

1 William Street
Brisbane Queensland 4000
PO Box 15009
City East Queensland 4002
Telephone: +61 7 3719 7100
Email: deputy.premier@ministerial.qld.gov.au
Email: industrialrelations@ministerial.qld.gov.au

ABN 65 959 415 158

DECISION NOTICE

Ministerial Infrastructure Designation for Chasely Street Health Hub

Decision details

Decision:	Ministerial Infrastructure Designation (MID) made under section 38 of the <i>Planning Act 2016</i>
Date of decision:	16 July 2025
Type of infrastructure:	Planning Regulation 2017, Schedule 5, Part 2: <ul style="list-style-type: none">• Item 12: hospitals and health care facilities• Item 15: residential care facilities.
DSDIP reference:	MID-0624-0852

Premises details

Street address:	25-27 Chasely St & 6 Lima St, Auchenflower, QLD, 4066
Real property description:	Lot 143 on RP849878, Lot 2 on RP57886, Lots 140 and 141 on RP18543 and Lot 2 on RP57300
Local Government Area:	Brisbane City Council (the Council)

Infrastructure entity details

Infrastructure entity:	UnitingCare
------------------------	-------------

Requirements

A notice of requirements included in the MID is at **Schedule 1**.

Submissions

A notice of how I have considered submissions is at **Schedule 2**.

Advice to the entity

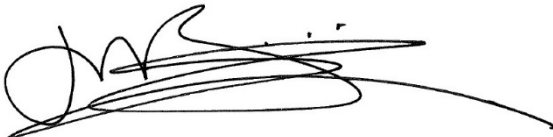
Despite the MID, the entity is responsible for determining what obligations exist under previous development approvals that apply to the premises.

Effective date

As set out in section 9(3) of the *Planning Act 2016*, the MID will take effect from the date the gazette notice for this MID is published in the Queensland Government Gazette.

Duration of MID

The duration of the MID is set out in section 39 of the *Planning Act 2016*.

A handwritten signature in black ink, appearing to read 'Jarrod Bleijie', with a large, sweeping flourish extending to the right.

JARROD BLEIJIE MP

DEPUTY PREMIER

Minister for State Development, Infrastructure and Planning

Minister for Industrial Relations

Enc (2)

Schedule 1 - Notice of requirements included in the MID

Development under the MID is to be carried out in accordance with the requirements included in **Table 1**:

Table 1 – Requirements	
Plan of designation	
1.	The extent of development is to be carried out generally in accordance with the 'Plan of designation for the Chasely Street Health Hub', ref. MID-0624-0852 and included at Annexure 1 (Plan of designation).
Short-term accommodation	
2.	Short-term accommodation is to be used only by families or carers of patients in care or treatment, staff such as locum workers, and other users with a genuine connection to the facility or Wesley Hospital.
Hours of operation	
3.	Ground floor ancillary tenancies, except health care services, must only operate between 6am to 8pm.
Pedestrian connection bridge	
4.	The pedestrian connection bridge across Chasely Street must incorporate transparent or semi-transparent materials.
Stormwater management	
5.	<p>(a) Prior to the commencement of site works, prepare a new or updated Stormwater Management Plan (SMP).</p> <p>(b) The new or updated SMP must be certified by a Registered Professional Engineer of Queensland (RPEQ) and demonstrate the following:</p> <ul style="list-style-type: none"> i. a lawful point of discharge for internal site drainage ii. no material worsening to adjoining and downstream properties iii. stormwater management measures to be implemented generally in accordance with the following sections of the Civil Engineering Report (Job No. 27455 Rev 02, prepared by ADG, dated 23 June 2024, and included at Annexure 2: <ul style="list-style-type: none"> ▪ 7.2 – Lawful Point of Discharge ▪ 8.5 – Detention Analysis and Strategy ▪ 9.3 – Operational Phase Treatment ▪ 9.0 – Conceptual Access & Grading and Stormwater Layout

	<p>(c) Submit a copy of the new or updated SMP to the Department of State Development, Infrastructure and Planning (DSDIP) (infrastructuredesignation@dsdilgp.qld.gov.au).</p> <p>(d) From commencement of use, implement stormwater management measures in accordance with the new or updated SMP.</p>
Landscaping	
6.	<p>(a) Prior to the commencement of landscape works, update the Chasely Street Healthcare Landscape Concept Plan (ref: 23134 LC-01 [F]), prepared by Place Design Group, dated 7 June 2024 and included in Annexure 3, to include:</p> <ul style="list-style-type: none"> i. shrubs and trees along the shared boundary with 63 Dunmore Terrace ii. removing the landscaping and the reinstating of the northern pedestrian crossover and refuge on Chasely Street adjacent to the site iii. an Arboricultural Impact Assessment (AIA) by a qualified Level 5 arborist which details: <ul style="list-style-type: none"> • Tree species, height, canopy spread and form of trees • Canopy offsets for each tree impacted on the verge • A detailed landscape design of the verge. <p>(b) Submit the AIA to the Council's Arboricultural Planning team (bi-cs-ppi-planning-arb@brisbane.qld.gov.au) and DSDIP (infrastructuredesignation@dsdilgp.qld.gov.au).</p> <p>(c) Undertake landscaping in accordance with the updated Landscape Concept Plan and the AIA.</p>
Vegetation removal	
7.	<p>(a) Prior to the commencement of works, undertake the necessary actions to protect trees that are not required to be cleared from construction impacts in accordance with the AS4970-2009 Protection of Trees on Development Sites, including on adjoining properties.</p> <p>(b) Prior to any clearing operations, a suitably qualified wildlife officer or ecologist must undertake a preclearing inspection of trees and other vegetation for fauna, hollows, nests and other breeding places and must be present during clearing operations.</p>
Acoustics	
8.	<p>(a) Prior to the commencement of use, provide acoustic measures generally in accordance with Section 7 of the Acoustic Report (ref: 24BRA0030 R01_5), prepared by TTM, dated 7 June 2024, and included at Annexure 4.</p>

Car parking	
9.	<p>(a) Prior to the commencement of use of the hospital and health services uses, provide a minimum of 177 car parking spaces on site, including five Persons with a Disability (PWD) spaces.</p> <p>(b) Prior to the commencement of use of the ancillary short-term accommodation use/residential care facility use, provide an additional minimum of 23 car parking spaces.</p> <p>(c) Clearly mark and sign car parking spaces reserved for accommodation uses.</p> <p>(d) All new car parking spaces are to comply with the relevant Council or Australian standards.</p>
10.	All new vehicle manoeuvring and servicing areas on-site are to be designed in accordance with the relevant Council or Australian standards.
Bicycle/scooter parking	
11.	<p>(a) Provide a minimum of a minimum of 26 secure bicycle/scooter parking spaces and end of trip facilities on site for visitors and staff.</p> <p>(b) All bicycle parking spaces are to comply with the relevant Council or Australian standards.</p>
Service vehicles	
12.	<p>(a) All vehicle manoeuvring and servicing areas are to be designed to facilitate servicing and manoeuvring on-site and accord with the relevant Council or Australian standards.</p> <p>(b) Service vehicles may only access the site between 6.00am and 8.00pm.</p> <p>(c) Specialist health service vehicles may access the site outside of specified hours where access and egress occur via Chasely Street only.</p>
External Works	
13.	<p>(a) Prior to the commencement of use, obtain the relevant approvals and carry out the following works external to the site:</p> <ul style="list-style-type: none"> i. provision of new vehicle crossovers to Chasely Street and Lima Street ii. retention and/or provision of two pedestrian refuges on Chasely Street ensuring that crossing sight distances and ramp design is in accordance with the relevant Austroads and Australian standards iii. replacement street tree planting and verge landscaping iv. provision of pedestrian footpaths and ramps, generally in accordance with the Conceptual Access & Grading and Stormwater Layout of the Civil Engineering Report (Job No. 27455 Rev 02, prepared by ADG, dated 7 June 2024 and included in Annexure 2 and the relevant Australian Standard.

	(b) All external works are to be designed and constructed in accordance with the relevant Council or Australian standards.
Waste collection	
14.	<p>(a) Prior to the commencement of use, prepare a waste management plan.</p> <p>(b) The waste management plan must be in accordance with the relevant Council standards and include and/or address the following:</p> <ul style="list-style-type: none"> i. Staging of the development ii. number and size of bins iii. details of how bin enclosures including width, length and operation vertical clearances accord with the Council requirements iv. RPEQ endorsed swept paths analysis which documents ingress and egress of refuse collection vehicles v. collection times to be limited to between 6am to 8pm vi. frequency of collection <p>(c) Provide a copy of the Waste Management Plan to DSDIP (infrastructuredesignation@dsdilgp.qld.gov.au).</p> <p>(d) Waste collection is to be undertaken in accordance with the waste management plan.</p>
Design/built form	
15.	<p>(a) The design of the facility is to be of a bulk, scale and massing generally in accordance with the Elevations, prepared by Nettleton Tribe, dated January 2025 included at Annexure 5 and include/incorporates:</p> <ul style="list-style-type: none"> i. a podium form that contributes to and enlivens the public realm through quality materials and an authentic response to its setting ii. layered facades that moderates climate iii. recessed openings and shading devices iv. soffit to define the ground plane through materiality and design quality v. a design that carefully integrates landscape, public art and lighting. vi. privacy screening or other treatments and the use of solid balustrades to any short-accommodation units to ensure privacy residents of adjoining residential development.
16.	<p>(a) Prior to commencement of work, provide interim landscaping and other features to the north eastern building façade and top of the car parking structure generally in accordance with the plans and elevations prepared by Nettleton Tribe, dated April 2025 included in Annexure 6 and includes:</p> <ul style="list-style-type: none"> i. landscaped perimeter of the carparking structure's roof which includes cascading plants and a mixture of ground covers and shrubs ii. vertical patterning and panelisation on the podium wall to provide shadowing, depth and texture

	iii. treated concrete and other variations in materials, seating structures and planters on the roof of the carparking structure.
Lighting	
17.	All internal and external lighting must be installed and maintained to accord with Australian standards and shielded to avoid obtrusive light spill to surrounding residential properties.
Refuse and plant screening	
18.	Refuse storage bins, and all new plant, equipment and water tanks, are to be stored behind fencing or screened from view from roads and public open space.
Construction management	
19.	<p>(a) Prior to commencement of work, a Construction Environmental Management Plan (CEMP) must be prepared and submitted to DSDIP (infrastructuredesignation@dasilgp.qld.gov.au). The CEMP must include/address:</p> <ul style="list-style-type: none"> i. an Erosion and Sediment Control Plan that addresses the erosion risk and surface water run-off ii. dust mitigation methods (such as use of water to suppress potential dust) and air quality management measures iii. hours of construction, vibration, and construction noise (including the default noise standards), in accordance with the <i>Environmental Protection Act 1994</i> (s440R & 440S) iv. construction waste control and management, in conjunction with a waste management plan if deemed necessary v. disposal and management of hazardous materials and regulated waste, including removal by a suitably licenced contractor where deemed necessary vi. chemical and fuel used during construction stored in bunded areas vii. access locations for and management of construction vehicle traffic (any construction parking off-site is subject to engagement with the Council and relevant landowners) viii. appropriate machine hygiene measures ix. proximity of works to easements and services and any necessary design measures, additional analysis or safe work methods x. other required permits from the Council, easement holders or utility providers xi. maintenance of safe and accessible pedestrian and cyclist access/movement around the site xii. complaint resolution procedures, including who to contact and a record of how complaints have been addressed xiii. a construction communication plan including:

	<ul style="list-style-type: none"> ▪ how neighbouring properties will be advised of construction activities for each stage ▪ how the appropriate extent of neighbouring properties to be notified will be determined ▪ timeframes for notification of construction activities, with notification to occur prior to works commencing. <p>(b) Construction of the development is to be undertaken in accordance with the CEMP.</p>
Information signage	
20.	<p>(a) Prior to the commencement of work, place an information sign on the site.</p> <p>(b) The information sign is to:</p> <ul style="list-style-type: none"> i. include the following details: <ul style="list-style-type: none"> ▪ a link to where a copy of the amended MID decision and CEMP can be viewed on DSDIP's website; and ▪ the name, postal and/or email address and a contact telephone number for the key contact/principal contractor ii. be positioned on the Chasely Street and Lima Street frontages of the site and be clearly visible for a pedestrian iii. be non-illuminated and maintained at all times during construction.
Servicing	
21.	<p>(a) Prior to the commencement of work, confirm the adequacy, capability and location of utilities including water, sewer, electricity and telecommunications to service the proposed development.</p> <p>(b) Prior to commencement of use, obtain the relevant approvals and carry out any works to upgrade or install new utilities including water, sewer, electricity, and telecommunications to service the development.</p> <p>(a) Prior to commencement of use, ensure the development is connected to all available utilities including water, sewer, electricity, and telecommunications to service the development.</p>
Geotechnical conditions	
22.	As part of detailed design, undertake a geotechnical investigation that confirms the ground conditions and informs building requirements.

