



30 July 2026

Chief Executive Officer
Brisbane City Council
Attn: Dane Hoffmann, Senior Urban Planner
Emailed to: Dane.Hoffmann@brisbane.qld.gov.au

Dear Dane,

**RE: DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE FOR
A MULTIPLE DWELLING**

**212 – 220 SHAFSTON AVENUE, KANGAROO POINT QLD 4169
AND DESCRIBED AS LOT 1 ON RP117044 AND LOT 0 ON BUP670
RESPONSE TO COUNCIL INFORMATION REQUEST (APPLICATION
REFERENCE: A007021113)**

1. INTRODUCTION

Reference is made to the Brisbane City Council's ('Council') correspondence dated 25 June 2026, being the assessment manager's information request under Section 12.1 of the Development Assessment Rules (V3.0 under s68 of the Planning Act 2016) ('DA Rules').

In accordance with Section 13.2(a) of the DA Rules, the applicant has provided all of the information requested by Council. The applicant's response to each of these items is set out in detail below and is to be read in conjunction with the following attachments:

- **Attachment A:** Revised Architectural Drawings prepared by Aplus
- **Attachment B:** Revised Landscape Design Intent prepared by Aspect Studio
- **Attachment C:** Revised Traffic Impact Assessment prepared by Quantum Traffic
- **Attachment D:** Waste Management Plan prepared by Quantum Traffic

The amended material demonstrates that the proposal has been carefully refined in response to Council's information request and now delivers an improved planning, design and public realm outcome.

2. RESPONSE TO INFORMATION REQUEST

2.1 Item 1: Shafston Avenue Bikeway Upgrade

Council's Request

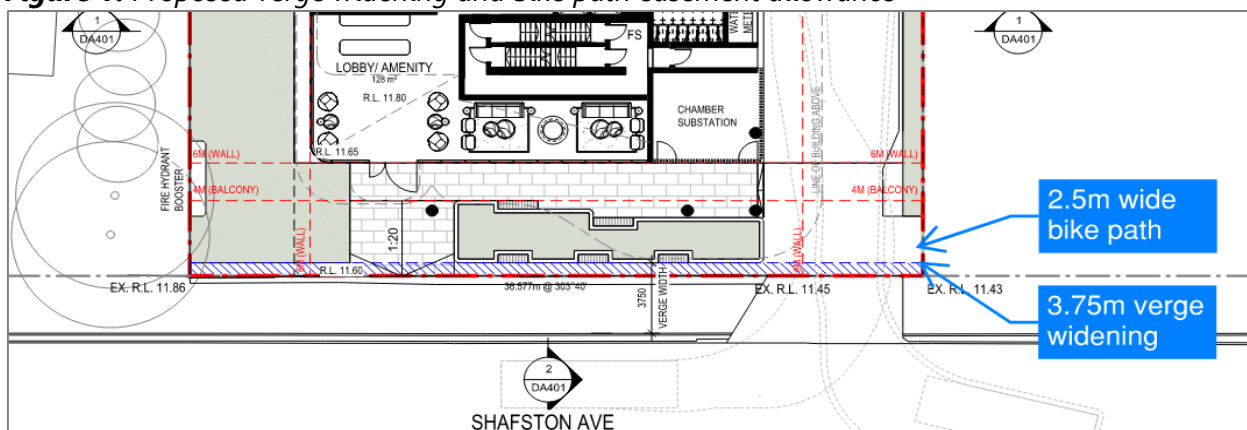
Council has recently released a preliminary design for the proposed Shafston Avenue Bikeway upgrade, which fronts the subject site. The project intends to improve the connection between the eastern suburbs of Brisbane and CBD via Kangaroo Point. The project includes a two-way bikeway and separate footpath upgrade fronting the development site. The subject site has the opportunity to enhance the bikeway project, through a pedestrian and cyclists rest area within the development site. Amended plans are required to demonstrate how the development provides a high-quality public realm outcome commensurate with the scale and height of the proposal, having regard to community expectations for development in consideration of the performance outcomes proposed. This may include details of public realm improvements and community benefits proposed along the Shafston Avenue frontage, including how these outcomes complement the Shafston Avenue Bikeway upgrade.

- Provide amended plans illustrating a volumetric public thoroughfare easement in favour of Council along the frontage of the site. It is considered that a volumetric easement width 2.5m and a length of 12.5m would allow for a sufficient area for pedestrian respite and embellishments to be provided in this area such as a bench seating, low-level planting, or the like. Please note that this item is to be read in conjunction with Item 2) of the information request which requests a linear dedication to achieve a 3.75m wide verge.
- Illustrate on the proposed plans embellishments and improvements to this area that will complement the bikeway project, such as drinking fountains, bench seating, or the like, providing a respite area for users of the bikeway.

Applicant's Response

The architectural plans have been amended to provide for a volumetric public thoroughfare easement measuring 2.5m wide by 12.5m long along the Shafston Avenue frontage. This spatial allowance is provided in addition to the 3.75m verge. The proposed easement is identified on the amended architectural plans included at **Attachment A**. The below figure illustrates the intended verge and easement arrangements.

