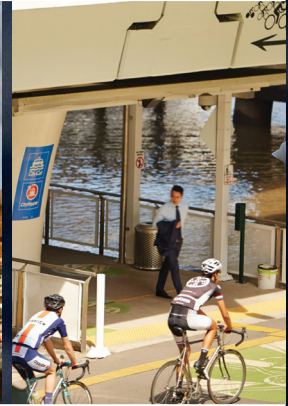


QUEEN'S
WHARF
BRISBANE

PRIORITY DEVELOPMENT
AREA PROPOSED
DEVELOPMENT SCHEME

August 2015



Queensland
Government

QUEEN'S
WHARF
BRISBANE

Queen's Wharf Brisbane Priority Development Area Proposed Development Scheme

The Department of Infrastructure, Local Government and Planning is responsible for infrastructure policy and investment, urban growth, local government and planning, Building Queensland, land use planning, development assessment and disaster recovery and resilience.

© State of Queensland, August 2015. Published by the Department of Infrastructure, Local Government and Planning, 100 George Street, Brisbane Qld 4000, Australia.



Licence: This work is licensed under the Creative Commons CC BY 3.0 Australia licence.

To view a copy of this licence, visit www.creativecommons.org/licenses/by/3.0/au/deed.en. Enquiries about this licence or any copyright issues can be directed to the Senior Advisor, Governance on telephone (07) 3224 2085 or in writing to PO Box 15009, City East, Queensland 4002.

Attribution: The State of Queensland, Department of Infrastructure, Local Government and Planning.

The Queensland Government supports and encourages the dissemination and exchange of information. However, copyright protects this publication. The State of Queensland has no objection to this material being reproduced, made available online or electronically but only if it is recognised as the owner of the copyright and this material remains unaltered.



The Queensland Government is committed to providing accessible services to Queenslanders of all cultural and linguistic backgrounds. If you have difficulty understanding this publication and need a translator, please call the Translating and Interpreting Service (TIS National) on telephone 131 450 and ask them to telephone the Queensland Department of Infrastructure, Local Government and Planning on telephone (07) 3227 8548.

Disclaimer: While every care has been taken in preparing this publication, the State of Queensland accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

Any references to legislation are not an interpretation of the law. They are to be used as a guide only. The information in this publication is general and does not take into account individual circumstances or situations. Where appropriate, independent legal advice should be sought.

An electronic copy of this report is available on the Department of Infrastructure, Local Government and Planning's website at www.dilgp.qld.gov.au To obtain a printed copy of this report, please contact us via the contact details provided at the end of this report.

Introduction	1	5.3 Delivering a high-quality public realm	21
1.1 <i>Economic Development Act 2012</i>	1	5.4 Adaptive re-use of heritage buildings and places	22
1.2 Priority Development Area	1	Schedules	23
1.3 Application of the development scheme	1	Schedule 1: PDA Exempt development	23
1.4 Elements of the scheme	1	Schedule 2: Definitions	24
1.5 Acknowledgements.....	1	Schedule 3: Heritage places.....	25
Strategic Context	2	Schedule 4: Relevant development requirements	26
2.1 Background.....	2		
2.2 Location	2		
Land Use Plan.....	3		
3.1 Vision	3		
3.2 Structural elements	4		
3.3 Operation of the Land use plan	6		
3.2 Development assessment.....	7		
3.4 PDA-wide criteria	10		
3.5 Levels of assessment	16		
Infrastructure plan	17		
4.1 Introduction	17		
3.2 Application.....	17		
3.3 Infrastructure charging and funding	17		
3.4 Infrastructure master plan	17		
Implementation strategy	20		
5.1 Introduction	20		
5.2 Delivering a world-class Integrated Resort Development	20		

1.1 *Economic Development Act 2012*

The *Economic Development Act 2012* (the Act) establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the functions and delegations of the Act.

The main purpose of the Act is to facilitate economic development and development for community purposes. The Act seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the state declared as Priority Development Areas (PDAs).

1.2 Priority Development Area

The Queen's Wharf Brisbane (QWB) PDA (refer Map 1) was declared by a regulation on 28 November 2014.