Schedule 2 – Notice of how submissions were considered

Submissions received during Minister's consultation

On 24 September 2024, the former Planning Minister gave notice to the Council and the landowner advising that they were proposing to make the MID and inviting final submissions within 25 business days.

Public consultation actions were also conducted by UnitingCare between 28 October 2024 and 25 November 2024.

20 submissions were received. The submissions were from nearby residents, the Council and elected representatives were received.

A summary of how I have considered the submission is provided in the table below.

Matters raised	Response
Alternative locations	
There are other available sites/tenancies which could accommodate the health care uses including above the Auchenflower train station and UnitingCare's existing premises on Coronation Drive.	The land directly adjacent to the Wesley Hospital was available to be acquired or was already partially in the ownership of UnitingCare. The site provides convenient access for patients and practitioners between the existing hospital and proposed facility which provides efficiencies in delivering health care services.
There are existing hotels and other premises that could accommodate the residential component.	The accommodation component relies upon locating the use with seamless access to the hospital and health care facilities which the adjacent site offers.
The proponent should be required to conduct a master planning exercise to confirm that there is not capacity within the Wesley Hospital grounds.	The <i>Brisbane City Plan 2014</i> (the planning scheme) anticipates health, residential, retail and commercial uses on the subject site. The proponent does not need to justify the use of their current land holdings in order to seek approval for additional infrastructure on the subject site.
MID process	
The Council and local Councillor's preference is for the proposal to be lodged as a development application through the Council to ensure submitter appeal rights and assessment through the established DA process.	Queensland planning legislation includes provisions for the Planning Minister to designate land for a range of purposes specified in the Planning Regulation 2017 (the Planning Regulation) including hospitals and health care facilities and residential care facilities. As such, the designation process is an appropriate assessment process for this type of development.

Matters raised	Response
The proponent has not provided a thorough assessment of the proposal against the planning scheme codes.	The MID materials provided has addressed the relevant aspects of the planning scheme throughout the MID process to the satisfaction of DSDIP.
Submitters queried whether the required material under Schedule 3 of the Ministers Guidelines and Rules (MGR) was appropriately submitted with regards to need for the infrastructure.	It is considered that the materials submitted in support of the MID addressed the requirements of the MGR. UnitingCare has outlined the need for an expansion to the Wesley Hospital to service the increasing catchment population in a strategic and proactive manner.
Consultation	
Preliminary engagement was not comprehensive and transparent enough to inform the community or Ministerial decision-making.	<p>UnitingCare undertook preliminary engagement that was considered to be in excess of the minimum preliminary engagement requirements. This included community information sessions and follow-up surveys and mailbox drops (to 260 nearby residents) with opportunities for submissions to be made.</p> <p>Preliminary stakeholder engagement is often conducted while the design of a proposal is in its conceptual stage. This allows for amendments to be made in response to matters raised as the design progresses.</p> <p>The request for endorsement considered by the former Planning Minister included a detailed community engagement report which included a summary of all the engagement activities and the individual submissions received.</p>
The MID proposal did not incorporate feedback from preliminary consultation into the design that was lodged.	Matters raised in both preliminary engagement and public consultation have been reflected in the amended design provided for final assessment.
<p>The MID application materials were only online for three days prior to the commencement of Minister's consultation.</p> <p>The application material was hard to find during public consultation.</p>	<p>Broad and effective public consultation has been undertaken in line with the requirements of the MID process 28 October 2024 and 25 November 2024 and included:</p> <ul style="list-style-type: none"> • the placement of signs on the frontages of the site • a public notice in the Quest News • letters sent to elected members, the Native Title party and surrounding local residents.

Matters raised	Response
	A copy of the MID proposal including supporting plans and reports were available for public viewing via the DSDIP website during this time.
The MID materials were not detailed enough to make a proper assessment of the proposal.	The MID materials provided were consistent with the level of detail and reporting provided for most MID applications and allowed the community and DSDIP to make an informed assessment of the proposal.
Need for the facility	
DSDIP should seek a planning/community and economic needs assessment to determine the appropriateness/need of the proposal.	UnitingCare operates a significant portion of the health care services across Queensland and are acutely aware of the need additional health infrastructure through consultation with medical practitioners, and health and demographical statistics. Private health facilities are important in reducing pressures on the public health system and the site represents a logistic extension of a significant existing facility.
Both towers are essentially commercial developments intended to make income for UnitingCare.	The commerciality of the proposed uses is not a determining factor of whether they can be assessed as a MID. The proposed use aligned with the purposes specified in the Planning Regulation.
Short term accommodation	
Submitters, including the State and Local members raised concerns that the short-term accommodation use is not ancillary and therefore not suitable to be processed through the MID approval pathway.	The short-term accommodation is intended to only be used by families or carers of clients that are in the care of or undergoing treatment within the hospital and/or health care services and residential care facility, staff for the precinct (such as locum workers), or other users with a genuine connection to the facility.
A requirement to limit the use of the short-term accommodation to carers and families would not be a lawful and places an onerous supervision burden on UnitingCare.	The MID includes a requirement to this effect and will be managed by UnitingCare through a booking system which does not allow for bookings by external parties.
Concerns were raised that initially the accommodation component was referred to as social and affordable housing.	The infrastructure items applied for were amended following pre-lodgement discussions with DSDIP.

Matters raised		Response
Proposed uses		
There is not enough detail on the gross floor areas associated with the various functions of the proposed uses to determine potential traffic impacts.	The MID process allows a level of flexibility for further detailed design of the facility and to ensure that the services on offer reflect the demand for these services at the time of construction. The traffic report has considered carparking demand based upon health care services which is a higher demand than a hospital and should therefore accommodate a range of uses within the development.	
Concerns that the cafe proposed along the eastern boundary may emit exhaust fumes into the adjoining land.	Any commercial operation will need to comply with the National Construction Code and any other relevant standards to ensure that there are no odour issues impacting adjoining residents.	
Zoning		
The use of high density residential land for non-residential uses should be considered carefully.	The majority of the subject land is located within the Auchenflower heart precinct of the Toowong – Auchenflower neighbourhood planning area which provides for a mixture of health, residential, retail and commercial uses. The site’s location directly adjacent to the existing Wesley Hospital makes it a logical extension to the hospital and creates efficiencies for service provision. The area of the site zoned for residential uses is proposed for ancillary short-term accommodation/residential care facility which is an appropriate land use in that zone.	
Land along Chasely Street was previously zoned for residential uses only and Wesley has previously objected to other medical uses from being established.	The MID assessment considers the current zoning of the land, and does not consider historic actions undertaken by the Wesley Hospital.	
Building Height		
<p>The building height should consider the established built form of buildings between three and seven storeys.</p> <p>The proposal should be limited to six storeys in keeping with the existing built form.</p>	The High Density Residential zoning permits buildings up to ten storeys on lot sizes over 1,500m ² . The subject site comprises several lots with a combined area of 3,427m ² and has a road frontage of between 30 metres and 55 metres. Given the overall area and dimensions of the site, it is considered that the building height accords with the planning scheme.	

Matters raised	Response
	UnitingCare have amended the proposal in response to submissions to provide stepping down of the building from 10 to 8 storeys at the interface with Lima Street to reduce the appearance of building bulk and scale.
The height of the proposed health hub will result in light and breeze penetration issues.	The two buildings are adequately separated with a four-storey podium. This, combined with the southern boundary side setback and the generous setback of the existing adjoining building (six metres), will provide adequate light and breeze penetration.
Site cover and setbacks	
The Council has outlined that the proposal exceeds the site coverage prescribed by the planning scheme and does not provide a balance between built form and natural landscapes, interfaces with neighbouring properties that preserve amenity and privacy, landscape buffers, and areas of deep planting that accommodate large subtropical trees.	The Planning Scheme prescribes a tower site coverage of 50 per cent while the proposal provides a site coverage of 58 per cent. It has been demonstrated that adequate landscape buffers have been provided which includes a mixture of native screening trees, shrubs and deep planting. Other privacy features are required to the towers to further reduce privacy issues.
Requests that increased setback and buffer planting be provided along the eastern boundary.	The proposal generally complies with the side setbacks prescribed by the planning scheme except for the Lima Street building which when considering the neighbouring building's six-metre setback is an acceptable outcome. The MID requires landscaping within this setback to be provided.
The Lima Street front setback does not accord with the planning scheme.	Whilst not complying with the setback prescribed by the planning scheme, the setback to Lima Street is consistent with recently built adjoining apartments. The proposal has stepped the build's height from ten to eight storeys at the frontage and would not result in an unacceptable streetscape outcome.
Design and character	
Concerns were raised regarding the design, including the lack of articulation (particularly along the eastern façade), the consistency with the local streetscape character including the glass façade along Chasely Street not fitting with the rest of the neighbourhood, and its impact on heat generation.	<p>The site does not form part of a traditional building character area and the existing streetscape is characterised by mid-rise buildings with extensive glass, brick and masonry finishes.</p> <p>The building facade is articulated with the podium featuring multi-angled vertical battening and the towers broken up with</p>

Matters raised	Response
<p>The Lima Street tower comprises a flat glass façade without adequate articulation.</p> <p>The horizontal building form exceeds the planning scheme’s 40 metres maximum.</p>	<p>landscaped terraces and other architectural features.</p> <p>The Lima Street tower, whilst appearing flat, comprises recesses for private open space areas and other variations in building materials to break up the bulk of the building.</p> <p>The National Construction Code prescribes a number of provisions which address heat and glare associated with external materials.</p>
<p>The form of this development being for hospital and health care is not consistent with the zoning – particularly the form of the podium being four to five storeys.</p>	<p>The podium is proposed to be built to four storeys which is one storey above the planning scheme provision. Despite this, the building is designed with adequate articulation and variations in building materials to reduce the bulk of the building and maintains adequate setbacks to adjoining residential uses.</p>
Residential Density	
<p>The number of units proposed for the residential component is excessive and will affect the amenity of those staying in the facility and nearby residents.</p>	<p>The proposed short-term accommodation is provided at a yield that is expected in a high-density residential zoned area. Acoustic and traffic reporting has addressed impacts from noise and traffic generation.</p>
<p>The density exceeds community expectation for the street which currently comprises lower densities and will result in noise and traffic issues.</p>	
Carparking	
<p>The provision of carparking is not necessary when the Wesley Hospital carpark is rarely at capacity.</p>	<p>The proposal needs to consider the provision of carparking in its own right.</p>
<p>The Wesley Hospital charges too much for carparking which results in vehicles parked on residential streets.</p>	<p>The decision of the Wesley Hospital to charge for carparking is a commercial decision and not part of the assessment of the MID.</p>
<p>Street parking in surrounding streets will be exacerbated by the proposal.</p> <p>The proponent should work with the Council to provide on-street parking concessions for residents impacted by the proposal.</p>	<p>Two-hour parking restrictions currently in place in the surrounding streets will limit longer-term use of on-street parking spaces.</p> <p>On-street parking policies are derived through the Council processes and are not considered to be within the scope of a MID.</p>
<p>Carparking should align with the planning scheme.</p>	<p>The 200 carparking spaces proposed exceeds the current planning scheme maximum of 137 spaces within the City</p>