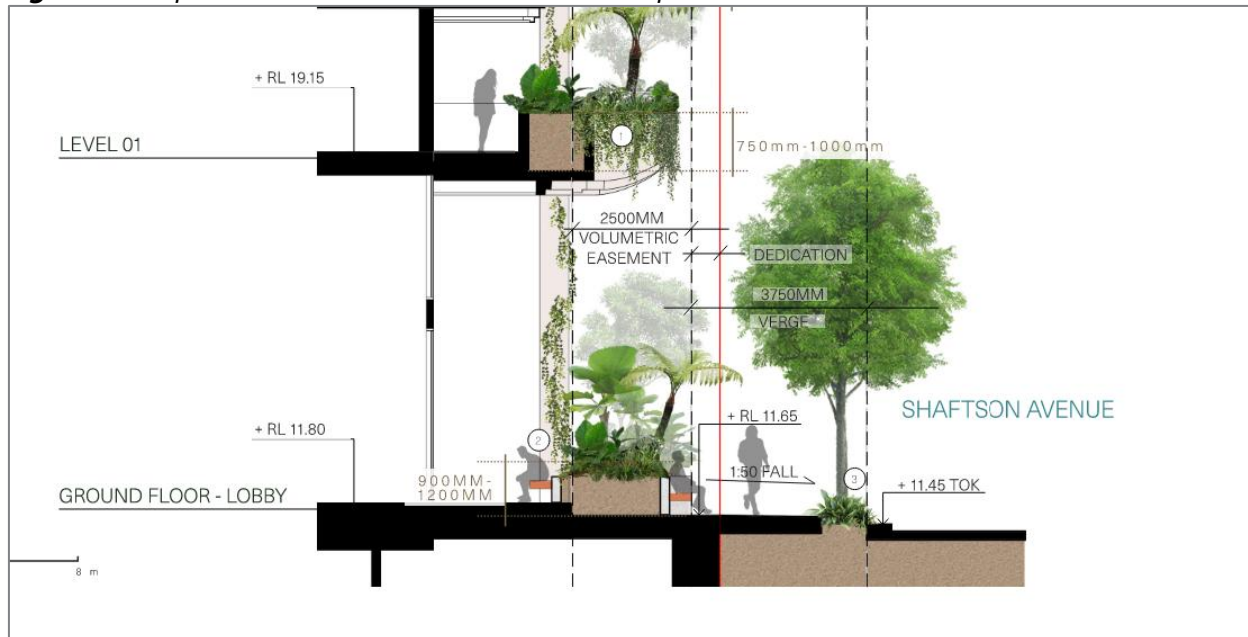
Figure 1: Proposed verge widening and bike path easement allowance



Source: Aplus, Ground Plan, DA206

The landscape design intent has also been amended to illustrate the proposed embellishment of this area, including integrated bench seating, raised landscape planters and associated subtropical planting. These improvements will provide an attractive pedestrian and cyclist respite area that complements Council's proposed Shafston Avenue Bikeway upgrade and contributes to a high-quality public realm outcome. Refer to **Attachment B**. The below figure illustrates embellishments within the 2.5m wide easement.

Figure 2: Proposed embellishments within the bike path easement



Source: Aspect Studio, Landscape Plan – Ground Level

2.2 Item 2: Verge Width

Council's Request

Shafston Avenue is mapped as a Subtropical boulevard - out of centre – 3.75m verge within the Streetscape hierarchy overlay code and is required to provide a minimum 3.75m wide verge. The existing site frontage provides less than the minimum 3.75m verge width. This will require amendments to the location of the building basement and Shafston Avenue façade to ensure all development works above and below ground (including containerised planters) are wholly located within the new front property boundary.

- (a) In accordance with Acceptable Outcome AO1 of the Streetscape hierarchy overlay code, illustrate and provide further information on the following requirements:
 - (i) The location of the nominal face of the kerb for the full length of the Shafston Avenue frontage and the existing verge width for this site.
 - (ii) A land dedication to provide a minimum 3.75m wide verge to the full width of site frontage.
 - (iii) Annotate the area to be provided as land dedication as 'new road – verge widening'.

Applicant's Response

The architectural plans have been amended to identify the nominal face of kerb and the existing verge width along the full Shafston Avenue frontage. A total verge width of 3.75m is provided along the full frontage. The land proposed to be dedicated has been annotated on the plans as "new road – verge widening". The basement, building façade and all associated structures and works have been designed to remain wholly within the resulting property boundary following dedication. The proposed verge widening is identified on the amended architectural plans included at **Attachment A**.

2.3 Item 3: Building Height

Council's Request

The application common material indicates the proposal seeks approval for 23 storeys in total building height. However, based on the section diagrams provided as part of the architectural plans, the development appears to propose a total of 24 storeys in building height. It is unclear if the 'mezzanine' level in the podium form has been accounted for in the building height calculation.

- (a) *Provide clarification on the total number of storeys proposed as part of the development application and provide updated application common material where relevant.*

Applicant's Response

The proposed development comprises a total building height of 24 storeys. For clarity and consistency with the definitions contained in Brisbane City Plan 2014, the mezzanine level within the podium has been included as a storey. The application material and architectural plans have been amended accordingly to consistently describe the proposal as a 24-storey building. This will also be captured in the description for public notification.

2.4 Item 4: Traffic

Council's Request

The submitted Traffic Report and swept path plans have not been endorsed by a Registered Engineer Professional of Queensland (RPEQ). The Transport, access, parking and servicing (TAPS) planning scheme policy (PSP) and code requires an RPEQ to endorse/ review all the proposed performance outcomes for the development. Furthermore, it is noted that some sections of Traffic Report only refer to AS requirements with no reference to TAPS. Splays of the single driveway at the eastern boundary are not shown. The splay may have potential conflict with the stormwater inlet.

- (a) *Provide RPEQ endorsed Traffic Report in accordance with Performance Outcome PO1 of the TAPS Code that reviews all proposed performance outcomes.*

Applicant's Response

A revised traffic engineering report has been prepared and endorsed by a Registered Professional Engineer of Queensland. The revised report assesses the proposal against the relevant provisions of the Transport, access, parking and servicing code and planning scheme policy, including each

performance outcome relevant to the proposed access, parking and servicing arrangements. Refer to **Attachment C**.

Updated swept-path diagrams have been provided. These demonstrate that a B85 design vehicle can enter and exit the site safely and efficiently in a forward direction. The amended plans also identify the required driveway splays and demonstrate their relationship with the existing stormwater infrastructure along the site frontage.