1.3 Application of the development scheme

The QWB PDA Development Scheme (the scheme) is applicable to all development on land and water within the boundaries of the PDA.

From the date of approval under a regulation, the scheme replaces the QWB PDA Interim Land Use Plan which commenced upon declaration.

1.4 Elements of the scheme

The scheme consists of:

- (i) a Land use plan
- (ii) an Infrastructure plan
- (iii) an Implementation strategy.

The Land use plan regulates development within the PDA and includes a vision and structural elements plan (refer Map 2).

The Infrastructure plan details the infrastructure necessary to support the Land use plan for the PDA and identifies applicable infrastructure charges.

The Implementation strategy describes objectives and actions that will complement the Land use plan and Infrastructure plan to achieve the outcomes for the PDA.

1.5 State interests

Relevant matters of state interest have been considered in the preparation of this development scheme¹.

1.6 Acknowledgements

The scheme was prepared in consultation with Brisbane City Council, State agencies and other key stakeholders.

¹ For the purposes of addressing state interests in development assessment, the State Assessment and Referral Agency (SARA) online mapping provides guidance in identifying if a state interest is relevant to the assessment of a PDA development application (refer to: <http://www.EDQ.qld.gov.au/about-planning/sara-mapping-online-system.html>).

2.1 Background

The Queensland Government is committed to the development of the QWB site as a key project to reinvigorate an under utilised part of Brisbane Central Business District (CBD). This is intended to be achieved in the QWB site through the delivery of an integrated resort development and a significant amount of high-quality public realm.

To facilitate the planning and delivery of this project, the Minister for Economic Development Queensland (MEDQ) declared a PDA to establish the necessary policy environment to support the intended development outcome for the site.

2.2 Location

The QWB PDA is approximately 26.8 ha and is located in the Brisbane CBD. The PDA incorporates approximately 13.5 ha over land and 13.3 ha over the Brisbane River. The PDA is bound by the Brisbane River to the south, west and north west, Queen Street to the north, George Street to the east and north east and Alice Street and the Riverside Expressway to the south east.

The PDA contains significant heritage places, local roads, a portion of the state government controlled Riverside Expressway, a number of government owned and leased buildings as well as riverfront land under the Riverside Expressway.

Map 1 outlines the boundary of the QWB PDA.

Map 1: Queen's Wharf Brisbane Priority Development Area boundary



Map is intended for illustration purposes only and is not to scale

3.0 Land use plan: Vision

3.1 Vision

The strategic riverside location, scale and significant redevelopment capacity of the QWB PDA will transform Brisbane's CBD, offering unprecedented opportunities to revitalise the south-western edge of the CBD as a tourism, recreation, cultural and entertainment destination for Brisbane.

The redevelopment of this important part of the city will provide the opportunity for a new integrated resort development with a range of related uses including a casino, function and entertainment facilities, hotels, retail, tourist attractions, cultural, convention, residential and recreation uses as well as expansive public realm.

Development in the QWB PDA will:

- » provide an iconic contribution to the city form and complement existing development within the PDA.
- » support the conservation and adaptive reuse of heritage places to enhance and celebrate the rich cultural heritage aspects in and around the PDA.
- » enhance connections between the city and the river front, providing new and reinvigorated areas of public open space which support recreation opportunities, access and enjoyment of the Brisbane River.
- » support connections and integrate with key locations in the surrounding area including those on the southern bank of the Brisbane River.



3.2 Structural elements

The structural elements identified below and in Map 2 (Structural elements plan) apply to all PDA assessable development in the QWB PDA. To the extent that the structural elements are relevant, they are to be taken into account in the preparation of PDA development applications and the assessment of those applications.

The structural elements support the delivery of the vision (section 3.1) and PDA-wide criteria (section 3.5) and should be read in conjunction with these sections.

3.2.1 A vibrant core development

- » Delivers an activated, iconic core development with a range of uses which respond to the local context but also contribute to QWB PDA as a globally competitive tourist precinct.
- » Provides for unimpeded views from the core development to the Brisbane River and beyond to support the QWB PDA as an iconic tourist destination.

3.2.2 Enhanced movement network

- » Enhances pedestrian permeability within the PDA with a number of important mid-block connections and a shared zone environment along Queen's Wharf Road.
- » Provides improved pedestrian connections to public transport including ferry terminals.

