A flood gate is proposed to mitigate overland flow originating from Sherwood Road and entering the site during storm events. This measure is intended to reduce the severity and extent of surface inundation within the development by controlling overland flow ingress. The feasibility, sizing and operational requirements of the flood gate will be confirmed through detailed design and certification by a suitably qualified flood specialist.

In response to **Item 26**, a revised engineering plan has been prepared and is enclosed within **Appendix I**. The plan identifies the proposed diameter of the connection to the existing stormwater infrastructure within Sherwood Road.

The primary lawful point of discharge is proposed via a new connection to the existing maintenance hole N13001325 located within Sherwood Road. This approach responds to the site's catchment size and provides an appropriate high-capacity connection to the existing 750 mm diameter stormwater pipe, consistent with the intent of PSP Section 7.6.3.

Surface runoff not captured by the formal stormwater drainage network will continue to discharge to the road reserve via sheet flow, consistent with existing conditions.

Further detail is provided in **Appendix I – Engineering Services & Site Based Stormwater Management Report**.

3.13 Residential Bin Collection

Item 27

Towers 1, 2 and 3 have each been provided a 'Bin Chute Discharge Room', with the inclusion of a line track for general refuse and commingle recycling. However, the location of the overhead compactor and compaction ratio of 3:1 for general refuse and chute diverters have not been demonstrated. Furthermore, it is unclear how the dual refuse chute will function and discharge waste streams into each bin on the linea track. It also noted that one of the linear tracks impacted by a supporting column and as-such the bin cannot be collected from the track.

a. *Provided amended architectural plans which clearly demonstrates the location of the 'overhead compactor for general refuse (3:1 compaction ratio)' and chute diverters within each 'Bin Chute Discharge Room'.*

b. *The amended architectural plans are required to clearly demonstrate how the dual refuse chutes divert waste streams into each linea track and demonstrate the collection of bulk bins from the end of the track is not impeded by supporting column or the like.*

c. *Demonstrate the internal dimension of each 'Bin Chute Discharge Room'.*

Item 28

The bin room on the 'Lower Ground Site Plan' is required to be labelled as 'Residential Bin Room' and Cleary demonstrate the internal dimensions.

In accordance with AO32/PO32 of the Multiple dwelling code and AO8.1 and AO8.2/PO8 of the Infrastructure design code, provide amended architectural plans which clearly demonstrates the internal dimensions of the 'Bin Room Tower 1, 2 and 3 and label the 'Bin Room as Residential'.

Response

In the revised scheme, the chute discharge rooms for Towers 2, 3 and 4 have been relocated to Basement 1, while the chute discharge room for Tower 1 continues to be located on Lower Ground Level. The architectural plans have been updated to reflect this change.

In response to **Items 27** and **28**, the amended plans provide chute offsets to illustrate the location the chute will discharge into the bin rotation, in addition to written annotations that demonstrate the proposed compaction ratios and room area. Further to this, the intended use of all bin storage areas has been clarified on revised architectural drawings and all refuse storage areas allocated for residential use have written annotation denoting room use.

For further details, please refer to **Appendix J - Operational Waste Management Plan**.

3.14 Non-residential Bin Collection

Item 29

In tower 1, the 'retail and commercial uses' general refuse and paper/ cardboard will be compacted by means of an 'Upright Bin Press' at a compaction ratio of 3:1. However, the location of an upright bin press and compaction ratio has not been demonstrated within the Tower 1 'Bin Room Retail' (90sqm). Furthermore, the internal dimension of 'Bin Room Retail' have not been provided.

a. *Clearly demonstrate the location of an 'Upright Bin Press' (3:1 compaction for general refuse and paper/ carboard only) within the Tower 1 Retail Bin Room.*

b. *Additionally, demonstrate the internal dimensions of the 'Retail Bin Room'.*

Item 30

Towers 2 and 3 have been provided two retail bin rooms which have not demonstrated the internal dimension of each bin room. Furthermore, 'Bin Room – Retail (25SQM)' is not functional and does not provide unimpeded access to each bin within the bin room. The bin room design is required allow for circulation and manoeuvring of bins within the room.

a. *In accordance with AO63.1 and AO63.2/PO63 of the Centre or mixed use code and AO8.1 and AO8.2/PO8 of the Infrastructure design code, provide amended architectural plans which demonstrates the 'Bin Room – Retail' has been provided with a width of 3.66m to enable unimpeded access to all bins.*

b. *Additionally, clearly demonstrate the internal dimension of both 'Retail Bin Rooms' within Tower 2 and 3.*

Item 31

Tower 3 comprises of 92 x Short term accommodation (STA) units across floors 5 – 8, which have been provided access to the Tower 3 residential refuse chutes. The STA use is a non-residential use, therefore disposal of waste via the residential dual waste chutes is not permitted.

a. *In accordance with AO63.1 and AO63.2/PO63 of the Centre or mixed use code and AO8.1 and AO8.2/PO8 of the Centre or mixed use code, provide amended architectural plans demonstrating Tower 3 has provided a dedicated 'STA Bin Room' which has a minimum GFA of 34.77m2 (internal dimensions of 9.5m x 3.66m) to house fourteen (14) x 1,100L bulk bins (i.e., seven (7) x 1,100L bulk bins for general refuse + seven (7) x 1,100L bulk bins for commingle recycling) collected three times per week.*

b. *Furthermore, demonstrate that the STA use on floors 5 – 8 does not have access to the residential refuse chutes.*

Item 32

It is unclear how bins will be manoeuvred from both retail bin rooms within Tower 2 and 3 to the rear of the Refuse Collection Vehicle (RCV) during servicing, given the bin rooms and transfer path for bins is located on RL + 16.400, whereas the loading dock is on RL +15.600.

a. *In accordance with AO63.1/PO63 and AO8.1/PO8 of the Infrastructure design code, provide amended architectural plans which clearly demonstrate bulk bins can be manoeuvred from each bin room with Towers 2 and 3 to the rear of the RCV during servicing, given the change in height between the FFL of the bin room/ service area and loading dock of 0.8m. Ensure the transfer path gradient for bulk bins does not exceed 1:20. Note – service provider and/or private waste contractor will not be responsible for operating a dock leveller or the like.*

Response

In response to **Items 29-32**, *Colliers* have been engaged to prepare an updated Operational Waste Management Plan (OWMP). The OWMP and revised architectural drawings reflect a refined waste management strategy across the development, including updated refuse storage, servicing and collection arrangements for the non-residential components.