2.5 Item 5: Traffic

Council's Request

The proposed development seeks to have waste collected by a private waste contractor which is not supported. Residential refuse and recycling must be collected by Brisbane City Council. The development is required to provide on-site access, servicing and manoeuvring for a 10.24m Rear Loading Refuse Collection Vehicle as specified in Table 3 of the Refuse PSP which demonstrates safe and efficient on-site servicing can be undertaken whilst utilising a lock-to-lock time of 6.00s and curb-to-curb turning radius of 9.757m. The development should provide a minimum 6.5m wide Type B2 crossover for an RCV with a minimum vertical operational clearance of 3.6m above the Ground FFL and lowest projection above for the entire 6.5m wide aisle/ carriageway and loading bay. Furthermore, length of the loading bay should be increased to 11.5m long to enable loading of bulk bins between the rear of the RCV and built form.

- (a) *Provide amended plans in accordance with AO19 of the TAPS Code and AO8.1/AO8.2 of the Infrastructure design code which illustrate on-site manoeuvring, entry & exit by a standard Council RCV.*

Applicant's Response

The architectural plans and revised traffic engineering report have been amended to demonstrate the proposed refuse collection and servicing arrangements.

The amended design provides a loading and servicing bay measuring approximately 11.5m by 4.9m, together with the required 3.6m minimum vertical clearance along the vehicle access route and within the loading area. The access arrangement provides an approximately 6.75m access and carriageway for the majority of the aisle, allowing for two-way vehicle movement and passing generally consistent with the functional intent of a Type B1 or Type B2 access arrangement.

Updated swept-path analysis has been prepared to demonstrate the operation of the nominated refuse collection vehicle. The proposed arrangement allows the vehicle to enter the site, manoeuvre within the designated servicing area and exit in a forward direction. Refer to the revised traffic impact assessment in **Attachment C**.

2.6 Item 6: Traffic

Council's Request

A performance outcome for reduced size of service vehicle can be considered by Council if endorsed by an RPEQ. However, the development should provide for a minimum of MRV as service vehicle instead of an SRV.

- (a) Provide amended plans in accordance with Performance Outcome PO19 of the TAPS code which illustrates manoeuvring, entry & exit in forward gear by an MRV.*

Applicant's Response

The amended architectural plans and swept-path diagrams demonstrate that a Medium Rigid Vehicle can enter the site, manoeuvre within the designated loading area and exit the site in a forward direction.

The revised traffic engineering report includes an assessment of the proposed servicing arrangement against Performance Outcome PO19 of the Transport, access, parking and servicing code. Refer to **Attachment C**.

2.7 Item 7: Traffic

Council's Request

The submitted Draft Construction Management Plan has no site-specific information regarding potential TGS or lane closures. It is acknowledged that all such information is required at the Compliance Assessment stage, not at DA stage. However, if the development intends to proactively seek Council's guidance on what can or cannot be supported during construction on an arterial road such as Shafston Avenue, a more detailed draft CMP is required to be provided.

- (a) Provide RPEQ endorsed Traffic Report in accordance with Performance Outcome PO1 of the TAPS Code that reviews all proposed performance outcomes.*

Applicant's Response

The applicant acknowledges that detailed construction traffic arrangements, including any traffic guidance schemes, temporary lane closures and road occupancy requirements, will need to be developed in consultation with Council and the relevant road authorities before construction commences.

Given the detailed nature of these matters and their dependency on the appointed contractor's construction methodology and sequencing, it is considered appropriate that they be addressed through a suitably worded development condition requiring the preparation and approval of a site-specific Construction Management Plan.

The Construction Management Plan would be required to demonstrate that construction access, deliveries, pedestrian movements and any temporary impacts on Shafston Avenue can be managed safely and efficiently.

2.8 Item 8: Traffic

Council's Request

The development proposes 11 visitor carparking spaces, which does not meet the requirement of 13 visitor carparking spaces under Table 13 of the TAPS PSP. Whilst the overall number of parking spaces can be supported, it is requested that 2 residential carparking spaces be allocated to visitor parking spaces in lieu of residential, to ensure that sufficient visitor parking is proposed, given limited on-street parking availability within proximity to the site. Two (2) of these spaces should be allocated as PWD spaces.

Applicant's Response

The architectural plans have been amended to meet the requirements of both resident and visitor parking. The development now provides the 13 visitor parking spaces identified by Council, including three spaces designed and allocated as accessible parking spaces. An extract from the architectural plans showing parking allocations is provided below.

Figure 3: Proposed carparking allocations

CARPARKING				
RESIDENTIAL				
UNIT TYPE	NO. OF UNITS	PARKING RATE UNDER BRISBANE CITY PLAN 2014 TRANSPORT, ACCESS, PARKING AND SERVICING PLANNING SCHEME POLICY	CARPARKING SPACES REQUIRED	CARPARKING SPACES PROPOSED
1B	25	0.9 per unit	22.5	93
2B	34	1.1 per unit	37.4	
3B	25	1.3 per unit	32.5	
VISITOR		0.15 per unit	12.6	13
ACCESSIBLE		1 per 50 car spaces	2.1	3
SUB-TOTAL	84		93 RESIDENTS, 13 VISITORS	93 RESIDENTS, 13 VISITORS (INCL. 3 ACCESSIBLE)