- » Provides improved pedestrian connections to the Brisbane CBD, Queen Street Mall, Queensland University of Technology campus, Queensland Parliament, the City Botanic Gardens, Victoria Bridge and Goodwill Bridge at a number of key access points.
- » Improves pedestrian connectivity from the QWB PDA across the Brisbane River to the South Bank Parklands and the Cultural Precinct.
- » Maintains and improves cycling infrastructure including the Bicentennial Bikeway.
- » Improves significant intersections and other intersections where required to provide for increased vehicle movements as well as enhance the pedestrian experience in the PDA.
- » Activates and enhances existing marine infrastructure to support and grow river tourism operations.

3.2.3 Heritage and cultural value

- » Promotes conservation and adaptive re-use of heritage places² including State and local heritage structures for community, retail or commercial uses

² Refer to Schedule 3: Heritage places. Development should demonstrate consideration of the requirements, standards and guidance identified in the Developing Heritage Places: Using the development criteria document, prepared by Department of Environment and Heritage Protection, 2013, as amended or replaced from time to time.

that contribute to and complement the activity within the PDA.

3.2.4 Public realm

- » Maintains and enhances existing parks to provide connectivity to the core of the precinct and contribute to activity within the PDA.
- » Establishes new, improved and different types of public realm spaces across the PDA which are publicly accessible and provide for a range of cultural events as well as recreational, tourism, entertainment and other activities.
- » Activates and enhances the public realm with retail, residential, commercial and community related development to complement the PDA and greater Brisbane as a tourism destination.

3.2.5 Environmental value

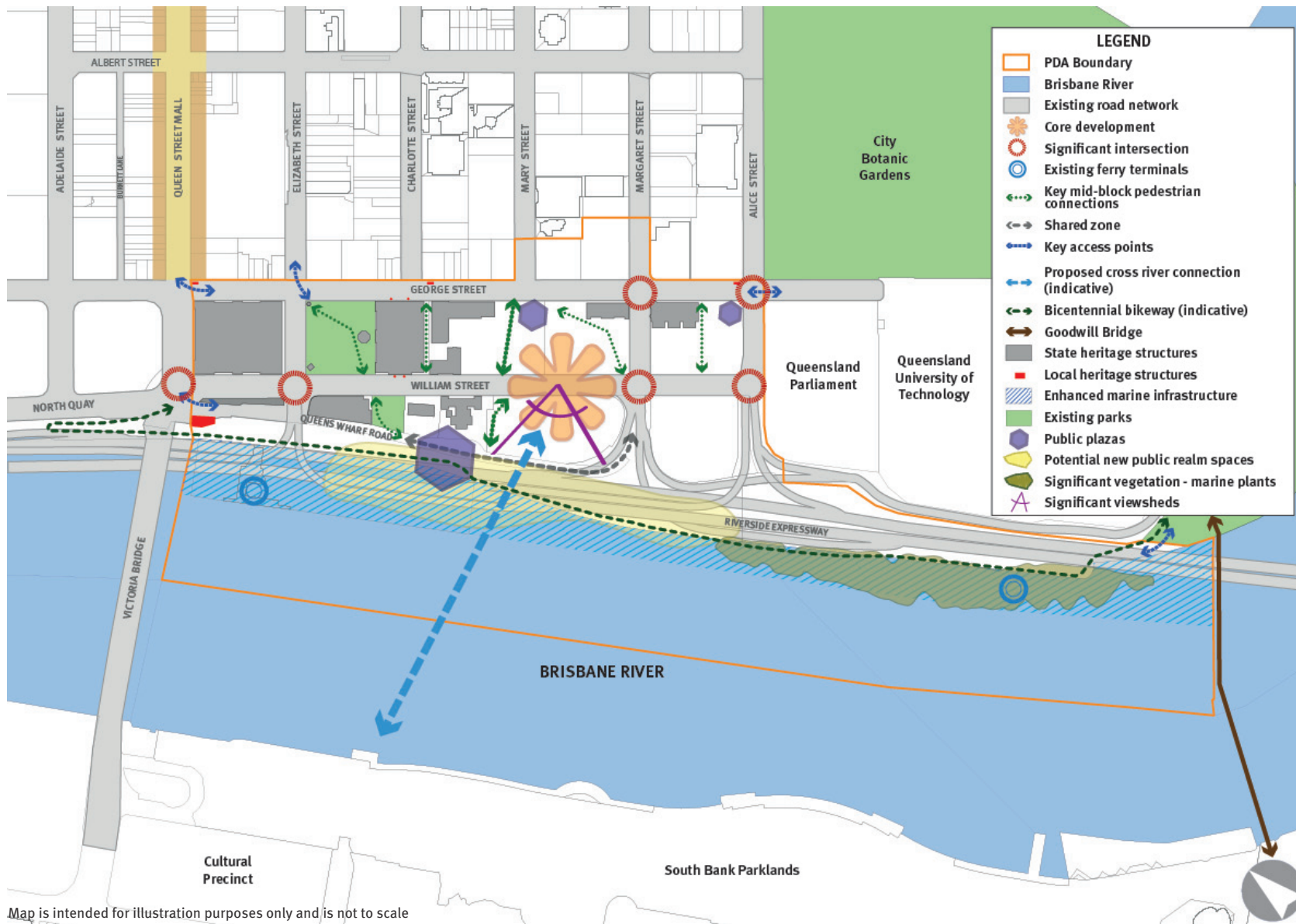
- » Protects the natural and cultural values of the Brisbane River including sensitive treatment of significant vegetation having regard to the need to undertake tidal works and public realm improvements along and within the Brisbane River.
- » Activates the river front by providing environmentally-sensitive low scale commercial, retail and community related development on or directly adjacent to the Brisbane River, where this will complement the PDA as a