Separate refuse storage and management arrangements are now provided for the purpose-built student accommodation (Tower 3), the supermarket tenancy and all remaining non-residential tenancies, as detailed within the OWMP.

The refuse storage arrangement for Tower 3 is consistent with Residential Towers 2 and 4, with a chute discharge room located on Basement 1 beneath the chute termination point. The chute discharge room

accommodates the required chute discharge equipment, including bin rotation and compaction infrastructure. The dual chute system offsets from the core at sufficient height to discharge into the nominated position on the bin rotation equipment.

The revised architectural drawings indicatively demonstrate the location and operation of waste management infrastructure, including indicative chute offsets, bin rotation systems and compaction equipment. Additional written annotations have also been included to identify proposed compaction ratios and room areas for clarity.

For further details, please refer to **Appendix J - Operational Waste Management Plan**.

3.15 Loading and Servicing

Item 33

For tower 1, the 'Lower Ground Site Plan' has identified that a loading bay has been labelled as LRV only.

a. *Provide amended architectural plans labelling Tower 1's loading/service bay as a 'LRV/RCV bay'.*

Item 34

The 'Ground Site Plan' shows Tower 2 and 3 northern side 'HRV/ RCV / MRV' loading bay less than the required 3.5m width, with only 3m provided between the wall and supporting column. Furthermore, the ramp gradient has not been annotated on the architectural plans.

a. *In accordance with AO19.1, AO19.2 and AO19.3/PO19 of the Transport, access, parking and servicing code and AO8.1/PO8 of the Infrastructure design code, provide amended architectural plans which clearly demonstrates Tower 2 and 3 northern side 'HRV/ RCV / MRV' loading bay is a minimum of 3.5m wide in accordance with Table 12 of TAPS PSP.*

b. *Ensure that the RCV loading bay is a minimum of 11.5m long to enable loading of bulk bins between the rear of the RCV and built form.*

c. *Additionally, clearly demonstrate the gradient of the ramp located between the Jephson Street access and loading dock.*

Response

In response to **Item 33** and **Item 34** and the revised development scheme, the servicing arrangements have been updated to demonstrate appropriate vehicle manoeuvrability, bay dimensions and number of service bays within the site.

For further details, please refer to Appendix A and Section 7 of **Appendix H - Transport Engineering Report** and **Appendix J - Operational Waste Management Plan**.

We trust that the provision of the above suitably addresses **Item 33** and **Item 34** of Council's Further Advice Request.

3.16 RCV Swept Path Analysis

Item 35

The Colliers International Engineering & Design (TTMC) P/L – 'Swept Path Analysis 10.24m Refuse Collection Vehicle (Rear Loading) Sherwood Road Access' has identified the vehicle design specifications has utilised a steering angle of 38.9deg in lieu of the required curb-to-curb turning radius of 9.75m for tower 1.

a. *In accordance with PO1/ AO1/PO1, AO19.2 and AO19.3/PO19 of the Transport, access, parking and servicing code, provide a revised RPEQ certified swept path analysis for a 10.24m Rear Loading RCV (As per BSD-3008-2) as specified in Table 3 of the Refuse PSP which demonstrates safe and efficient on-site servicing whilst utilising a curb-to-curb turning radius of 9.757m.*

Item 36

Furthermore, the Colliers TIA has not included RPEQ certified swept path analysis for the RCV which demonstrates safe and efficient entry and egress manoeuvres via the Sherwood Road driveway crossover. The entry and egress manoeuvres are required to demonstrate the RCV does not conflict with the bus zone, loading zones or any lawfully parked vehicles.

a. *Submit a RPEQ certified swept path analysis for a 10.24m Rear Loading RCV which demonstrates safe and efficient entry and egress manoeuvres can be undertaken via the Sherwood Road access. The entry and egress manoeuvres are required to demonstrate the RCV does not conflict with the bus zone, loading zones, lawfully parked vehicles etc.*

Item 37

The Colliers International Engineering & Design (TTMC) P/L – 'Swept Path Analysis 10.24m Refuse Collection Vehicle (Rear Loading) Circulating the Site' has identified the design specifications have utilised steering angle of 38.9deg in lieu of the required curb-to-curb turning radius of 9.75m for Towers 2 and 3. Additionally, the swept path shows the RCV reversing through the loading dock.

a. *In accordance with AO1/PO1, AO19.2, AO19.3/PO19 of the Transport, access, parking and servicing code, provide a revised RPEQ certified swept path analysis for a 10.24m Rear Loading RCV (As per BSD-3008-2) as specified in Table 3 of the Refuse PSP which demonstrates safe and efficient on-site servicing whilst utilising a curb-to-curb turning radius of 9.757m.*

Response

In response to **Item 35, Item 36, Item 37** and having regard to the revised development scheme, *Colliers* has provided an updated swept path analysis to demonstrate appropriate vehicle manoeuvrability within the site, achieving compliance with the relevant provisions of the TAPS code.

Please refer to the updated swept path analysis included in Appendix B of **Appendix H - Transport Engineering Report**.