Matters raised	Response
<p>The traffic engineering report applies incorrect carparking rates.</p> <p>Insufficient carparking for the residential component and the need to delineate from the health care use.</p>	<p>Frame. The extent of car parking is appropriate and consistent with other similar health care facilities recently approved/constructed.</p> <p>The MID requires the allocation of carparking for the individual uses.</p>
<p>The carparking layout has not provided for persons with a disability (PWD).</p>	<p>The proposal plans provide for five PWD carparks and a dedicated setdown area on Chasely Street which will provide a safe means of access for PWD.</p>
Traffic	
<p>The site should have two-way access from both Chasely Street and Lima Street.</p>	<p>The proposal has been amended following public consultation to allow for two-way ingress/egress from both Lima and Chasely Streets to improve circulation and avoid concentrating traffic exiting on Lima Street.</p>
<p>There is no division between residential traffic and commercial traffic. How do you stop large numbers of commercial visitors arriving by Lima Street?</p>	<p>The majority of pick-ups and drop-off will be occurring from Chasely Street where the dedicated setdown area is. The highest volume of traffic will enter from Coronation Drive which leads directly to the Chasely Street entrance.</p>
<p>The proposed Chasely Street driveway crossover is directly adjacent to the main entrance to the Wesley Hospital</p>	<p>An assessment of this access formed a part of the traffic assessment, and no comments were made by the Council in relation to the proposed location of the driveway.</p>
<p>The traffic engineering report has not quantified the restricted site distance on Lima Street with explicit RPEQ endorsement.</p>	<p>The traffic report considers site distances on Lima Street and has been prepared by an RPEQ.</p>
<p>Concerns over the 'rat runs' through the development and on nearby streets.</p>	<p>The carparking structure will have restricted carparking arrangements which will make travelling quickly through the facility difficult and not considered to be a significant risk.</p> <p>The proposal would not unreasonably impact or exacerbate traffic flows on nearby streets.</p>
<p>The traffic engineering report has not determined the carriageway width of Lima Street and therefore cannot determine whether it is sufficient to accommodate the anticipated traffic.</p>	<p>The Local Government Infrastructure Plan and/or the Planning Scheme does not identify the need to upgrade the streets to a higher order road. Furthermore, the level of traffic entering and exiting the development from Lima Street will be reduced through the</p>

Matters raised	Response
	provision of two-way traffic circulation allowing vehicles to exit onto Chasely Street as well.
<p>The traffic survey did not consider Lima Street which is often congested.</p> <p>Lima Street will become more congested.</p>	<p>Traffic distribution estimates were done to determine traffic generation on Lima Street and amendments were made to the proposal to distribute traffic more evenly between Lima Street and Chasely Street.</p>
<p>The traffic report has not considered the real-life impacts of increased traffic on noise, pollution and stress.</p>	<p>Whilst it is acknowledged that the proposal will result in an increase in traffic, the site is within an established inner-city hospital precinct zoned for high density residential and health uses. The proposal is not considered to result in unacceptable impacts and the uses are considered to be compatible with the established uses in the area.</p>
<p>The traffic report has not considered several nearby intersections with Chasely and Lima Streets where vehicle and pedestrian safety issues have been identified.</p>	<p>The traffic reporting estimated traffic from all surrounding streets intersecting with Chasely and Lima Streets and determined that traffic distribution from the proposal would be primarily from Coronation Drive onto Chasely Street. It also considered the intersection with the adjacent Wesley Hospital. Surveys conducted on these intersections determined that the traffic distribution is within acceptable limits. It is not considered that a safety assessment of other intersections in the area is warranted for a development of this scale.</p>
Noise	
<p>The noise report did not consider properties to the south as sensitive receivers and noise from the café was not considered.</p>	<p>The properties to the north were considered sensitive receptors due to their proximity to the driveway access, pick-up and drop and delivery areas where the most noise is generated. The southern side of the facility does not have openings or activities that would result in an unacceptable noise output. The proposed café is located on the south western corner of the building approximately 15 to 20 metres from the nearest habitable room and any outdoor dining is not expected used outside of daylight hours.</p>
<p>Deliveries should be limited to daytime hours.</p>	<p>The nature of the use for a hospital and health care services will necessitate deliveries outside of daytime hours. The noise assessment determined that vehicle movements can comply with the relevant noise criteria through the use of acoustic</p>

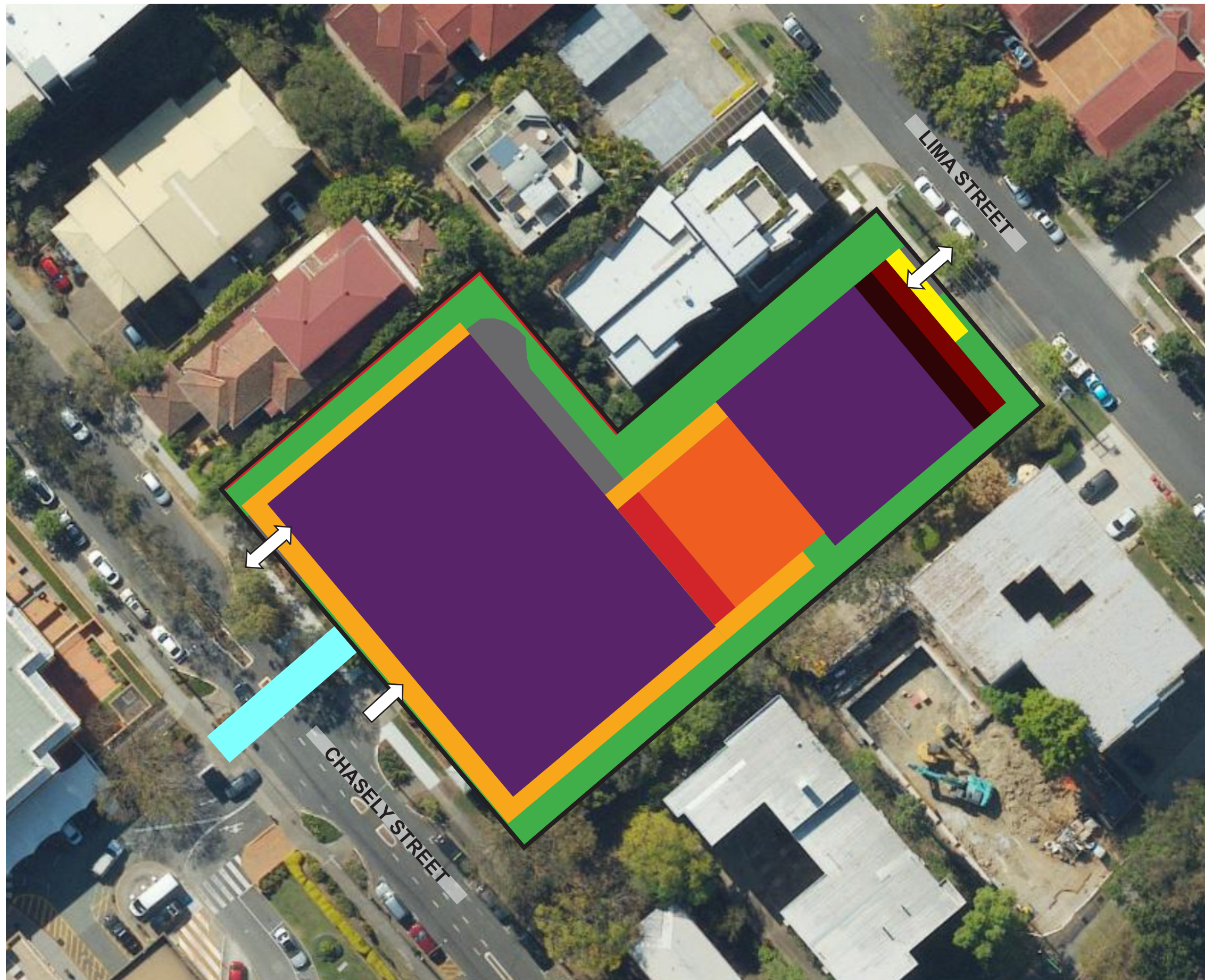
Matters raised	Response
	fencing and other measures and limiting deliveries and refuse collection between the hours of 6am – 8pm.
Refuse collection	
The Council has outlined that not enough information has been provided to assess the ancillary use refuse requirements.	The MID requires a waste management plan to be prepared and implemented to demonstrate adequate provision of bins and access in accordance with planning scheme.
The dimensions of the refuse collection area need to be confirmed to ensure enough vertical clearance.	The proponent has confirmed the vertical clearance is in accordance with planning scheme requirements.
Construction impacts	
The construction of the health hub will result in excessive noise, dust and traffic congestion. A Construction Management Plan (CMP) should have been provided as part of the MID.	The MID requires a construction management plan to be prepared and implemented which will ensure that noise, dust and traffic management is implemented in conjunction with the requirements of the <i>Environmental Protection Act 1994</i> which limits hours of construction.
Concerns about the geology of the site and the requirement to drill into rock will result in noise and vibration issues.	Geotechnical investigations are required to determine the excavation techniques and limitations to construction.
Hours of operation	
Issues with the proposed hours of operation not being consistent with the zoning or other similar facilities.	The proposal includes in-patient units, short-accommodation and a residential care facility which will necessitate 24/7 hours of operation consistent with the adjacent Wesley Hospital.
Reduced property values	
The construction impacts as well as the proposed buildings will reduce property prices in the vicinity.	Perceived impacts on property values are not a material planning consideration for the MID.
Loss of Art Deco building	
Concerns regarding the loss of the Art Deco unit block on Lima Street.	Whilst it is appreciated that the community would like to retain buildings of interest, the site has not been identified as comprising traditional building character or heritage protections that restrict the removal of the building.

Matters raised	Response
Pedestrian access	
<p>Adjoining residents are concerned with the pedestrian access becoming a thoroughfare along the shared boundary and potential safety, light spill, noise, privacy, potential for crime and liability.</p> <p>The walkway should be relocated to the centre of the facility.</p>	<p>The proposal has been amended to reduce impacts on adjoining neighbours by relocating the access through the facility, reducing amenity impacts on the adjoining residents to the south.</p>
<p>Safety concerns were raised regarding access from Lang Parade and the train station to the proposed facility due to the busy intersection.</p> <p>The Council requested that the pedestrian refuges on Chasely Street be maintained and for any ramp access to comply the relevant standards.</p>	<p>Pedestrian access from Lang Parade to the site is benefitted by a pedestrian refuge and a pedestrian crossing at the train station. Furthermore, safe access to the site is ensured through maintaining the pedestrian refuges on Chasely Street, and the provision of a pedestrian bridge between the hospital campuses.</p> <p>Ramp access is also required to be in accordance with the relevant standards as per this decision notice.</p>
Landscaping	
<p>The area of the previously proposed walkway between Lima and Chasely Streets should be landscaped.</p>	<p>The area previously proposed for the walkway between Lima and Chasely Streets will be landscaped to improve amenity and privacy. Vegetation not associated with the development is also required to be protected from construction impacts.</p>
<p>Potential removal of trees on the corner of 63 Dunmore Terrace and 25-27 Chasely Street will result in light pollution issues.</p>	<p>No street tree removal is proposed in this section of Chasely Street.</p>
<p>Deep planting and communal open space associated with the residential care facility is not adequate.</p>	<p>Deep planting and communal areas are proposed throughout the development. The amount of communal open space has been provided commensurate with the anticipated demand for the residential care facility use.</p>
<p>The proposal does not provide enough green areas for the buildings residents such as gardens/rest areas.</p>	<p>Adequate internal and external communal open space areas are provided throughout the proposal.</p>
<p>The provision of street trees and streetscape works is to be in accordance with the Council standards.</p>	<p>The MID requires UnitingCare to obtain the necessary approvals for the provision of street trees and to undertake streetscape works.</p>

Matters raised		Response
Fauna and flora impacts		
The site contains well-established bush turkey mounds and other animals.	Any vegetation removed on the site will be done with the assistance of a qualified wildlife handler in accordance with the requirements of the MID.	
Loss of biodiversity and amenity resulting from the development.	Whilst the existing vegetation will be removed to accommodate the buildings, the proposal includes extensive landscaping and deep planting.	
Pedestrian bridge		
Support for the inclusion of the pedestrian bridge but not its location.	The pedestrian link is proposed in approximately the middle of the Chasely Street frontage of the site and close the crest of the hill which avoids sightline issues and results in the best efficiencies for both hospital campuses.	
The Council raised matters relating to the construction of the pedestrian bridge and associated road closure.	Since the time of lodgement of the MID negotiations with the Department of Natural Resources and Mines, Manufacturing, and Regional and Rural Development have progressed with the relevant documentation endorsed by the Council.	
Other matters		
The area close to the river is impacted by flooding which creates issues with evacuations, power-loss and people in care.	It is acknowledged that the Auchenflower area is affected by flooding from time to time. Hospitals are designed with back-up generators and other measures to ensure they can remain functional during disaster events. Given that the site has flood immunity, it is not considered that evacuations will be necessary.	
Construction of the facility will take construction resources away from construction of residential units for the Brisbane area.	Whilst it is recognised that there are challenges within the construction sector, this is not a relevant consideration for the assessment of the MID.	
The development will bring a lot of transient people to the area with no connection to the area.	The site forms part of a busy inner-city area with a mix of residential, community and commercial land uses. The development will	

Matters raised	Response
	support those seeking and needing to travel to the area for health care.
A singular café does not provide a sense of community.	The ancillary commercial offerings are not intended to service the broader community and must be an ancillary use to be considered under the MID process.
A stormwater management plan that addresses quantity and quality aspects of the planning scheme and the State Planning Policy must be prepared.	The submitted stormwater management plan addresses stormwater quality and quantity, with an updated plan to be prepared and implemented to reflect the amended design.