Source: Aplus, Cover Sheet

2.9 Item 9: Traffic

Council's Request

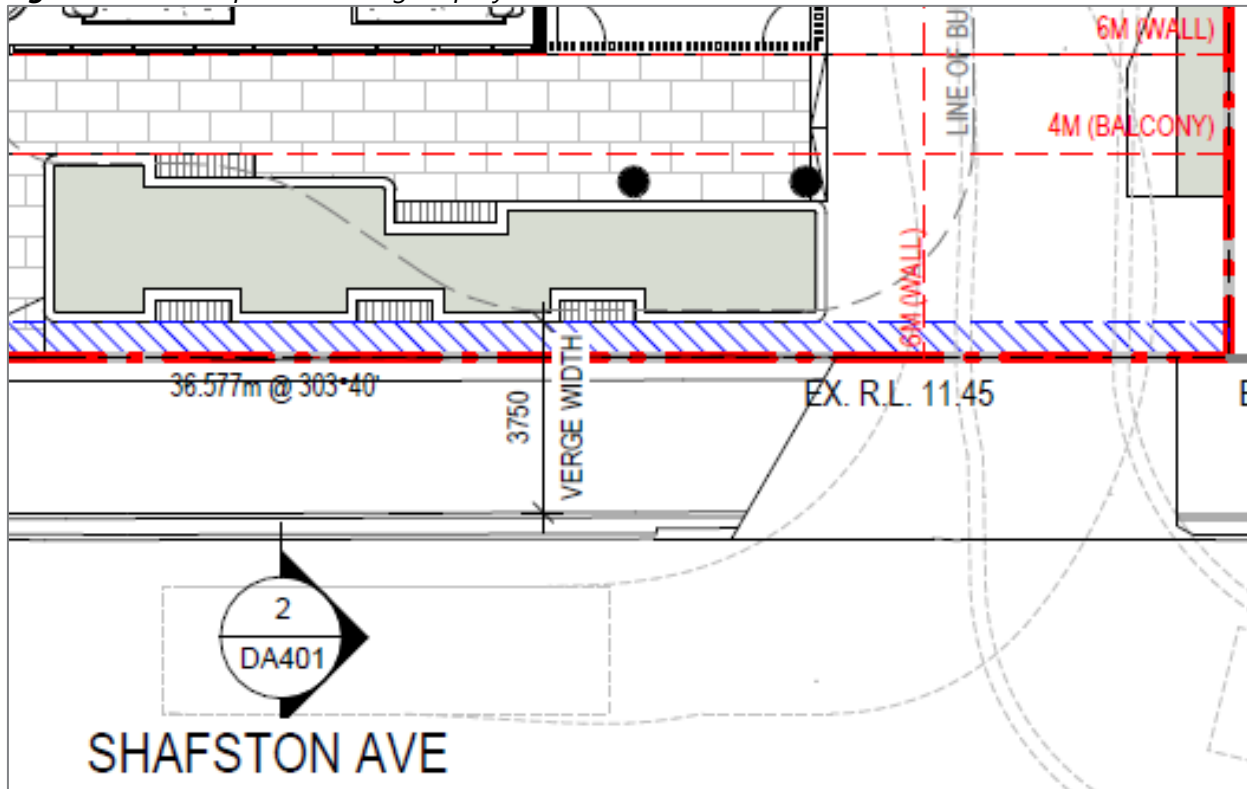
Ensure the proposed pedestrian sight splay is contained wholly within the subject site, currently located on the eastern boundary of the proposed ground floor plan

Applicant's Response

The architectural plans have been amended to ensure that the required pedestrian sight splay is located wholly within the subject site.

The amended sight splay is shown adjacent to the Shafston Avenue driveway entrance and is clear of structures, landscaping and other potential visual obstructions. The below figure illustrates the revised pedestrian sight splay.

Figure 4: Revised pedestrian sight splay



Source: Aplus, Ground Plan, DA 206,

2.10 Item 10: Landscaping

Council's Request

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

- (a) In accordance with PO4, PO13 and PO15 of the Landscape work code, the SBDPSP and the LDPSP, submit amended plans demonstrating safe and practical access to all containerised planters for ongoing landscape sustainability and maintenance.
- (b) In accordance with PO12, PO13 and PO15 of the Landscape work code and the LDPSP, submit additional plans and information detailing the following information:
 - (i) Irrigation application rates ($L/m^2/week$) prepared by a suitably qualified irrigation designer accredited by the Irrigation Association of Australia (Diploma of Irrigation or equivalent);
 - (ii) Stormwater harvesting capacity and water storage requirements for landscape irrigation; and
 - (iii) The dimensions, capacity and location of all water storage devices.