We trust that the provision of the above suitably addresses **Item 35, Item 36** and **Item 37** of Council's Further Advice Request.

3.17 Clinical and Related Waste (Regulated Waste)

Item 38

It is noted that the proposal seeks approval for a Health Care Service use. This use has the potential to produce clinical and related waste which is classified as regulated waste (refer section 42 of the Environmental Protection Regulation 2019). Although not part of Council assessment, segregation, correct storage, and handling of regulated waste must be considered and demonstrated in accordance with Part 5B of the Waste Reduction and Recycling Regulation 2011. Therefore, the proposal must demonstrate that the refuse storage areas for general refuse and regulated waste are separate and clearly labelled. The refuse storage areas must be either within a building or an enclosure.

a. *Provide amended plans which clearly demonstrates a separate regulated waste storeroom (within a building), or regulated waste enclosure (roofed and wholly screened) has been provided for the proposed Healthcare Service. Note – to satisfy this item the indicative location of regulated waste/ clinical bins within each healthcare service tenancy will suffice.*

Response

Discussions with prospective Health Care Service tenants have not yet occurred, given the early stages of the project. As per common practice for a mixed use development, approval for a range of land uses has been sought to provide future flexibility with tenanting.

It is possible, therefore, that a Health Care Service tenant may never occupy the development. Additionally, 'Health Care Service' covers a broad range of tenants, not all of which will generate medical or regulated waste (such as a chiropractor, psychologist or physiotherapist).

Therefore, the preparation of a dedicated secure storage area of regulated waste is deemed to be premature at this stage in the design process. Nonetheless, the proposed size of the refuse collection area has been designed to be capable of accommodating medical waste facilities should the need arise.

If required, Council can impose reasonable and relevant conditions that require the preparation of a tenant-specific waste management plan (including the provision of secure storage) in the event a Health Care Service use occupies one of the proposed retail tenancies and generates medical or regulated waste.

Having regard to the above, we trust that Council's concerns outlined in **Item 38** have been sufficiently addressed.

3.18 Earthworks

Item 39

It is noted that DA form 1 nominates operational work for earthworks as part of this application. The proposed bulk earthworks appear to be related to the basement construction only, this would be considered auxiliary to the proposed building works.

a. *Confirm if there are earthworks over 1 metre in cut or fill proposed outside of the basement area.*

Item 40

The submitted Compliance report against the Filling and Excavation code advised that the proposed development "Will Comply To be confirm during detailed design phase." to several of the key requirements of the code. This is not a suitable response, provide an amended response that clearly outlines how the development meets the acceptable outcome or justifies how the performance outcomes are achieved.

Response

In response to **Items 39** and **40**, *ADG Engineers* have prepared an updated Engineering Services Report.

With respect to **Item 39**, the updated preliminary earthworks layout plan indicates that earthworks exceeding 1 metre in fill may be proposed outside of the basement footprint. These areas are generally located along the Jephson Street frontage and the High Street frontage. Relevantly, the quantities and levels are to be refined during the detailed design phase of the project. Once these details are confirmed, the required approvals and permits will be obtained at the relevant time.

In response to **Item 40**, ADG Engineers have provided an amended assessment against the Filling and Excavation Code which demonstrates how the proposed development can achieve compliance with the relevant acceptable outcomes and corresponding performance outcomes. Where appropriate, detailed compliance outcomes will be confirmed during the detailed design phase through subsequent engineering design and certification processes.

The Applicant is prepared to accept the imposition of reasonable and relevant conditions of approval, requiring detailed engineering plans to be submitted for compliance assessment.

For further details, please refer to **Appendix I – Engineering Services & Site Based Stormwater Management Report**.

3.19 Engineering Services Report

Item 41

The submitted Engineering Services Report by Egis is not certified by a RPEQ.

a. *Provide an amended copy of the report that is certified by a RPEQ. The report also fails to provide details on the proposed bulb earthworks design, as an operational works bold earth works application is part of this application.*

Response

In response to **Item 41**, *ADG Engineers*, have provided an updated Engineering Services & Site Based Stormwater Management Report, which is included in **Appendix I** to this correspondence. It is understood that the amended copy of the report has been certified by a Registered Professional Engineer of Queensland.

As part of the updated Engineering Services Report, a concept earthworks plan has been prepared to inform preliminary design for the proposal. Quantities and levels are to be refined during the detailed design phase of the project. A response to Council's Filling and Excavation Code is also provided in the supporting documents attached to the report.

The provision of the abovementioned documentation suitably addresses the matters raised in **Item 41** of Council's Further Advice Request.

3.20 Construction Management Plan

Item 42

The submitted Construction management plan provides insufficient detail around key areas such as the proposed traffic management, potential road and footway closures and how construction vehicles traffic will be managed to minimise the impact in the local area. Provide an updated construction management plan which addresses the following in accordance with AO20/PO20, PO21 of the Infrastructure design code and PO10 of the Filling and excavation code.

a. *Confirm if any road closures are proposed as part of the construction of development and provide concept traffic guidance schemes of any proposed closures including the duration of the proposed closures.*
b. *Confirm if there are any proposed footway/verge closures, if these closures are proposed demonstrate how safe pedestrian access will be provided in the form of a partial closure or temporary pedestrian detour.*
c. *The proposed development includes a significant amount of earthworks, requiring the surplus soil to be removed from site. Provide a concept removal strategy that indicates the proposed type of heavy vehicle number of heavy vehicles and access points for the removal of the surplus soil.*
d. *Provide a concept site plan of the locations proposed for the site office and facilities, lay down areas and key access points to the site for the duration of the excavation.*
e. *Provide a secondary site plan for proposed stage 2A that outlines the above mentioned items for once ground level is met during construction.*

Response

In response to **Item 42**, the Applicant has prepared an updated Preliminary Construction Management Plan (PCMP), included in **Appendix F** of this correspondence. The updated PCMP demonstrates compliance is able to be achieved with PO20, PO21 of the Infrastructure design code and PO10 of the Filling and excavation code.