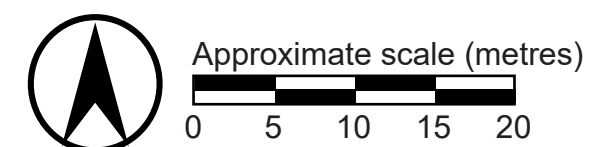
Annexure 1 to Schedule 1 – Plan of designation



Legend

- Built form envelope comprising buildings and structures not exceeding 1 storey
- Built form envelope comprising buildings and structures not exceeding 3 storey
- Built form envelope comprising buildings and structures not exceeding 4 storey
- Built form envelope comprising buildings and structures not exceeding 5 storey
- Built form envelope comprising buildings and structures not exceeding 8 storey
- Built form envelope comprising buildings and structures not exceeding 9 storey
- Built form envelope comprising buildings and structures not exceeding 10 storey
- Ground level car parking and vehicular circulation
- Open space, sport and recreation, landscaping, pedestrian circulation and associated structures
- Vehicular ingress/egress
- Designation boundary
- 2m high acoustic barrier
- Pedestrian connection bridge

Title: Plan of designation for Chasely Street Health Hub
Address: 25-27 Chasely St & 6 Lima St, Auchenflower, QLD, 4066
Reference: MID-0624-0852



Annexure 2 to Schedule 1 – Stormwater Management

7 STORMWATER INFRASTRUCTURE

7.1 Existing Infrastructure

A BCC eBIMAP2 search identified the following stormwater infrastructure within the vicinity of the subject site:

- › An inlet pit at the frontage of 25 Chasely Street.
- › A foul water and roof water pipe from 25 Chasely Street to 6 Lima Street.
- › A foul water and roof water pipe from 27 Chasely Street to 16 Lima Street.
- › An inlet pit at the corner of Chasely Street and Dunmore Terrace.

Refer to the eBIMAP2 information in **Appendix N** for further information regarding the existing stormwater infrastructure.

7.2 Lawful Point of Discharge (LPD)

7.2.1 Existing LPD

Based on information gathered via survey and contour data, aerial imagery and site investigation, the existing subject site appears to discharge flows to existing Council Infrastructure via kerb and channel. The individual existing building presents on each of the three (3) lots are assumed to capture and discharge flows to existing kerb adaptors along the frontage of each lot. These flows are then conveyed by kerb and channel to existing stormwater infrastructure downstream to their respective streets.

7.2.2 Proposed LPD

It is proposed to maintain the existing flow regime utilising kerb and channel discharges via kerb adapters. The discharge is to be designed to convey 10% AEP rainfall event according to QUDM and BCC Planning Scheme for Central Business & Commercial and Urban Residential High Density development category, limited to 30L/s per point of discharge spaced at a minimum of 15 meters from each other.

Total	3,427.0	0.7931**	-	-	-	163.03	252.27
--------------	----------------	-----------------	---	---	---	---------------	---------------

* C1, C2, and C3 catchment areas receive only roof stormwater. The total catchment area should be considered in conjunction with BP1, BP2, and BP3, respectively.

** Fraction impervious is a sum of the products: (catchment area * fraction impervious)/Total dev. Area

8.5 Detention Analysis and Strategy

As the peak outflows for the post-developed scenario (**Table 3**) are slightly greater than the pre-developed peak outflows (**Table 2**), and the pre-development impervious area is also greater than 60%, onsite detention will not be required for the development. However, an above ground roof stormwater detention is proposed to mitigate the stormwater discharge flow rates to kerb and channel according to Council's *Planning Scheme Chapter 7 Stormwater Drainage*, item 7.6.3.1 *Connection to Kerb and Channel* 30L/s maximum flow rate. The detention has been applied for the proposed catchment C2 and designed to mitigate flows up the minor storms, 10% AEP (Q10).

8.5.1 Stormwater Quantity Modelling

A DRAINS Hydraulic and Runoff model was created to analyse the post-developed scenario and determine a volume of required detention to mitigate the peak flow runoff down to the acceptable flow rates.

IL-CL Ensembled storms were used to run all design storm events. DRAINS uses Australian Rain and Runoff rainfall burst data to produce the critical storm event for each of the AEP storm events ranging from 63% to 1% AEP.

Refer to **Appendix L** for all model data.

DRAINS IL-CL Rainfall Parameters from ARR and BOM

- Latitude -27.477114
- Longitude 152.998589
- Storm Losses
 - ID,3380.0
 - Storm Initial Losses (mm),18.0 (40% decrease for urban areas)
 - Storm Continuing Losses (mm/h),1.4(60% decrease for urban areas)
- Initial Impervious Continuing Losses (mm/h), 1 (adopted).

Results

A comparison between the peak discharge values between each of the DRAINS modelled catchment **C2** scenarios is presented in **Table 4**.

Table 4 – DRAINS Modelling Results for catchment C2.

Design Storm (AEP)	Permissible Catchment Discharge (m ³ /s)	Post-Development Flows, (m ³ /s)	Post-Development Flows, Mitigated (m ³ /s)
10%	0.060 (two kerb and channel points of discharge at a minimum of 15m from each other)	0.084 (direct discharge to kerb and channel + sheet flow bypass)	0.059 (bypass of 0.022 + 2 kerb adapters discharge 0.0185 each)

The proposed detention tank successfully mitigates the post-development flows to at or below permissible conditions imposed by Brisbane City Council *Planning Scheme Chapter 7*. During the Operational Works phase of the development, final calculations to be completed and location of stormwater infrastructure is to be re-assessed.

The proposed detention volumes of 10kL above-ground will provide sufficient volume to throttle events to pre-development levels at 10% AEP rainfall event (minor rainfall event). This discharge has been achieved using single stage outlet (2 orifices) contained within the detention tank.

Refer to **Appendix L** for all model data and results.

8.5.2 Recommendation

ADG recommends that the C2 roof water generated from within the roof areas be conveyed to a detention tank system to aid in mitigating the peak discharge for 10% AEP from the proposed development. The required detention volume adopted as 10kL with a maximum height of 2.32m, width of 1.15m and length of 4m. Arrangement of the proposed detention and drainage systems can be seen in the ADG Conceptual Drainage Layout Plan in **Appendix E**.

The nominated volumes specified above shall be reserved for detention purposes only and will be in addition to any desired roof water harvesting volume (i.e. for reuse purposes such as irrigation).

All erosion and sediment control measures are to be designed and installed in accordance with IECA Guidelines. Further details regarding the proposed erosion and sediment control measures will be provided during the detailed design phase of the development.

9.2.4 Construction Phase

During the construction phase of the development, there is a risk of sedimentation transport due to large areas of disturbed land. The following erosion and sediment control measure will need to be installed in addition to the aforementioned measures (Pre-Development and Bulk Earthworks Phases) to ensure there is minimal disturbance and the quality of runoff is maintained to an acceptable standard:

- Construction of temporary diversion drains to divert water to sediment basins;
- Construction of temporary diversion drains to divert water to protect bioretention and treatment devices as required;
- Sediment barriers to be installed on all entrances to newly constructed stormwater infrastructure (i.e. gully pits);
- Sediment fences to be installed on the downstream side of any stockpiles and batters; and
- Re-vegetation of all disturbed areas within two (2) weeks of completion.

All erosion and sediment control measures are to be designed and installed in accordance with IECA Guidelines. Further details regarding the proposed erosion and sediment control measures will be provided during the detailed design phase of the development.

9.2.5 Maintenance

All erosion and sediment control devices are to be maintained through the entire phase of the development leading up to the operational phase. Erosion and sediment control devices will need to be monitored closely throughout the entire project to ensure they are operating correctly and efficiently. No erosion and sediment control devices are to be removed unless otherwise authorized by a suitably qualified engineer or the site superintendent.

9.3 Operational Phase Treatment

During the operational phase, it is proposed to have the roof area drain through OceanGuards filter baskets and through PSorb StormFilter devices before discharging to Chasely Street and Lima Street.

Internal stormwater drainage shall be designed and constructed in accordance with AS3500.3 and all other relevant standards and guidelines.

9.4 Stormwater Quality Improvement Devices (SQIDs)

The proposed stormwater quality treatment measures for the development will consist of:

- 4x OceanGuards filter baskets (proposed catchments C2 and C3)
- 2x Aluminium above-ground tank with 2x StormFilter & 1x OceanGuard (proposed catchments C1 and C3)
- 1x Aluminium above-ground tank with 3x StormFilter & 1x OceanGuard (proposed catchment C2)

9.4.1 StormFilter

The *Stormfilter* consists of rechargeable, media filled cartridges that can be placed within standard manholes and/or tank vaults, to filter pollutants such as Hydrocarbons from stormwater. If the treatable flows generated from the development are greater than 80L/s a by-pass inlet pit shall be placed in front of (and upstream) of the *StormFilter*.

9.4.2 OceanGuard

The 200s *OceanGuards* consist of a steel frame and a cage. Within the cage, a screening bag is attached to capture litter, debris, sediment, and other pollutants from stormwater flows. The mesh size of the screening bag proposed for the *OceanGuards* within the site are 200 micro-meters. The mesh size is small enough to capture heavy metals and hydrocarbons associated with the solids in the stormwater flows. *OceanGuards* are effective when utilized as a pre-treatment device upstream of a *StormFilter* and this system shall be adopted within the site.

9.5 MUSIC Model

The site's stormwater run-off was modelled using MUSIC (version 6.2.0) and the water quality objectives for South-East Queensland specified in the SPP 2017 of 80% TSS reduction, 60% TP reduction, 45% TN reduction, and 90% Gross Pollutants reduction.