Applicant's Response

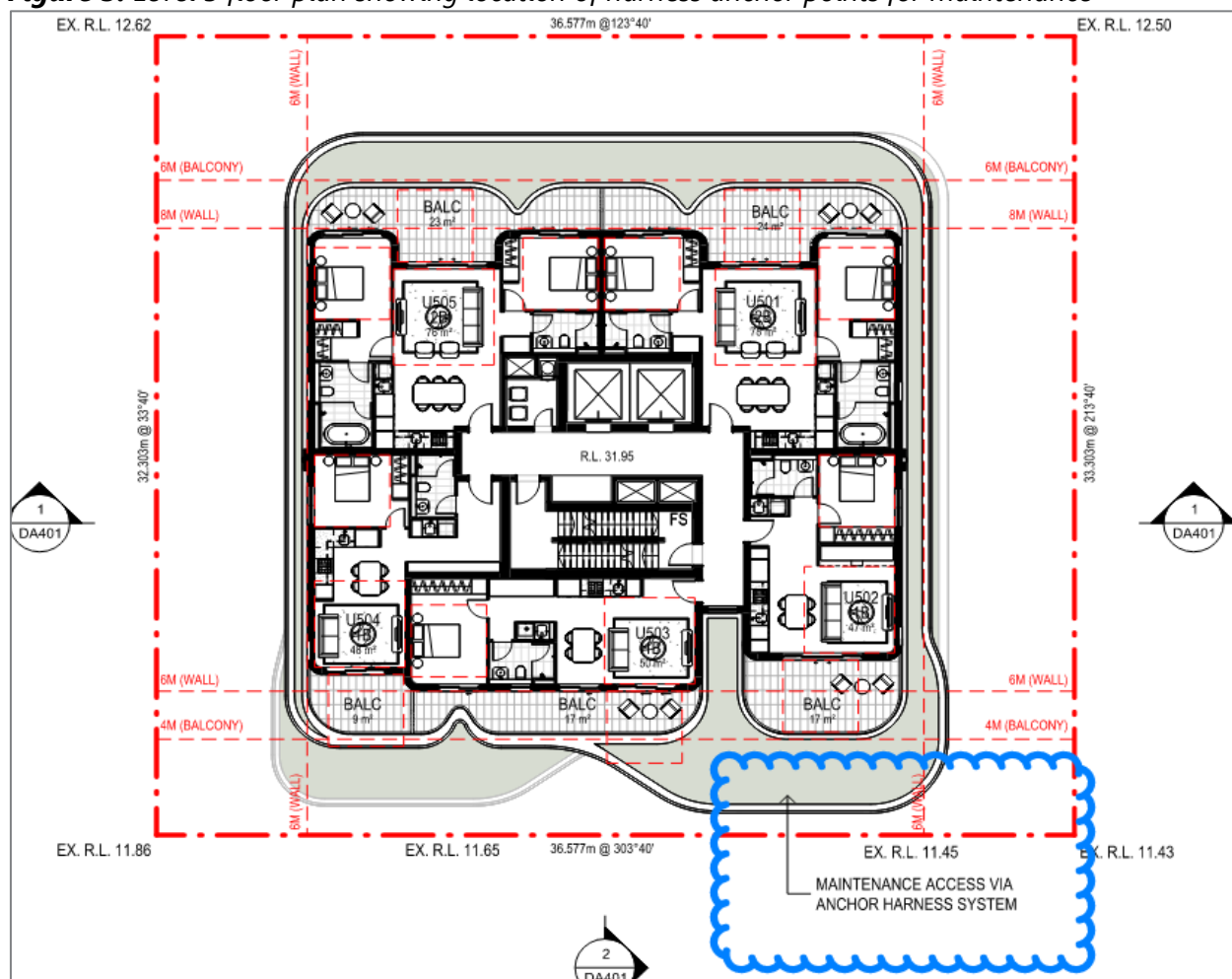
The architectural plans have been amended to demonstrate safe and practical access for the ongoing maintenance of all podium-level and containerised planting.

A certified fall-arrest and restraint system, comprising appropriately located harness anchor points, is proposed at Level 5 to facilitate safe access to landscape areas where direct maintenance access is constrained. The system will be designed, certified and installed in accordance with the relevant Australian Standards and workplace health and safety requirements.

The proposed maintenance access arrangements will enable regular inspection, pruning, replacement and general upkeep of planting, supporting the long-term health and sustainability of the landscaped areas.

The location of the proposed harness anchor points is shown in Figure 5 and on the amended Level 5 floor plan.

Figure 5: Level 5 floor plan showing location of harness anchor points for maintenance



Source: Aplus, DA212

The rainwater harvesting and irrigation calculations have been prepared based on an indicative total irrigation area of 1,014.8 m² across the rooftop terrace, building façades and ground-level landscape areas. On this basis, a minimum 25,000 litre rainwater tank is proposed within Basement 1. The nominated tank capacity has been calculated to provide a minimum four-week irrigation supply based on reduced post-establishment irrigation rates. The irrigation areas are

indicative and will be confirmed through the detailed landscape and irrigation design prepared by a suitably qualified irrigation designer.

Figure 6: Revised landscape design intent showing tank capacities

Recommended Minimum Tank Capacity- 25,000-litre (25kL) (For minimum four week storage post-establishment, reduced rates)	
LEVEL	IRRIGATION AREA*
Rooftop Terrace	154.7. m ²
Level 5- Facade	112.5 m ²
Level 4 - Facade	64.8 m ²
Level 3 - Facade	112.2 m ²
Level 2 - Facade	64.8m ²
Level 1 - Facade	151.4m ²
Ground	354.2 m ²
Total Irrigation Area	1014.8 m²
RAINWATER TANK SIZE PROVIDED	25,000 L

Source: Aspect Studio, Landscape Plan – Ground Level

2.11 Item 11: Landscaping

Council's Request

It is acknowledged that the development does not propose a minimum 1.5m wide landscaping to the eastern side boundary in accordance with AO28.2 of the Multiple dwelling code, further information is required to ensure that the proposed buffers are able to accommodate screen planting for the full length of the northern and eastern side boundaries.

- Provide amended plans illustrating side boundary planting densities, species and stock sizes to moderate the visual amenity impacts of the driveway and basement ramp.*
- Provide indicative cross-sections to neighbouring properties illustrating landscaping screening.*