The PCMP addresses the following:

a. Construction and work zones are anticipated to be generally in line with Appendix 5 of the PCMP, Stages 1 – 5. This shows the work zones and laydown areas primarily within the bounds of the site, save for external works zones relating to the temporary bus stop relocation and some minor work zones on Jephson Street and High Street. Road closures to High Street, Jephson Street and Sherwood Road will be minimised where possible. Construction activities requiring road closures such as tower crane erection and dismantling, site shed setup and demobilisation and external works relating to the road and footpath are to be determined during the course of construction.

b. Footway and verge closures will be limited to the extent practicable. The greatest impact will occur in Stage 1, with potential work zone / lay down areas on part of High Street. The delivery of the public realm as part of Stage 1 will reduce the extent of footway and verge closures to generally only minor areas associated with the particular towers to be delivered in the subsequent stages.

c. Earthworks proposed on site are generally limited to excavation associated with the basement. If necessary, appropriate conditions can be imposed that require a removal strategy to be submitted

with a Traffic Management Plan as part of the conditions compliance process, which will also identify the heavy haulage routes for construction vehicles associated with the development.

d. Due to the size, scale and staged arrangement of the development, it is anticipated that the location of site accommodation including offices, amenities and storage areas will involve multiple layouts to suit the stages.

e. The staging plans contained in Appendix 5 of the PCMP provide an indication of the above considerations (to the extent possible) once the ground level and public realm is delivered, from Stage 2A onwards.

Standard Construction Management Plan conditions can be imposed that require further detail to be submitted as part of conditions compliance, once detailed design occurs and the construction methodology is resolved with the finalised builder and contractor team.

It is noted that the updated PCMP also includes detail in respect of:

- The methodology for the relocation of the heritage building;
- Development staging, involving the following:
  - Stage 1: Basement to upper-podium level, public realm and retail to southern podium;
  - Stage 2: Tower 3
  - Stage 3: Tower 4
  - Stage 4: Tower 2
  - Stage 5: Tower 1

The above methodology assumes that works will be carried out concurrently, with the Tower 3 structure works commencing while the remaining stages are carried out in parallel with the public realm and external works constructed with priority. For flexibility, it is intended that Stage 1 occurs (and is completed) first, with the balance tower stages to occur in a non-sequential manner.

The as-lodged scheme included 4 primary stages (5 including sub-stages). The revised proposal retains the same general intent in respect of staging.

3.21 Public Realm and Streetscape

Item 43

The proposal is required to address the requirement to provide a precinct heart at the corner of Sherwood Road and High Street, including the provision of vibrant and active uses surrounding this area. Instead, the proposal focuses on the concept of the Toowong Watering Hole does not respond to the intent of the Neighbourhood Plan due to its location separated from the Sherwood Road commercial/retail precinct and the limited provision of adjoining vibrant and active uses. Further, the watering hole as a piece of public realm lacks an appropriate level of equitable access (due to the significant presence of stairs), and due to this, blocks desire lines through the site. In addition, this space doesn't provide equitable access connection to the future bus stops along High Street. (NOTE: A 3000m2 trunk/LGIP urban common (TOO-A4-001) is

located at the corner of Sherwood Rd and High Street. The urban common is envisaged to be the social hub of Toowong with ground-level activation and high-quality design and include a relationship to Toowong Village).

a. *Provide amended plans providing an activated precinct heart at the corner of Sherwood Road and High Street.*

Item 44

All three street frontages of the site are mapped as Locality Street with verge width to be maintained as existing. This is particularly problematic along Sherwood Road as the proposal indicates vehicular set downs which are resulting in a narrower footpath than existing (currently approximate verge width is 3.75m). Verge widths should remain as the existing minimum widths rather than narrower due to anticipated increase of pedestrian traffic. This may impact upon building setbacks.
The High Street frontage has 'blurred edges' which may be a good design feature, but the streetscape has to be homogeneous and clearly identifiable as public realm. In addition, along this frontage some of the site's furniture appears to extend into the verge.

a. *Provide a clear streetscape plan to show verge widths and these to remain as wide as they are at present.*

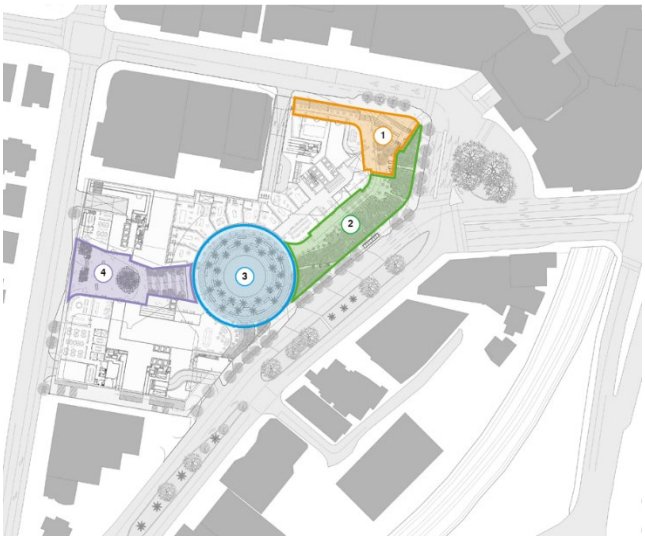
Response

At the outset, the revised development scheme continues to deliver significant improvements to the existing and approved public realm and streetscape anticipated on the site. In addition to the response provided to Item 3 of Council's Further Advice Request (detailed in **Section 3.2** of this correspondence), the following addresses Council's concerns outlined in **Item 43** and **Item 44**.