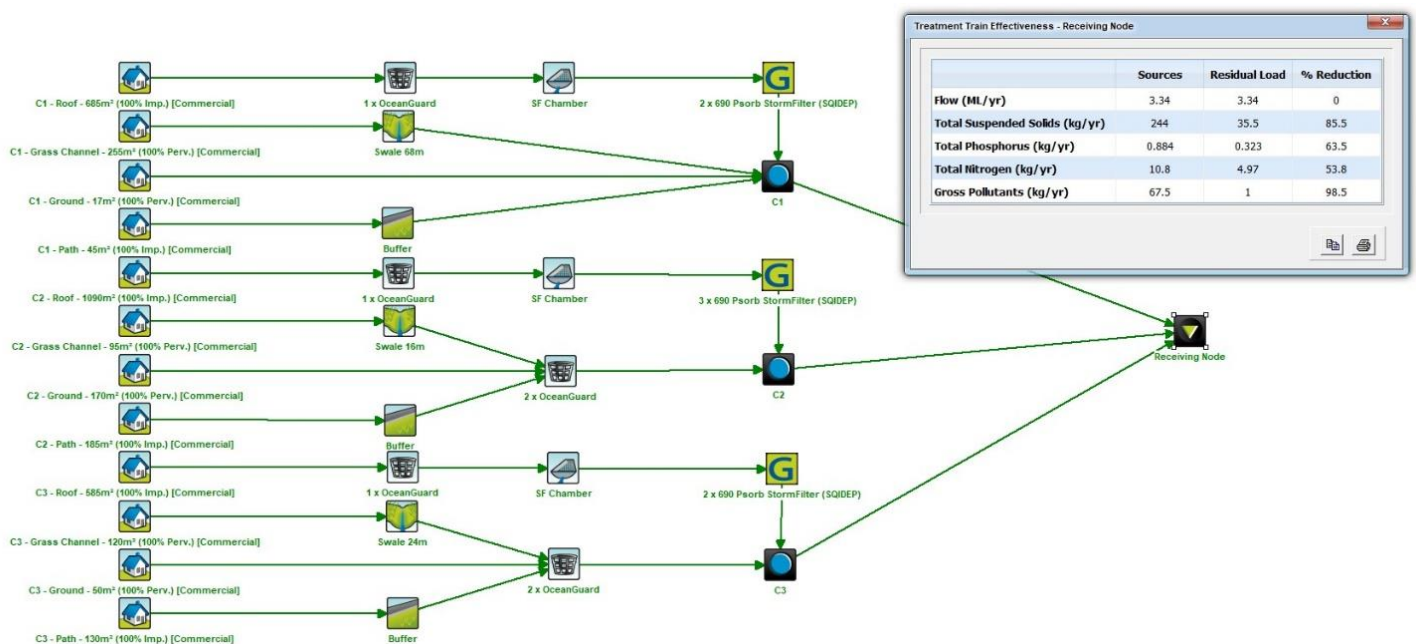


Figure 4 - Treatment train.

The results of the above MUSIC model are presented in Figure 5.

	Sources	Residual Load	% Reduction
Flow (ML/yr)	3.34	3.34	0
Total Suspended Solids (kg/yr)	244	35.5	85.5
Total Phosphorus (kg/yr)	0.884	0.323	63.5
Total Nitrogen (kg/yr)	10.8	4.97	53.8
Gross Pollutants (kg/yr)	67.5	1	98.5

Figure 5 - Results for the treatment train.

The above results meet the percent reduction water quality objectives identified by Council standards and the SPP 2017.

Detail of the MUSIC model is attached within **Appendix K** for further information.

9.6 On-site Treatment Lifecycle Costs

A lifecycle cost analysis is not a part of the scope of this report. All the recommended water quality treatment infrastructure lies within the development site, and it shall be maintained and serviced by the owners of the development at no cost to Council.

9.7 Water Quality Monitoring

No water quality monitoring is proposed for this development at this stage due to the nature of the development and the expected pollutant levels. This would not be considered a high-risk source.

9.8 Maintenance

Maintenance of the SQIDs will be the responsibility of the owners of the development. The maintenance should be carried out in accordance with the manufacturer's recommendations and as a minimum shall include the following:













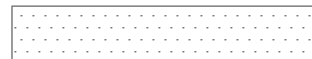



9.8.1 Ocean Protect 'StormFilter'

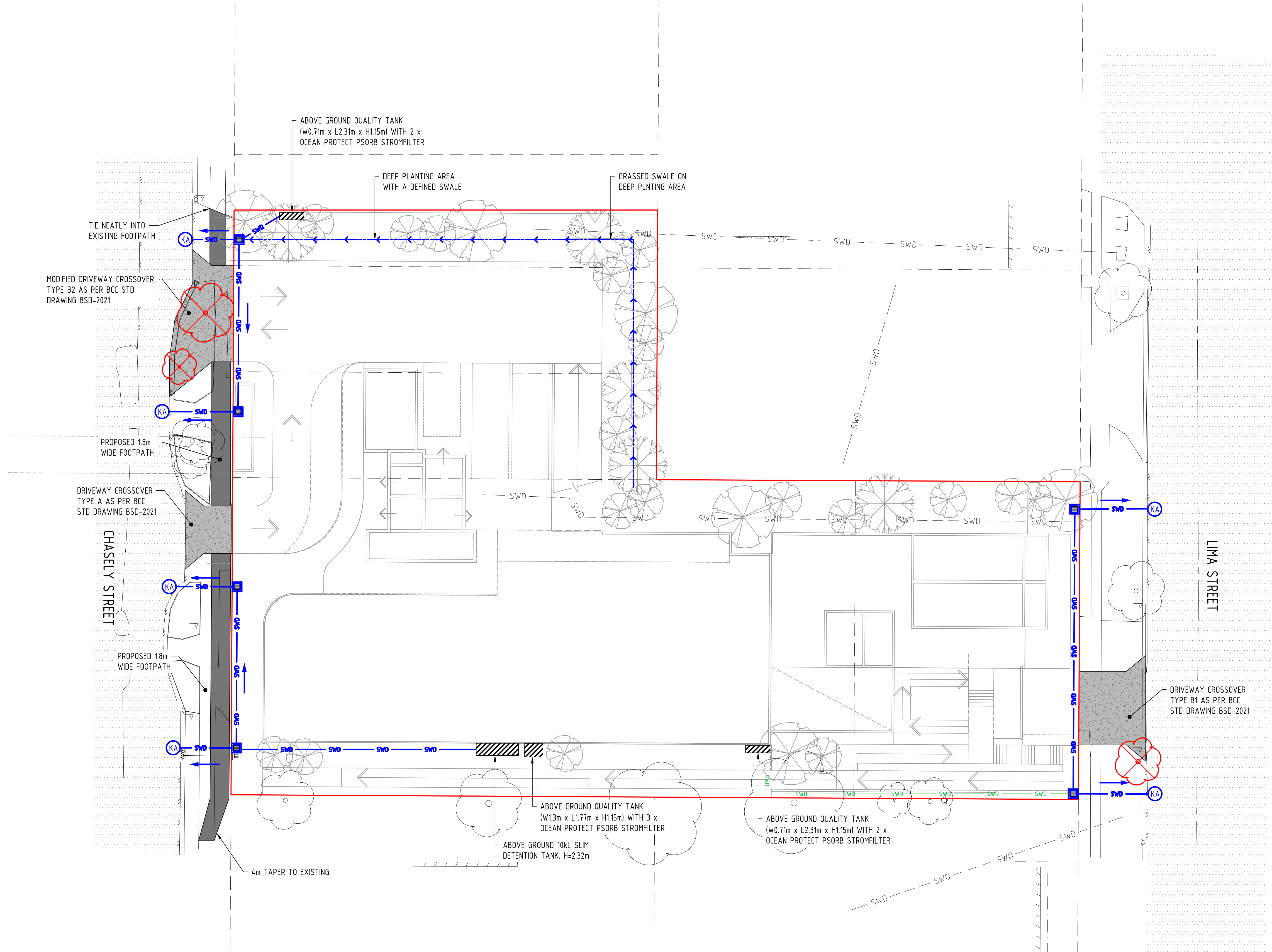
Maintenance to be carried out by OceanProtect's maintenance staff including, but not limited to de-silting of cartridges. A maintenance agreement will be entered with OceanProtect to ensure the maintenance of the proposed *OceanGuard*. Refer to **Appendix M** for further information regarding the maintenance of the proposed StormFilter.

9.8.2 Ocean Protect 'OceanGuard'

Maintenance to be carried out by OceanProtect's maintenance staff including but not limited to inspection of basket and removal and lawful disposal of trapped litter/sediment. A maintenance agreement will be entered into with OceanProtect to ensure the maintenance of the proposed *OceanGuard*. Refer to **Appendix M** for further information regarding the maintenance of the proposed *OceanGuard*.

LEGEND

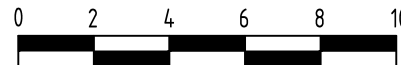
- | | |
|---|---|
|  | SITE BOUNDARY |
|  | EXISTING PROPERTY BOUNDARY |
|  | FINISHED SURFACE CONTOURS |
|  | EXISTING NOMINAL KERB LINE |
|  | EXISTING STORMWATER |
|  | EXISTING STORMWATER (RECORDS) |
|  | PROVISIONAL INTERNAL STORMWATER DRAINAGE RETICULATION |
|  | PROPOSED STORMWATER DRAINAGE |
|  | PROPOSED GRASSED SWALE |
|  | KERB ADAPTERS |
|  | 600x600 SURCHARGE PIT |
|  | TREE TO BE REMOVED |
|  | EXISTING ROAD |
|  | EXISTING REVETMENT WALL |
|  | PROPOSED FOOTPATH |
|  | PROPOSED DRIVEWAY CROSSOVER |



NOTES

- EXISTING KERB ADAPTER TO BE MADE REDUNDANT AND REMOVED.
- STORMWATER INFRASTRUCTURE LOCATION IS PROPOSED AS PROVISIONAL ONLY. FURTHER COORDINATION WITH INTERNAL HYDRAULICS AND ARCHITECT TO DEFINE FINAL LOCATION FOR TANKS, PIPES AND PITS.

01	23.05.24	ISSUED FOR APPROVAL		
Rev	Date	Description	By	Chk



AT ORIGINAL SIZE (A)



T: 1300 657 402 E: info@adgce.com W: www.adgce.com
Quality Assurance ISO 9001:2015 | Work Health Safety ISO 45001:2018
Environmental Management ISO 14001:2015

Client
UNITING CARE

Project Name
25-27 CHASELY STREET
AUCHENFLOWER

Discipline	
CIVIL	

Designed By	CS
-------------	----

Checked By
RC

Project No.	Drawn By	Scale at A1
27455	CS	1:200

The concepts and information contained in this document are the copyright of ADG Engineers (Aust) Pty Ltd. Use or copying of the document in whole or in part without the written permission of ADG Engineers (Aust) Pty Ltd constitutes an infringement of copyright.

Do not scale drawings. If in doubt, ask!

Status	PRELIMINARY
--------	-------------

Approved By	GVG
-------------	-----

Scale at A1
1:200

Title
CONCEPTUAL ACCESS & GRADING
AND STORMWATER LAYOUT PLAN

Drawing No.
DA07

Revision
01

PLOT DATE: 5/28/2024 1:23 PM FILENAME: J:\BNE\27000\27455\CVL\DWG\27455_DA07_CONCEPTUAL ACCESS & GRADING AND STORMWATER LAYOUT PLAN.DWG