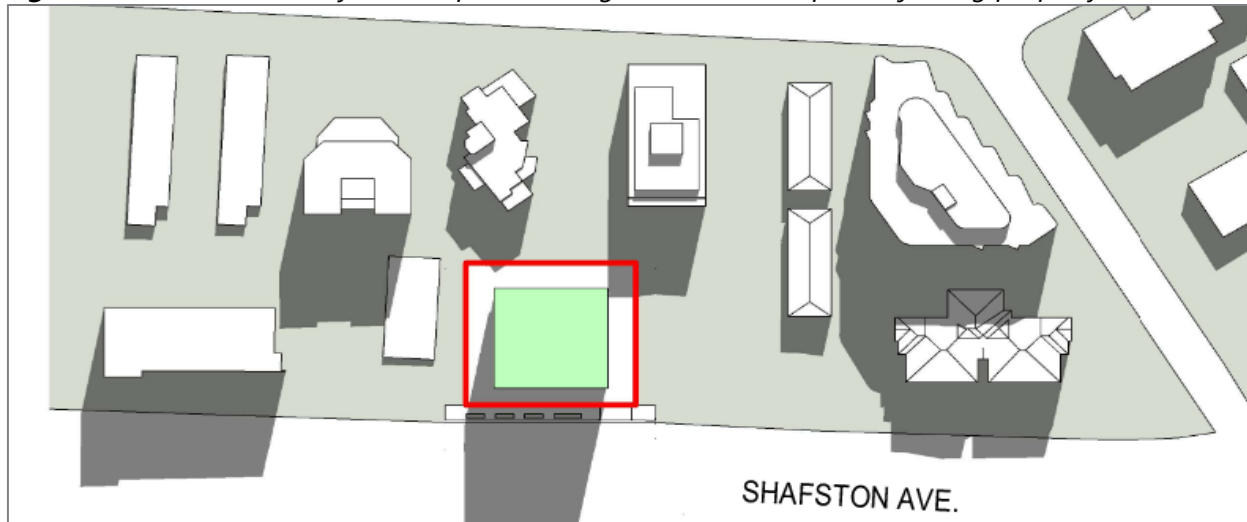
Applicant's Response

The landscape design has been amended to provide continuous screen planting within a 1.0 m wide landscape strip along the eastern side boundary, including adjacent to the driveway and basement ramp. The proposed screening will comprise tall, columnar trees planted for the full length of the boundary, with the following indicative specifications:

- Species: *Syzygium smithii* or a similar suitable screening species;
- Stock size: 45L to 100L;
- Spacing: approximately 1.5 m centres; and
- Purpose: to provide a dense vertical landscape screen that moderates views of the driveway and basement ramp from the adjoining property.

Additional cross-sections demonstrate that the proposed planting can be accommodated within the available landscape strip and will provide effective screening as the vegetation establishes and matures. The relationship between the proposed development and adjoining properties to the east is illustrated in **Figure 8**.

Figure 8: Eastern boundary landscape screening and relationship to adjoining property



Source: Aplus, DA706-1

2.12 Item 12: Rooftop Communal Open Space

Council's Request

Rooftop communal open space is provided in response to PO8 and PO30 of the Multiple dwelling code. The plans show the rooftop structure covers more than 50% of the rooftop communal space. The submitted architectural elevations show that the proposed planters and landscape planting will not dominate the built form elements as specified within PO16 of the Landscape work code. Containerised planters with soil depths and volumes to accommodate small trees up to 5m in height on the edges of the rooftop communal open space will assist with moderating the rooftop-built form. Revisions are also required to ensure a minimum 50% of the rooftop communal open space is open to the sky and a minimum of 25% of the space is shaded by trees within 5 years.

- (a) *In accordance with the PO8, PO28 and PO30 of the Multiple dwelling code and PO4, PO13 and PO16 of the Landscape work code and the Landscape design planning scheme policy (LDPSP), provide revised plans which illustrate the following information:*
 - (i) *Revisions to the bulk and scale of rooftop-built form elements to ensure the rooftop communal open space provides a minimum 50% of the area as open to the sky.*
 - (ii) *Rooftop perimeter planters with soil depths and volumes in accordance with the LDPSP for trees and landscape planting to dominate the built form elements within the rooftop communal space.*
 - (iii) *Additional or revised containerised planters with soil depths and volumes in accordance with the LDPSP for shade trees to provide natural shading to a minimum 25% of the rooftop communal open space within 5 years.*

Applicant's Response

The rooftop communal open space has been revised to reduce the extent of built and roofed elements and ensure that a minimum of 50% of the communal open space remains open to the sky. The revised arrangement is shown on the Rooftop Landscape Plan and Roof Level Shade Strategy included in **Attachment B**.

Rooftop perimeter planters have also been expanded and configured to accommodate substantial landscape planting that visually softens and moderates the rooftop-built form. The proposed planter soil depths comprise:

- 400–600mm for grasses and groundcovers;
- 750mm for small to large shrubs; and
- 1,200mm for medium to large trees.

The deeper tree planters are distributed around the rooftop perimeter and communal recreation areas to provide sufficient growing media for trees capable of developing broad canopies and reaching approximately 3m to 5m in width at maturity. The planters are supported by additional shrub, groundcover and climber planting, including climbers over the proposed shade structure.

The Roof Level Shade Strategy identifies:

- a total rooftop communal open space area of approximately 428m²;
- a projected mature tree canopy area of approximately 111m² within the communal open space; and
- natural tree canopy shading to approximately 26% of the communal open space.

The proposed canopy coverage therefore exceeds the requirement for at least 25% of the rooftop communal open space to be naturally shaded by trees within five years. Canopy calculations are based on the indicative mature spread of the nominated tree species and will be confirmed through detailed landscape design and species selection.

The revised plans therefore address PO8, PO28 and PO30 of the Multiple dwelling code, PO4, PO13 and PO16 of the Landscape work code and the relevant requirements of the Landscape design planning scheme policy.

Figure 9: Revised rooftop landscape plans



Source: Aspect Studio. 2026

2.13 Item 13: Brisbane Green Factor Tool Assessment (BGFTA)

Council's Request

Given the proposed height uplift beyond the Kangaroo Point peninsula (Mowbray Park precinct) building height requirements, the development must demonstrate design excellence including high-quality subtropical landscape outcomes. The submitted landscape package included a BGFTA that proposed green infrastructure for the development would deliver a score of 1.903. The submitted BGFTA was abridged and did not include a complete breakdown of the number of green infrastructure elements (trees, shrubs and groundcovers) to be delivered within natural ground and artificial growing environments within the development.