Item 43

The revised development provides an urban common at the corner of Sherwood Road as intended by the LGIP mapping (i.e. Sherwood Plaza). While the space is smaller in size than intended by the Toowong-Auchenflower neighbourhood plan, it continues to extend through the site providing a larger interconnected public realm across Sherwood Plaza, High Street Park, Central Plaza and Jephson Plaza. The revised development scheme continues to maintain the desired connectivity, with further refinements made to increase the accessibility of Central Plaza (see **Figure 16**).

Figure 16 – *Public Realm Comparison*



Picture 27 As Lodged Scheme

Source: PWP Landscape Architecture and Urbis

Picture 28 Revised Development

Source: PWP Landscape Architecture and Urbis

Specifically, the refinements made to the development scheme in this regard include:

- Amending the podium form to further increase visibility of Central Plaza from the intersection of Sherwood Road and High Street;
- Reconfiguring the non-residential tenancies provided across the ground plane and podium levels to provide additional activation and passive surveillance over the public realm through orientation and layout within the site; and
- Ensuring Central Plaza continues to provide equitable access for all members of the community through revision of pedestrian and accessible pathways throughout the ground plane.

For further detail, refer to **Appendix B – Revised Architectural Drawings** and **Appendix C - Statement of Landscape Design Intent**.

Item 44

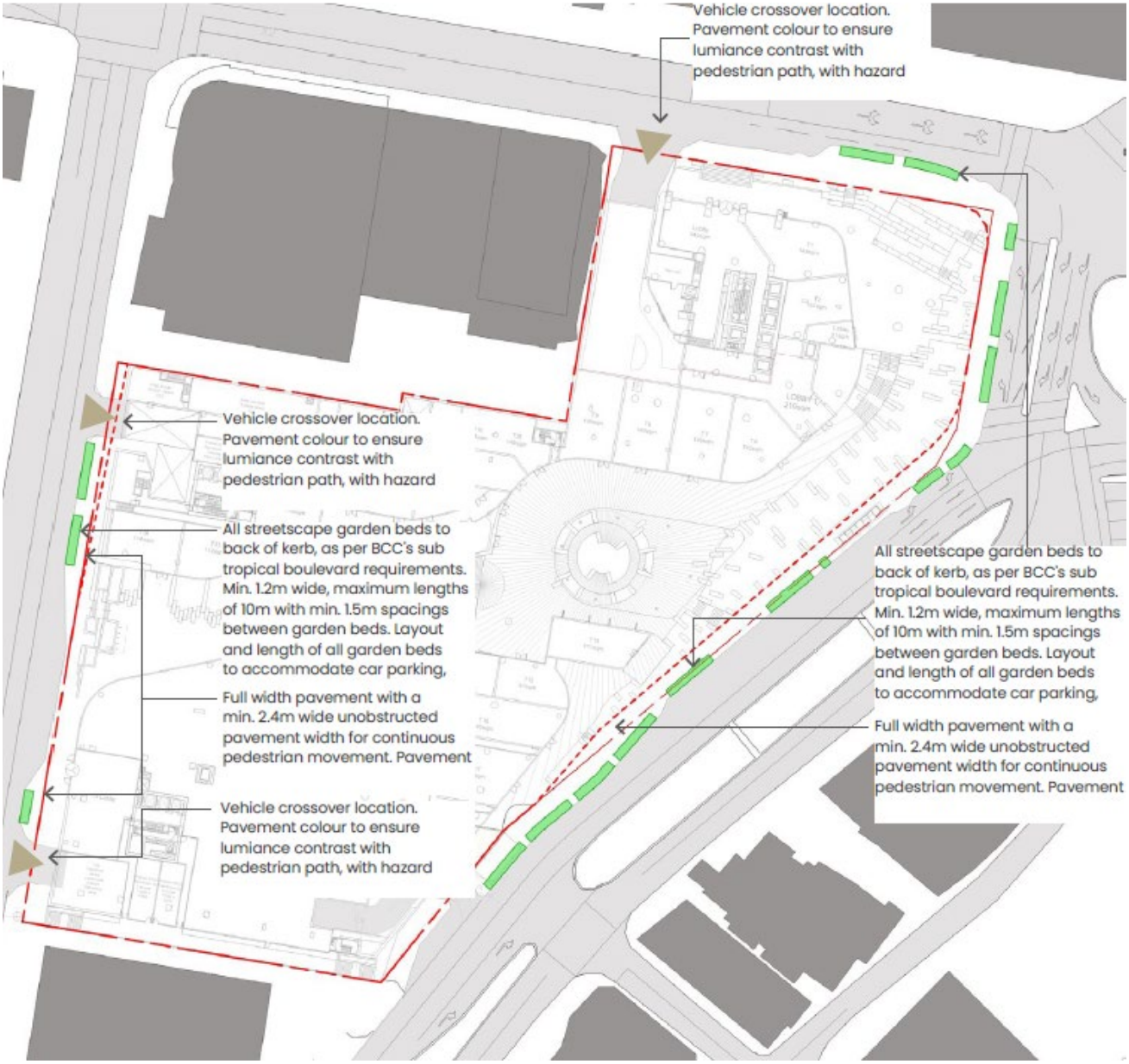
- In response to **Item 44**, a revised Statement of Landscape Design Intent has been prepared and included as **Appendix C** of this response.

The proposed streetscape treatments have been amended in line with Council's feedback to deliver adequate verge widths as anticipated for the site (see **Figure 17**).

These changes are captured in **Appendix B – Revised Architectural Drawings** and **Appendix C – Statement of Landscape Design Intent**.