FULL SIZE ON ORIGINAL 0 10 20 30 40 50 60 70 80 90 100m

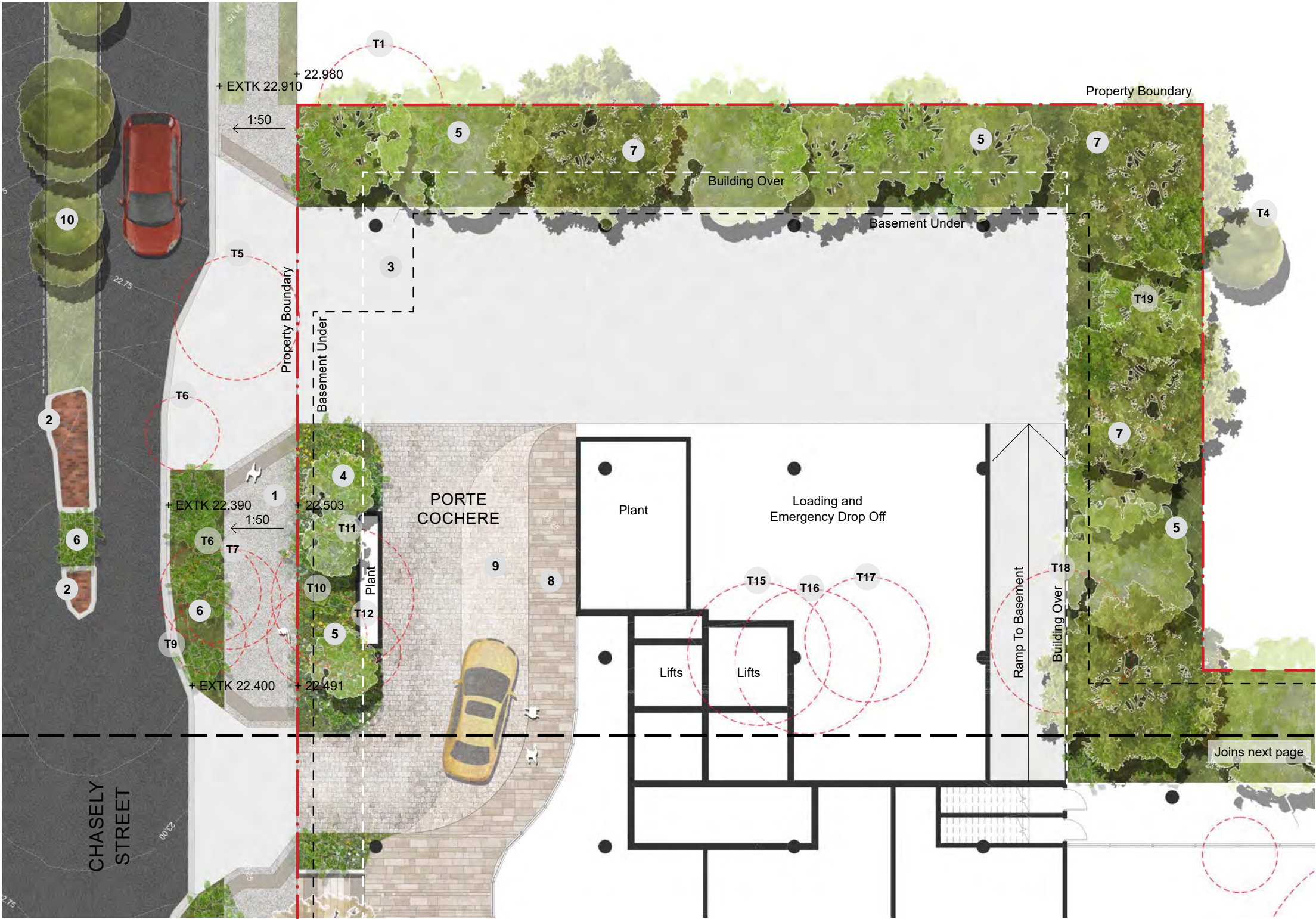
PRELIMINARY
NOT FOR CONSTRUCTION

Annexure 3 to Schedule 1 - Landscaping

4.0 Design Response

4.1 Plans

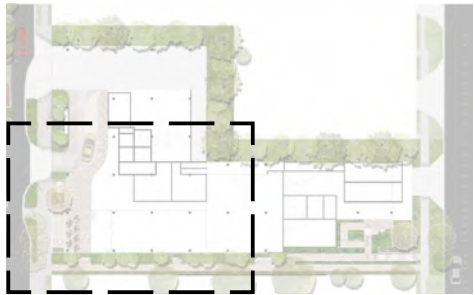
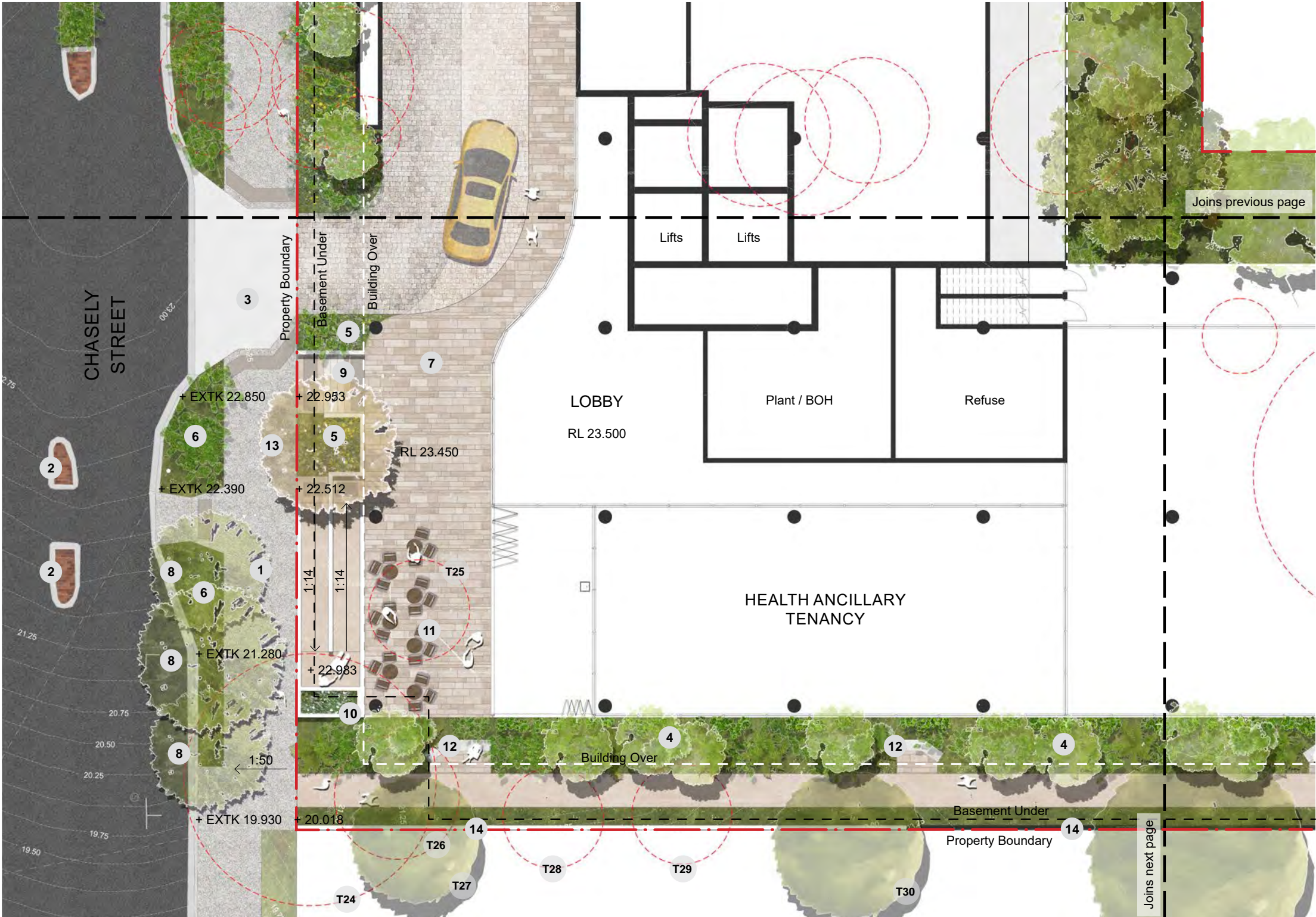
Ground Level



Keyplan

- 1 Centre Street Major streetscape to BCC requirements
- 2 Existing pedestrian island
- 3 Driveway
- 4 Native screening trees
- 5 Wildflower understory
- 6 Low planting
- 7 Deep planting with subtropical shade trees
- 8 Feature paving
- 9 Drop off zone
- 10 Existing landscape to be retained

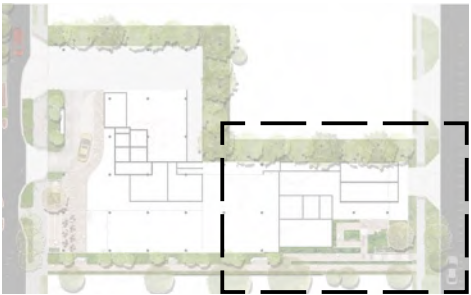
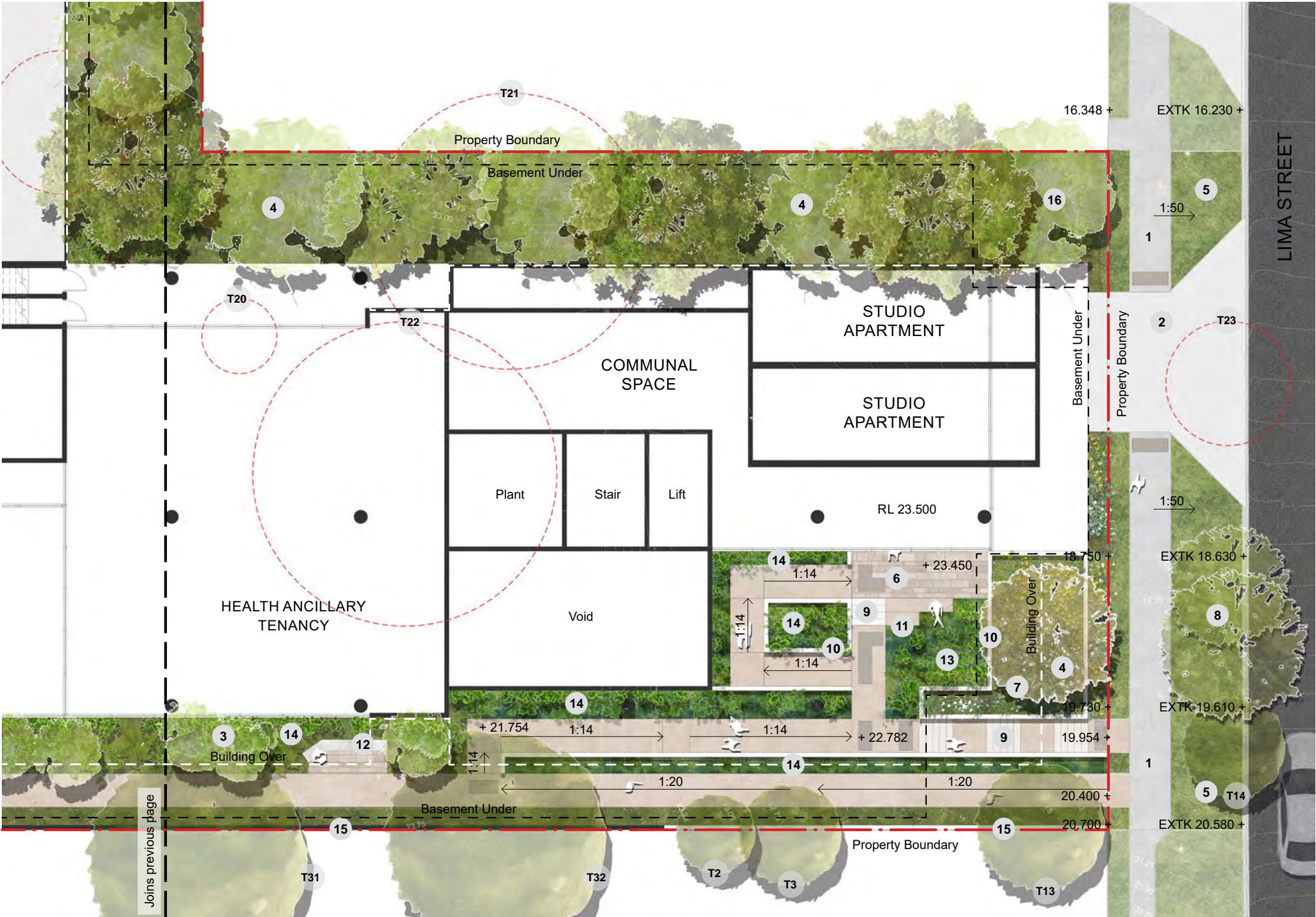
Ground Level



Keyplan

- 1 Centre Street Major streetscape to BCC requirements
- 2 Existing pedestrian island
- 3 Driveway
- 4 Native screening trees
- 5 Wildflower understory
- 6 Low planting
- 7 Feature paving
- 8 Street trees
- 9 Stairs up
- 10 Cascading planting
- 11 Outdoor dining
- 12 Seating nook
- 13 Feature tree
- 14 Climbers to boundary wall