- (a) In accordance with Overall Outcome OO3(d), PO1 and PO3 of the Kangaroo Point peninsula neighbourhood plan code and PO8, PO28 and PO29 of the Multiple dwelling code, provide a complete BGFTA to identify the green infrastructure area and number of green infrastructure elements (trees, shrubs and groundcovers) to be delivered within natural ground and artificial growing environments for the development.

Applicant's Response

An updated and complete Brisbane Green Factor Tool Assessment has been prepared and is enclosed with the revised landscape design intent (see **Attachment B**). The assessment provides a detailed breakdown of the green infrastructure area and the quantity of trees, shrubs,

groundcovers and climbers proposed within both natural ground and artificial growing environments.

The updated BGFTA identifies:

- a total Green Factor area of 1,699.6m², based on a land area of 1,222m²;
- an overall Green Factor score of 1.391, exceeding the applicable base score of 0.6 for large-scale residential development;
- 166.7m² of deep planting area, equivalent to 13.6% of the site;
- 483.7m² of permeable surface, equivalent to 39.6% of the site;
- 54.0% of the Green Factor contribution being delivered in-ground;
- 43.5% being delivered through planters on structure; and
- 2.5% being delivered through the proposed green façade.

The proposed planting comprises 2 large trees, 9 medium trees, 31 small trees, 191.02m² of large shrubs, 413.7m² of small shrubs, 302.39m² of groundcover and 206.6m² of climbers.

The BGFTA further distinguishes between planting provided in-ground and planting provided within planters on structure. In-ground planting includes 2 large trees, 7 medium trees, 7 small trees, 63.42 m² of large shrubs, 126.8 m² of small shrubs, 79.25 m² of groundcover and 47.56 m² of climbers. Planting on structure includes 2 medium trees, 24 small trees, 127.6 m² of large shrubs, 286.9 m² of small shrubs and 223.14 m² of groundcover. A further 159.04 m² of climbers is provided as part of the green façade.

The updated assessment demonstrates that the development will deliver a substantial and diverse subtropical landscape outcome across the ground plane, elevated landscape areas and building façades. The landscaping will contribute to stormwater management, urban temperature regulation, habitat provision, resident wellbeing and the overall sense of place.

In our opinion, the updated BGFTA addresses Council's request and demonstrates that the proposal provides a high-quality landscape response consistent with Overall Outcome OO3(d), PO1 and PO3 of the Kangaroo Point peninsula neighbourhood plan code and PO8, PO28 and PO29 of the Multiple dwelling code.

2.14 Item 14: Building Design and Documentation

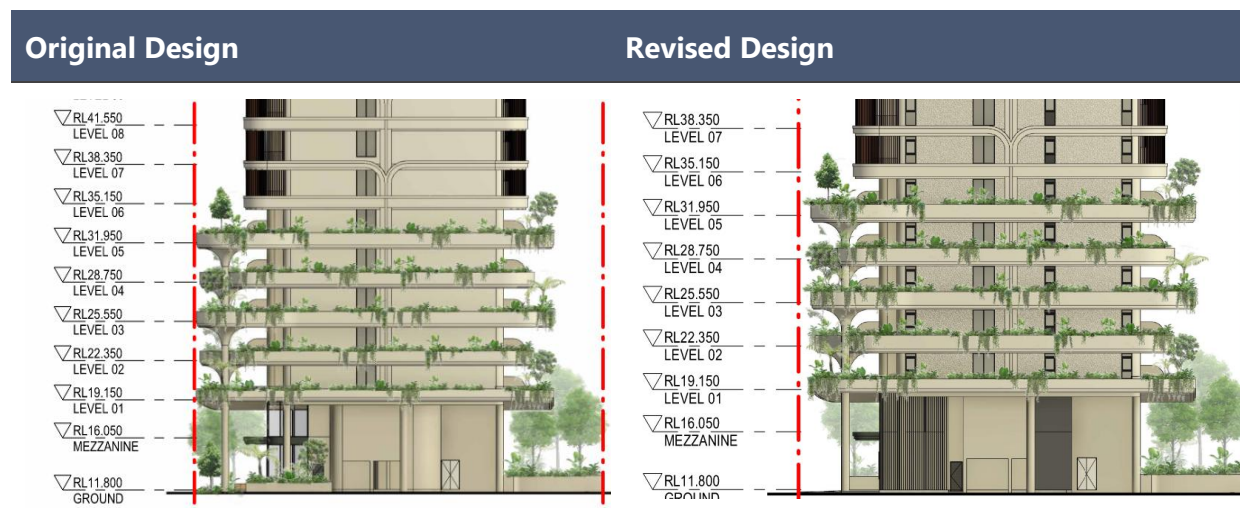
Council's Request

The proposal presents a well-articulated façade and building renders indicate a high-quality residential design outcome. To demonstrate the development achieves true climatically responsive building design, further consideration is to be given to providing windows within the wet areas along the western and eastern facades to assist in providing good opportunities for access to light and cross-ventilation to reduce the need for mechanical ventilation, cooling and lighting, in accordance with PO26 of the Multiple dwelling code.

Applicant's Response

Additional window openings have been incorporated into the wet areas along the eastern and western façades. These openings improve access to natural light and ventilation, reducing reliance on mechanical ventilation and artificial lighting.

The additional windows also improve the articulation and visual interest of the eastern and western façades. The revised architectural plans therefore provide a more climatically responsive design consistent with PO26 of the Multiple dwelling code. Comparison between the original and revised design is provided below.



2.15 Item 15: Building Design and Documentation

Council's Request

Provide further information illustrating materials and finishes annotated on all elevations and larger scaled elevations of the East and West facades are requested that show annotated materials shown.