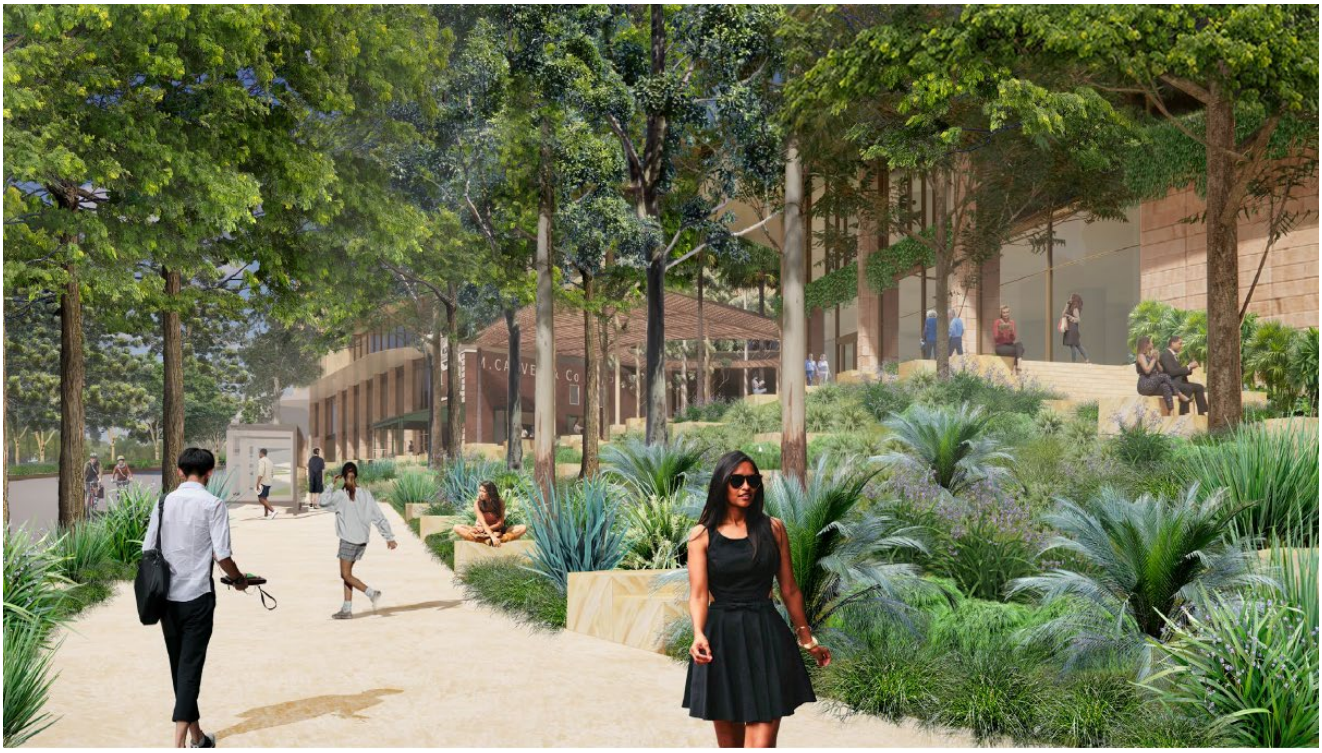
In this regard, we trust that Council's concerns regarding streetscape design, as raised in **Items 43** and **44** of its Further Advice Request, have now been suitably addressed.

***Figure** 17 – Amended Streetscape Treatment*



Picture 29 Amended streetscape treatment

Source: PWP Landscape Architecture and Urbis



Picture 30 Indicative High Street streetscape

Source: PWP Landscape Architecture and Urbis

3.22 Deep Planting

Item 45

Deep planting is provided however for the site of this size and significance, deep planting at 6.2% is insufficient.

a. *Provide amended plans showing an increase in deep planting. Particular areas of improvement could be at the corner of High Street and Sherwood Road and along Jephson Street frontage.*

Response

The revised design continues to incorporate generous landscaping throughout the site and layered across the built form. Deep planting, comprising 837m^2 of the ground plane (equating to 6% of the site area) represents only one aspect of the site's total landscaping provision.

While the Applicant acknowledges Council's desire for additional deep planting provision within the site as outlined in **Item 45**, the constraints of existing underground infrastructure and basement requirements of the proposed development do not enable an increase in 'true' deep planting. Nonetheless, the revised

development scheme continues to deliver extensive landscaping provision, as expected by urban infill development of similar scale. Specifically:

- A revised assessment of Brisbane City Council's Green Factor tool has been undertaken, confirming that the revised design scheme continues to exceed the target set for large scale residential developments;
- The revised development scheme continues to create a variety of spaces providing habitat, natural landscape pockets and soft green edges to the built form from ground level to the rooftop. Additionally, it continues to deliver significant planting and landscape provision at the northeastern corner of the site at Sherwood Plaza and High Street Park, in line with Council expectations; and
- The proposal continues to provide increased landscaping provision in comparison to the existing Aviary and Edge approvals, as detailed by the Town Planning Report.

For further detail, please refer to **Appendix C - Statement of Landscape Design Intent**.

Having regard to the above, we trust that **Item 45** of Council's Further Advice Request has been suitably addressed.