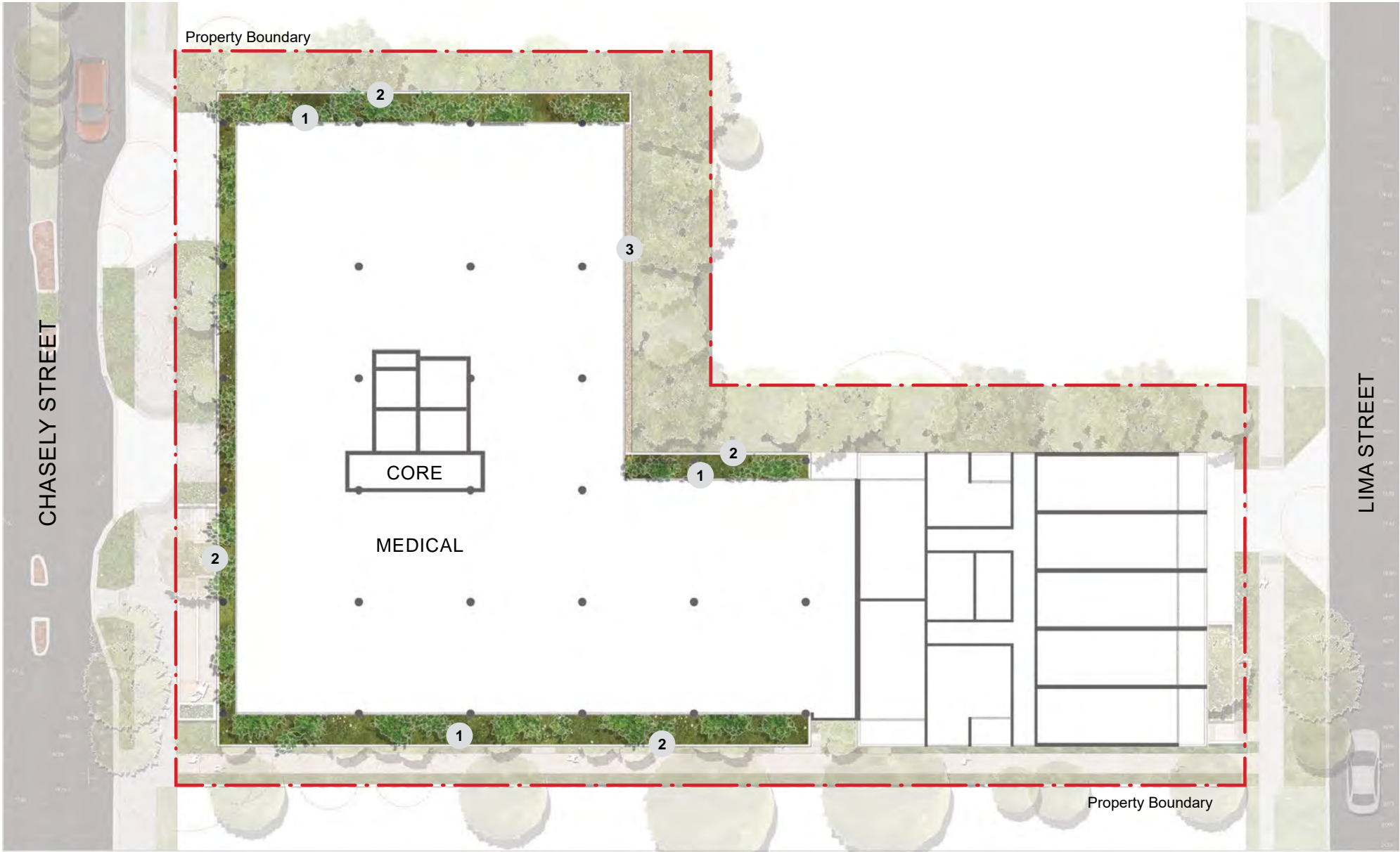
Ground Level



Keyplan

- 1 Neighbourhood Street Major streetscape to BCC requirements
- 2 Driveway
- 3 Native screening trees
- 4 Wildflower understory
- 5 Turf
- 6 Feature paving
- 7 Feature tree
- 8 Street trees
- 9 Stairs up
- 10 Cascading planting
- 11 Seating terraces
- 12 Seating nook
- 13 King Fern forecourt
- 14 Shade tolerant feature planting
- 15 Climbers to boundary wall
- 16 Deep planting with subtropical shade trees

Level 03



- 1 Resilient native feature planting
- 2 Cascading planting
- 3 Pebbles

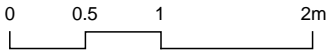
4.2 Sections

Section A - Ground Level

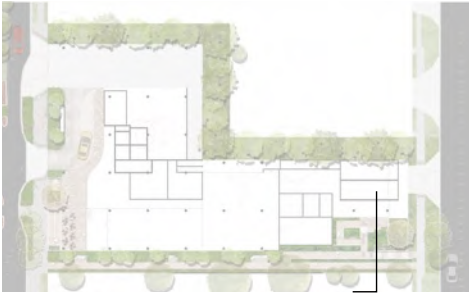


Keyplan

- 1 Centre Street Major streetscape to BCC requirements
- 2 Native screening trees
- 3 Street trees
- 4 Cascading planting
- 5 Seating nook
- 6 Shade tolerant feature planting
- 7 Feature tree
- 8 Outdoor dining

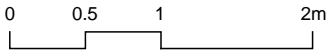


Section B - Ground Level



Keyplan

- 1 Native screening trees
- 2 Stairs up
- 3 Cascading planting
- 4 Seating terraces
- 5 King Fern forecourt
- 6 Shade tolerant feature planting
- 7 Climbers to boundary wall
- 8 Handrail



Annexure 4 to Schedule 1 – Acoustics

7.2 Façade Treatment

7.2.1 Rail Noise

This section summarises the treatment required for habitable rooms for rail noise to achieve compliance with the Queensland Development Code (QDC) MP4.4. For the purposes of the development application, the QDC provides a conservative design approach and is applied for this assessment.

The QDC requires that habitable rooms in residential buildings located in a transport noise corridor are adequately protected from transport noise to safeguard occupant's health and amenity.

In order to achieve the performance requirements of the QDC MP4.4, the external envelope of habitable rooms must comply with the minimum R_w for each building component specified in Schedule 1 to achieve a minimum transport noise reduction level for the relevant noise category by either one of the following:

- a. Using materials specified in Schedule 2 of the QDC MP4.4;

OR

- b. Using materials with manufacturer's specifications that, in combination, achieve the minimum R_w value for the relevant building component and applicable noise category.

For application of Point (b), possible alternative constructions can be determined by the glazier (for glazing) and construction manuals such as 'The Red Book' by CSR (for walls and roof/ceiling).

Table 13 presents the acoustic treatment requirements for habitable rooms in accordance with the QDC MP4.4 policy for rail noise.

Table 13: QDC Noise Category Treatments - Rail Noise

Building	Floor Level	QDC Noise Category By Façade and Floor Rail Noise Habitable Rooms			
		Northeast	Northwest	Southeast	Southwest
Accommodation	1	1	0	0	0
	2	1	0	0	0
	3	1	0	0	0
	4	1	0	0	0
	5	1	1	0	0
	6	1	1	0	1
	7	1	1	0	1
	8	1	1	0	1
	9	1	1	0	1

Details regarding QDC noise categories and associated sound reduction rating (R_w) requirements for habitable rooms can be found within Schedule 1 of the QDC MP4.4. QDC (Appendix D). Schedule 1 is summarised in Table 14.

Table 14: QDC Noise Category Levels and Associated Sound Reduction Rating (R_w) Requirements for Habitable Rooms (QDC MP4.4 - Schedule 1)

QDC Noise Category	Required Acoustic Rating (R_w) for Habitable Rooms			
	Glazing > 1.8m ² *	Glazing ≤ 1.8m ² *	External Walls	Roof and Ceiling
Category 4	R_w 43	R_w 43	R_w 52	R_w 45
Category 3	R_w 38	R_w 35	R_w 47	R_w 41
Category 2	R_w 35	R_w 32	R_w 41	R_w 38
Category 1	R_w 27	R_w 24	R_w 35	R_w 35
Category 0	None	None	None	None

*Total glazing area for room

QDC MP 4.4 Schedule 1 and 2 which includes examples of acceptable forms of construction for each noise category and is provided in Appendix D.

7.3 Noise Mitigation Measures

The following management strategies are recommended to achieve predicted compliance and minimise noise annoyance:

- Waste collection is recommended to occur during code allowed hours 6am – 8pm.
- Any speed humps should be bitumen, concrete (as part of the slab), or rubber, and not metal.
- Any grates or other protective covers in the car park and access driveways must be rigidly fixed in position to eliminate movement and be maintained.

7.4 Mechanical Plant

As detailed mechanical plant selections are not available at this stage, it is not possible to carry out a detailed examination of any attenuation measures that may be required to achieve the noise criteria.

To comply with planning scheme acceptable outcomes for mechanical plant (City Plan 2014), we recommend the following for plant with the potential to adversely impact nearby sensitive receivers:

Development ensures mechanical plant is acoustically screened from nearby sensitive uses.

The definition of 'acoustically screened' is provided in Table SC1.2.3.B of Brisbane City Plan 2014, Schedule 1 Definitions:

The source of noise is completely screened from view of habitable rooms (including balconies, patios, decks and verandas) of an adjoining sensitive use by solid, gap free material and construction e.g. acoustic fence, building, or enclosure.

Acoustic barrier: Solid, gap free barrier with minimum surface density of 12.5kg/m²

Furthermore, it is also recommended that a mechanical plant noise assessment is conducted once plant selections are finalised to ensure noise emissions comply with criteria.