tourism destination.



3.0 Land use plan: Structural elements

Map 2: Structural elements plan



3.3 Operation of the Land use plan

3.3.1 Purpose of the Land use plan

The Land use plan establishes the PDA vision and the development requirements that regulate development to achieve the vision. Refer to Figure 1.

3.3.2 PDA vision

The PDA vision is outlined in Section 3.1.

3.3.3 PDA development requirements

The PDA development requirements support and provide further information on the delivery of the PDA vision and consists of structural elements (section 3.2) and PDA-wide criteria (section 3.5). The location of the structural elements are shown on Map 2: Structural elements.

The PDA-wide criteria apply to all PDA assessable development in the PDA but do not apply to exempt development.

The PDA guidelines and other State development guidelines, where relevant, provide guidance on how to achieve the PDA-wide criteria².

² Refer to the relevant PDA guidelines available at www.EDQ.qld.gov.au/resources/priority-development-areas-guidelines-and-practice-notes.html. Guidelines should be read in conjunction with the Land use plan, Infrastructure plan and Implementation strategy and any other document or guideline called up by the scheme.

3.3.4 Levels of assessment

Table 1: Levels of assessment for Area A prescribes:

- (i) PDA exempt development (column 1)
- (ii) PDA assessable development (column 2).

Table 2: Levels of assessment for Area B prescribes the levels of assessment for this area by reference to the levels of assessment in Brisbane City Plan³.

3.3.5 Schedules

Schedule 1 identifies development that is exempt from assessment for the whole of the PDA.

Schedule 2 provides the use and administrative definitions required to interpret and apply the scheme.