3.23 Noise

Item 46

The Environmental Noise Assessment has been reviewed. The report only addressed noise from road traffic and rail which Council does not assess.

a. *As the development involves co-location of uses that are noise-generating and sensitive uses, the applicant is requested to address AO20/PO20 of the Centre or mixed use code.*
b. *As per the note in AO1.1 of the Centre or mixed use code, a bar is not expected to achieve the AO1.1 outcome and therefore the development is to be assessed against PO1 of the Code.*
c. *Clarify how the development will comply with AO7/PO7 of the Centre or mixed use code.*

Note: Please be advised that Council is currently experiencing significant regulatory challenges concerning noise emissions and structure-borne vibration resulting from indoor sport and recreation uses, particularly in cases where such facilities are situated beneath or adjacent to residential properties. The main concerns pertain to the noise produced by the dropping of weights, such as dumbbells and barbells, and to a lesser extent, amplified music/sound. It is crucial to note that while adherence to the specified operating hours outlined in the applicable use Code/s may be followed, achieving compliance with the nuisance noise provisions under the Environmental Protection Act 1994 post-construction has proved challenging in certain instances. This has necessitated extensive and costly retrospective noise mitigation measures, and in severe cases, Council has had to intervene and consequently cease the operation of such facilities. Considering the above, it is strongly recommended to carefully evaluate the proposal by either removing the use from the proposal, unless the future tenant has been secured, where a thorough & accurate site specific acoustic assessment can be undertaken. Further information on managing structure borne vibration & mitigation measures of relevance, could be found in the "In-Situ Testing of Gym Floor Impact Isolation" study by Michael Hayne

(https://acoustics.asn.au/conference_proceedings/AAS2021/papers/p86.pdf) and (https://www.acoustics.asn.au/conference_proceedings/AAS2015/papers/p69.pdf)

Response

In response to **Item 46**, *E-Lab* has prepared an updated Noise Impact Assessment having regard to the revised development scheme, which is enclosed within **Appendix K - Noise Impact Assessment** of this response.

The updated assessment responds to each of Council's concerns outlined above in Section 2 of the report. In summary:

- The revised acoustic design demonstrates compliance with Performance Outcome PO20 of the Centre or Mixed Use code by ensuring noise generating sources are compatible with location sensitive receivers. This is achieved through appropriate building layout, separation and acoustic treatments consistent with the intent of Acceptable Outcome AO20. For further detail, please refer to Section 1 of the Noise Impact Assessment;
- The proposed bar use is anticipated to operate in a manner consistent with Performance Outcome PO1 of the Centre or Mixed Use code through the incorporation of acoustic separation, building design measures and controlled hours of operation, alongside the recommended controls outlined in Section 2.2.2 of the report**;**
- All external dining opportunities provided by podium tenancies below Level 4 allow building shielding from the residential towers and therefore achieves compliance with Acceptable Outcome AO7 of the Centre or Mixed Use code; and
- All other external dining and entertainment areas are appropriately situated with visual and acoustic screening to protect the residential amenity in or adjoining the built form, achieving compliance with Performance Outcome PO7 of the Centre or Mixed Use code. Specifically:
  - Where outdoor dining areas are located outside of the tower footprint on Level 4 of Tower 4, it is recommended to include a solid canopy over the dining area to achieve the acoustic intent of Performance Outcome PO7. To provide additional acoustic mitigation and screening to Jephson Street, the Level 4 balustrade to Tower 4 is recommended to be solid and operational hours for the recreational area are recommended to be limited between 7am and 10pm;
  - For all food and drink outlets and/or entertainment tenancies below Level 4, impacts to any sensitive receives at the north, south and west are notably mitigated by the solid façade and building shielding provided by the proposed built form. To the east, sensitive receivers are located on the other side of High Street, and already face a major noise source of road traffic. The noise generated from the development in this regard are not anticipated to further negatively impact sensitive receivers to the east. Operation of these tenancies is generally supported between 6am and 12am;
  - The area below Tower 3 is intended for solely residential use (private dining) and is not anticipated to include any major entertainment. On that basis, noise emissions are expected to be equivalent to any other communal noise generation. Activities are anticipated to be limited between operational hours of 7am and 10pm, consistent with standard practice for residential communal

spaces. With the incorporation of appropriate visual and acoustic screening to external entertainment areas, a solid awning system and additional controls as outlined in Section 1 of the Noise Impact Assessment, the outcome is consistent with the intent of Performance Outcome PO7; and

- Acknowledging Council's advice on noise emissions and structure-borne vibration resulting from indoor sport and recreation uses, *E-Lab* have provided a review of areas and recommendations suited for free weight related activities in Section 1, Part 6 of the report.

Based on the assessment above, we trust that Council's concerns outlined in **Item 46** have been suitably addressed.

3.24 Fuel Burning

Item 47

The proposed development may include the use of fuel burning (e.g. back-up/emergency power generator, fire pumps, etc.). Such uses are defined as "Fuel Burning" in Schedule 1 Definitions – Industry Thresholds.

a. *Submit further information outlining whether fuel burning is proposed. Such information is to include maximum fuel burning capacity in MW; potential hours of use, type and quantity of fuel stored, air quality controls and type of engine. (In some circumstances an Air Quality Report may be required demonstrating compliance with PO1 of the Industry Code). NOTE - Amendment to the DA form and an amendment to the proposed application may be required if a new industry use/threshold is triggered.*

Response

The proposed development does not include fuel storage associated with backup power generators and/or fire pumps. Given the early stages of the project, detailed design has not yet occurred and the need, location and maximum fuel burning capacity associated with fuel storage for back-up power generation, fire pumps or other equipment are yet to be determined. Accordingly, the use has not been proposed in the development and approval for a medium or high impact industry use is not currently being sought.

The Applicant therefore respectfully requests that Council imposes a reasonable and relevant condition of approval limiting fuel burning activities at the site. As is current practice with a number of other high-rise buildings in the CBD and inner city surrounds, a separate application will be made in the future to Council if the relevant triggers are met.

On this basis, we trust that Council's concerns outlined in **Item 47** have been suitably addressed.

3.25 Stormwater Quality

Item 48

Submit a digital copy of the MUSIC modelling file.

Response

As requested, a digital copy of the MUSIC modelling file has been provided to this response as **Appendix L - MUSIC Model**.

In this regard, **Item 48** has been suitably responded to.