Annexure 5 to Schedule 1 – Design/built form

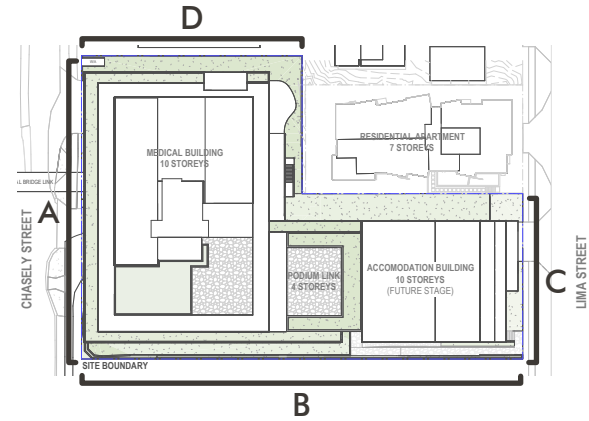
05 ELEVATIONS

ELEVATIONS

SCALE 1:500 @ A3



KEY PLAN



ELEVATION A



ELEVATION B

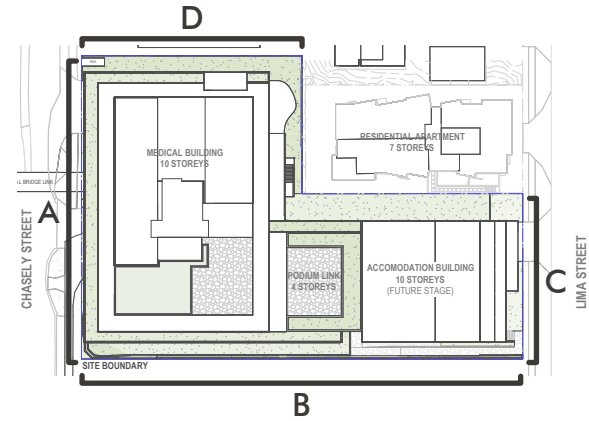
05 ELEVATIONS

ELEVATIONS

SCALE 1:500 @ A3



KEY PLAN



ELEVATION C

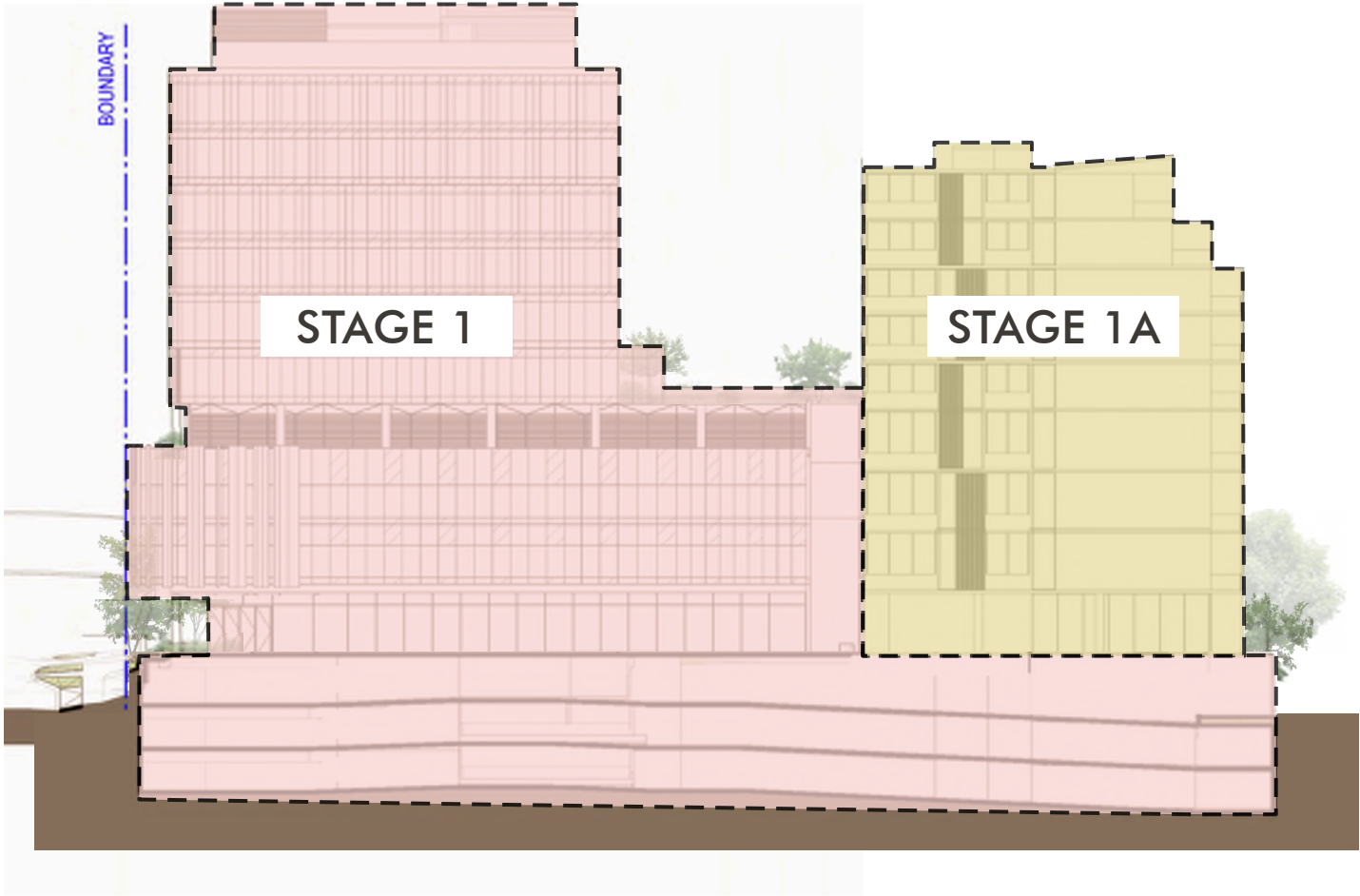


ELEVATION D

Annexure 6 to Schedule 1 – Staging measures

04 STAGING
STAGING PLAN

SCALE 1:500 @ A3



FRONTAGE COMPARISON

LIMA ST NORTH-WEST PERSPECTIVE

LIMA ST - VIEW FROM NORTH-WEST - EXISTING CONDITION



LIMA ST - VIEW FROM NORTH-WEST - PROPOSED



FRONTAGE COMPARISON

LIMA ST ELEVATIONAL PERSPECTIVE

LIMA ST - ELEVATIONAL PERSPECTIVE - EXISTING CONDITION



LIMA ST - ELEVATIONAL PERSPECTIVE - PROPOSED



FRONTAGE COMPARISON

LIMA ST SOUTH-EAST PERSPECTIVE

LIMA ST - VIEW FROM SOUTH-EAST - EXISTING CONDITION



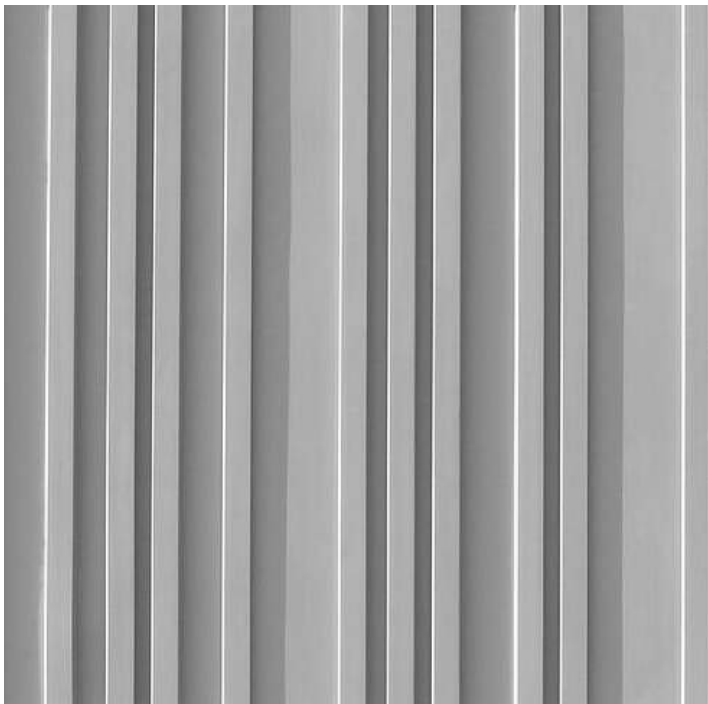
LIMA ST - VIEW FROM SOUTH-EAST - PROPOSED



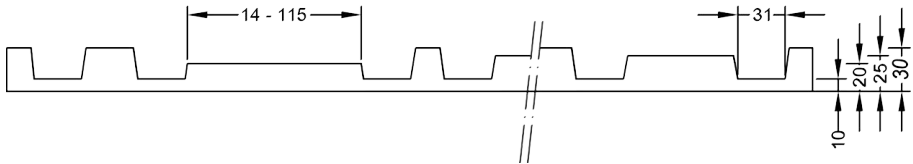
LOOK & FEEL
FACADE TREATMENT



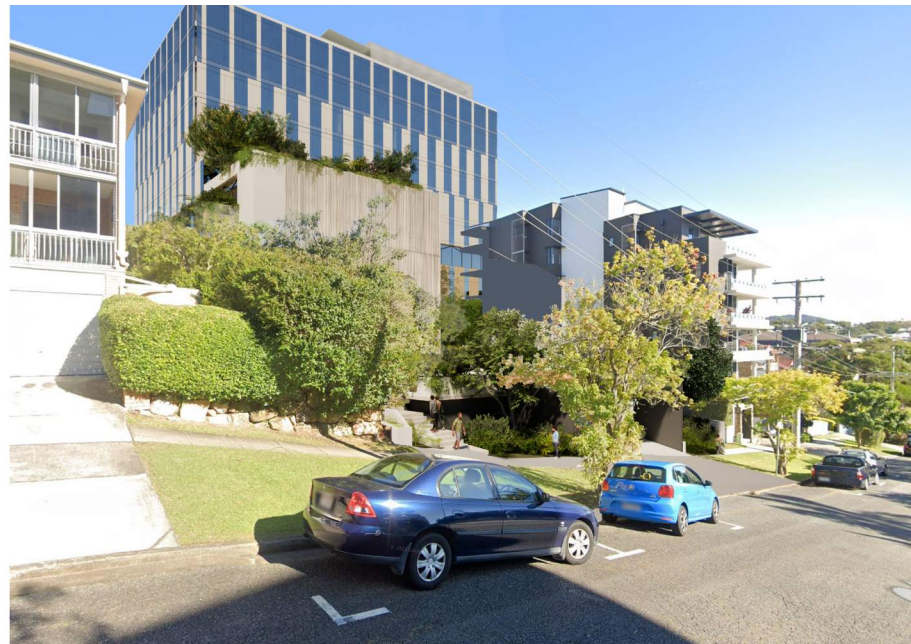
FORMLINER TO PROVIDE DEPTH, TEXTURE & SHADOWING



VERTICAL PATTERNING TO REFERENCE THE BROADER PROJECT DESIGN PRINCIPLES

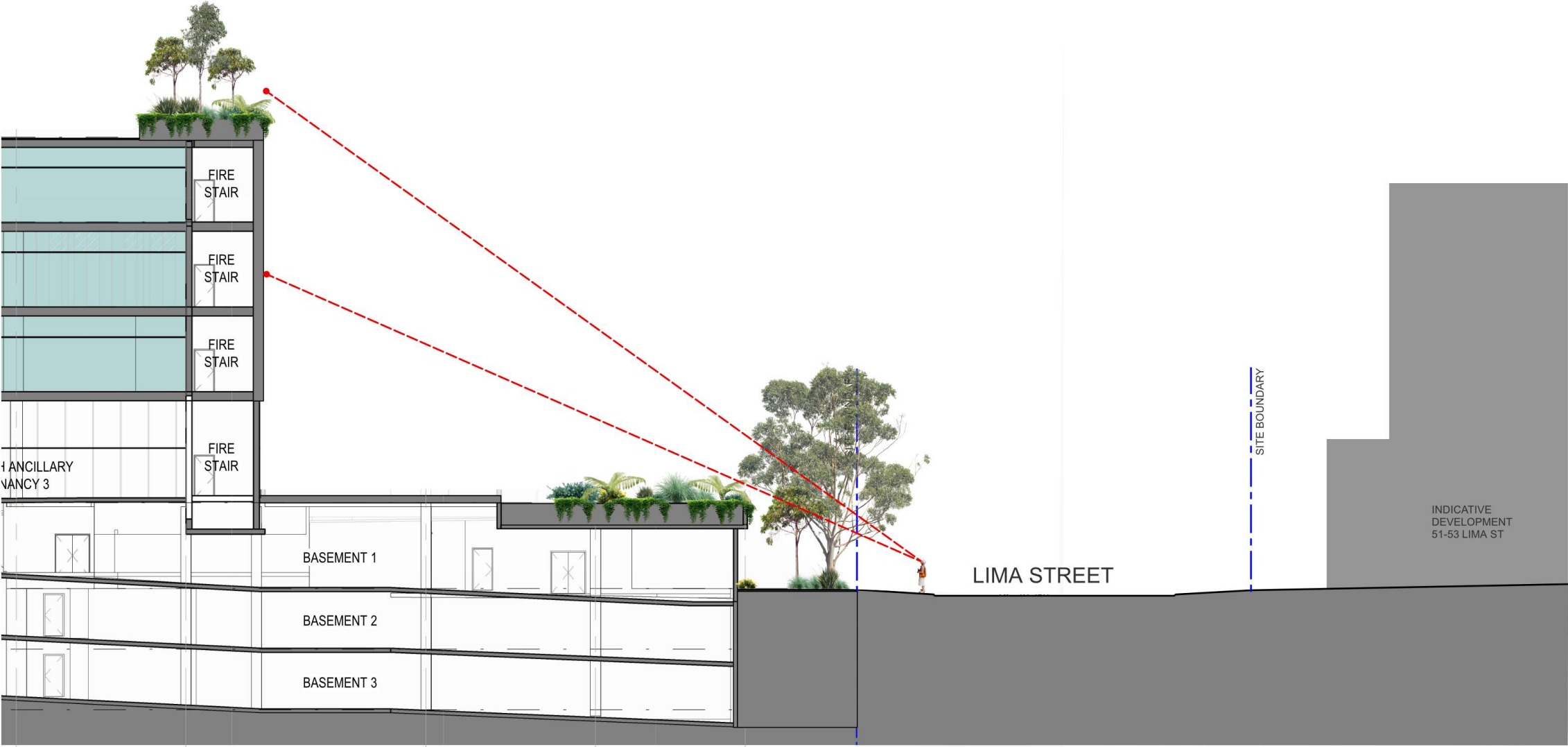


EXEMPLAR: PROPORTION & PANELISATION



PODIUM FACADE - INTERIM STAGING

BUILDING SECTION
LIMA ST SECTION



GROUND FLOOR
GROUND FLOOR PLAN