- (a) *Further consideration to be given to breaking up the extent of rendered walls at the base of the building and/or incorporating texture changes within the render to the upper levels of the east and western facades between the slab projecting forms.*

Applicant's Response

The architectural elevations have been updated to clearly identify the proposed materials, finishes and colours across all façades, with enlarged elevations provided for the eastern and western façades. The design has also been refined to reduce the visual extent of rendered wall areas. This includes additional changes in material, colour and texture at the building base and between the projecting slab elements on the eastern and western façades.

These amendments improve façade articulation, provide greater visual interest and reinforce the high-quality architectural character of the development. This is illustrated in the figure below.

Figure 10: Materials and Finishes



Source: Aplus, DA501

2.16 Item 16: Site Services and Utilities

Council's Request

The development lacks detail with regards to the provision of normal services and utilities such as fire booster cabinets, switch rooms, substations/pad mount transformers, all of which are likely to be required at or near the street frontage. There is concern that the representation of the street front design has not sufficiently considered the impact of these necessary elements.

- (a) *Provide clarification for the locations of each of these elements and demonstrate that there is no impact on the future street frontage presentation, in accordance with AO5 of the Multiple dwelling code.*

Applicant's Response

Building services and utilities are contained within Basement 1 or within the nominated chamber substation shown on the ground-level architectural plans.

The nominated service areas include sufficient spatial allowance to accommodate the final equipment requirements and any minor changes arising during detailed design. These facilities have been integrated into the building design so they do not detract from the presentation, landscaping or pedestrian amenity of the Shafston Avenue frontage.

The amended plans therefore demonstrate that the required services can be accommodated without adversely affecting the street frontage, consistent with AO5 of the Multiple dwelling code.

2.17 Item 17: Air Quality

Council's Request

It is acknowledged that it has been identified that the proposal will comply with the requirements of the Transport Air Quality Corridor Overlay Code. However, it is unclear if this is to be achieved via separation distances or via filtered mechanical ventilation.

- (a) *Please provide clarification as to the mode of compliance (i.e. separation distances or mechanical ventilation) with the Transport Air Quality Corridor Overlay.*

Applicant's Response

Compliance with the Transport air quality corridor overlay code will be achieved through the provision of filtered mechanical ventilation to the relevant residential apartments and internal spaces.

The mechanical ventilation system will be designed and documented at the detailed design and building approval stages to ensure that air intakes are appropriately located and that the development achieves the applicable indoor air quality requirements.

2.18 Item 18: Fuel Burning

Council's Request

It is unclear from the application documentation and/or proposed plans if the development will include fuel burning and storage associated with back-up generators and/or firefighting booster pumps.

- (a) *Please provide advice as to any fuel burning activities associated with back-up generators and/or firefighting booster pumps.*

Applicant's Response

Any fuel burning associated with a back-up generator or firefighting equipment would be limited to emergency operation and routine testing. These facilities would be ancillary to the residential development and would not operate as a separate industrial land use. On the basis that any fuel burning would be limited to emergency operation and routine testing ancillary to the residential use, it is not anticipated to constitute a separate medium impact industry or high impact industry use.

2.19 Item 19: Refuse

Council's Request

The refuse storage area needs to be labelled with details such as internal dimension and "Single Refuse Chute for General Refuse Only". Furthermore, it should be demonstrated that the refuse chute and bin under have been segregated/ corralled from the remainder of the refuse store.

(a) Provide amended plans in accordance with AO32 of the Multiple Dwelling Code and AO8.1/AO8.2 of the Infrastructure Design Code that addresses the issues raised above.

Applicant's Response

The architectural plans have been amended to include the internal dimensions of the refuse storage area and to label the refuse chute as "Single Refuse Chute for General Refuse Only". The amended plans also demonstrate that the refuse chute discharge point and bin-under area are appropriately segregated and corralled from the balance of the refuse storage room. These amendments are shown on the architectural plans and address the relevant requirements of the Multiple dwelling code and Infrastructure design code. A refused waste management plan is provided in **Attachment D**.

2.20 Item 20: Site Cover

Council's Request

Confirm that the proposed landscaped areas illustrated for levels 1-5 will be maintained exclusively for landscaping, to ensure these areas do not contribute towards calculations of site coverage, and how maintenance to these landscaped areas will be achieved.

Applicant's Response

As shown on the revised architectural plans, the landscaped areas at Levels 1 to 5 are dedicated exclusively to landscaping and will not be used as trafficable, recreational or building areas. Accordingly, these areas have been excluded from the site cover calculation.

Ongoing maintenance will be undertaken through the access and maintenance arrangements shown on the revised plans, including accessible planter locations and, where required, certified maintenance anchor points. The continued use of these areas for landscaping can be secured by an appropriately worded condition of approval.

3. SUMMARY

The information request has resulted in a number of positive design refinements, including an improved public realm interface with Shafston Avenue, verge widening, enhanced landscaping and screening, revised rooftop communal open space, improved servicing arrangements and additional clarification regarding building operations and maintenance.

The amended proposal provides a high-quality subtropical residential development that responds appropriately to its prominent location and the intended character of the Kangaroo Point peninsula. In particular, the proposal delivers:

- an enhanced Shafston Avenue frontage that complements the planned bikeway upgrade;
- substantial ground-level, podium, façade and rooftop landscaping;
- a Green Factor score well above the applicable benchmark;
- safe and functional access, parking, waste collection and servicing arrangements;
- improved rooftop communal open space with substantial tree canopy and areas open to the sky; and

- appropriate measures for irrigation, landscape maintenance, air quality, refuse management and site services.

Accordingly, the amended proposal satisfactorily addresses Council's information request. The development application will now proceed to public notification.

If there are any questions, please do not hesitate to contact Simon Grice from Gaskell Planning Consultants on (07) 3392 1911.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Simon Grice', enclosed within a large, loopy oval shape.

Simon Grice
Director