4 Minor Changes

The Applicant is proposing to change the application in the way identified in the amended plans, as specifically addressed in this correspondence. The proposed changes are made in direct response to matters raised in Council's Further Advice and properly made submissions received for the application, or otherwise constitute a minor change as defined by the *Planning Act 2016* (**Planning Act**). Assessment against the *substantially different development criteria* guideline outlined by the DA Rules (see **Table 3**) demonstrates that the relevant minor changes do not result in the development being substantially different.

For a change that is not a minor change, in accordance with Section 26.1(c) of the DA Rules, the assessment process does not stop where the assessment manager is satisfied that these changes are in direct response to matters raised in Council's Further Advice. Accordingly, the Applicant respectfully requests that Council accept these changes and confirm that the assessment process continues in accordance with Part 5 of the DA Rules.

An overview of the key changes is summarised from page 2. For completeness this includes changes relating to:

- Building height and placement, through the reduction in building height to a maximum of 39 storeys and the addition of a fourth tower;
- Land use mix including the introduction of a Rooming Accommodation land use. Please note DA Form 1 has been updated and enclosed within **Appendix A**;
- Public realm and activation including an increase to non-residential GFA;
- Relocation of heritage building;
- Adjustments to construction staging from 4 to 5 stages;
- Revisions to the car parking supply and servicing arrangements to address the changes to land use mix and GFA.

In addition, ongoing design refinement has led to a number of minor changes to the proposal to enhance the feasibility, functionality and built form outcomes for the broader precinct.

Table 3 - *Substantially different development criteria*

Criteria	Response
a. Involves a new use	A Rooming Accommodation land use (for PBSA) has been introduced in response to matters raised in properly made submissions relating to the delivery

	of housing diversity. The use remains residential in nature, identified as an *Accommodation Activity* consistent with the existing proposed land uses. Further justification to how the proposal continues to deliver the intended outcome is provided below.
b. Results in the application applying to a new parcel of land	The revised plans of development do not introduce a new parcel of land.
c. Dramatically changes the built form in terms of scale, bulk and appearance	The revised proposal addresses Council's concerns of scale, bulk and appearance as raised in Council's Further Advice Request and comments received in properly made submissions. Any other minor design refinements do not dramatically change the built form beyond what has been directed by Council in this Further Advice correspondence and in the properly made submissions.
d. Changes the ability of the proposed development to operate as intended	The above minor changes and introduction of a Rooming Accommodation use does not impact the ability of the proposed development to deliver substantial housing supply within the inner city suburb of Toowong, complemented by a diverse range of activated uses including dining options, retail components and health and lifestyle facilities. The development remains as a residential-led, mixed use development.
e. Removes a component that is integral to the operation to the development	The revised proposal does not remove a component that was integral to the operation of the development.
f. Significantly impacts on traffic flow and the transport network, such as increasing traffic to the site	The changes do not change the assumptions and mitigation measures provided in the traffic assessment submitted with the as-lodged scheme. Car parking supply and servicing arrangements have been adjusted to suit the new land use mix and in direct response to Council's Further Advice request. This is further supported by the Applicant's traffic engineer, *Colliers*, who have prepared a Revised

		Transport Engineering Report, included in **Appendix H** of this correspondence.
g.	**Introduces new impacts or increase the severity of known impacts**	The changes proposal, including the introduction of a Rooming Accommodation use and ad, is not anticipated to introduce new impacts, nor will it increase the severity of known impacts. The supporting technical material that accompanies this response has addressed all potential impacts arising from the minor changes being made to the proposal.
h.	**For a development prescribed by the Planning Regulation as requiring social impact assessment as identified under section 106T of the Act –** • **Introduces new *social impacts* or increases the severity of known *social impacts***	The proposed development does not require a social impact assessment.
i.	**Removes an incentive or offset component that would have balanced a negative impact of the development**	The minor changes, including the introduction of a Rooming Accommodation use, does not remove an incentive or offset component on the site.
j.	**Impacts on infrastructure provisions**	The minor changes, including the introduction of a rooming accommodation use does not impact the anticipated infrastructure provisions to be delivered onsite.

As outlined above, the revised proposal includes the introduction of an additional residential tower comprising a *Rooming Accommodation* use in the form of purpose-built student accommodation. Consequently, a new land use is introduced, which is relevant to criterion a. of the *substantially different development criteria* guideline. Rooming Accommodation is an anticipated land use within the Major Centre zone and remains consistent with the planning intent to support a diverse range of residential and centre activities within the site. The addition of this new land use provides specificity to the proposed residential mix without displacing or undermining the primary residential-led character of the development. The new land use was introduced in direct response to matters raised in properly made submissions, seeking greater housing diversity within the site, supporting different household types and needs.

The revised proposal, including the additional land use, does not alter the fundamental nature or planning outcomes for the development, and continues to deliver a landmark residential-led mixed use scheme within the heart of Toowong.

5 Conclusion

We thank Council for its work undertaken to date in the assessment of this application. The Applicant has taken the time necessary to revisit the design of the proposed development and make substantial changes to the design in direct response to the matters raised by Council in its request for Further Advice.

We trust that the information contained in this response and its associated attachments provides Council with the relevant detailed necessary to progress its assessment. For completeness, we request Council proceed with its assessment of the application in accordance with Section 35 of the DA Rules.

In light of the amendments made in response to Council's Further Advice, we respectfully request Council's confirmation that the revisions made are considered minor in nature and do not warrant any additional public notification.

Should you wish to discuss any of the above or attached material in greater detail, please do not hesitate to contact myself, **Ben Lyons** (Partner), **Melanie Kwok** (Associate Director), or **Rauha Firaq** (Consultant) on (07) 3007 3800. We look forward to continuing to work with Council in relation to this city shaping opportunity for Brisbane.

Yours sincerely,

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