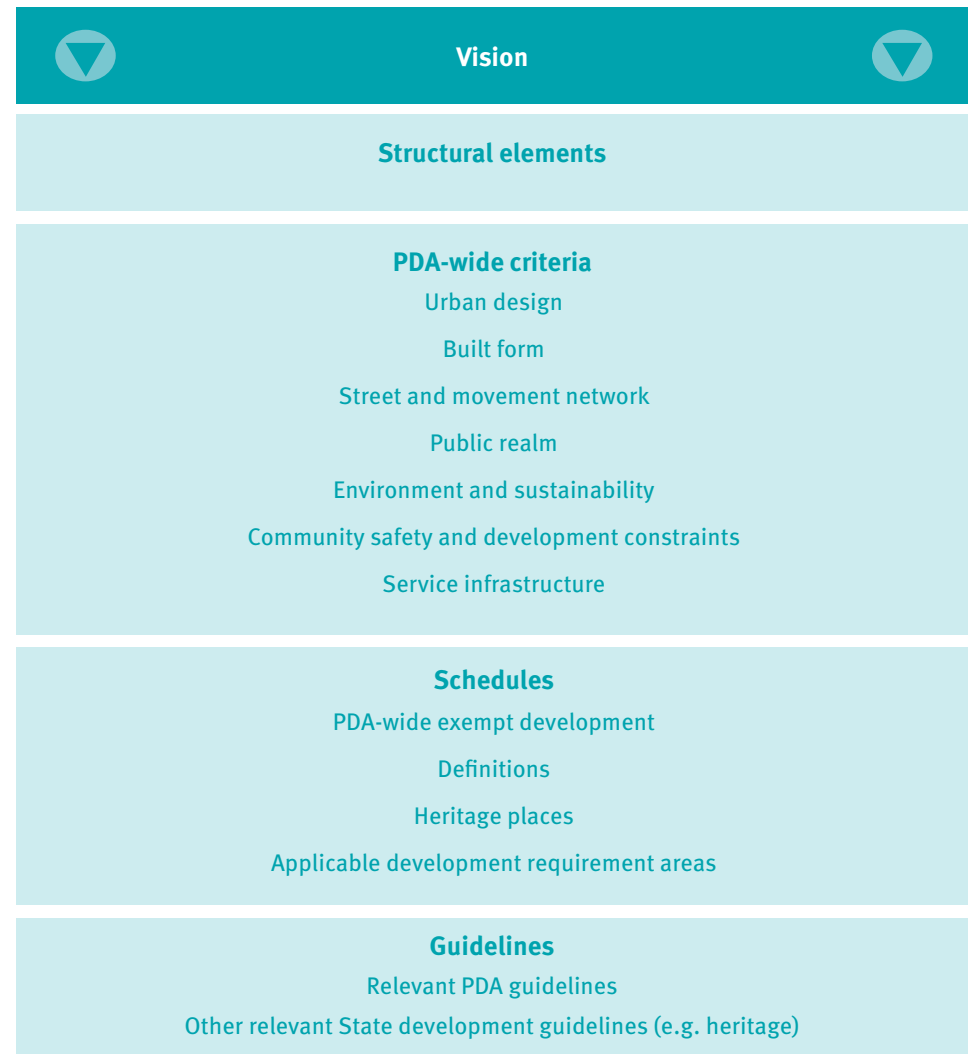
Schedule 3 identifies Heritage places which include those identified in the Queensland Heritage Register (including archaeological places) and Brisbane City Plan⁴.

Schedule 4 identifies the relevant development requirements that apply to parts of the QWB PDA.

³ Brisbane City Plan 2014, as amended and replaced from time to time

⁴ Brisbane City Plan 2014, as amended and replaced from time to time

Figure 1: Purpose of the Land use plan and relationship of development scheme components



3.4 Development assessment

3.4.1 Interpretation

The interpretation of terms and definitions will rely on:

- » Section 33 of the Act which defines development.
- » Schedule 2 to this development scheme provides the definitions required to interpret and apply the scheme with reference to the Act and the Brisbane City Plan⁵.

3.4.2 PDA Development application

To the extent the Land use plan, Infrastructure plan, Implementation strategy and the PDA guidelines are relevant, they are to be taken into account in the preparation of a PDA development application and the assessment of the application by the MEDQ.

The Infrastructure Plan (Section 4) and Implementation Strategy (Section 5) may include further information which should be taken into account in the preparation, design and feasibility of development proposals.

3.4.3 PDA Development approval

A PDA development approval will be required for development identified as

PDA assessable development. A PDA development application must be lodged with the MEDQ for assessment and decision.

Identification of development as PDA assessable development does not mean that a PDA development approval (with or without conditions) will be granted. Development must be consistent with the scheme to receive approval.

Approval of a development permit is required before PDA assessable development is undertaken.

3.4.4 Development consistent with the land use plan

PDA assessable development is consistent with the land use plan if:

- (i) the development complies with all relevant Structural elements (section 3.2) and PDA-wide criteria (section 3.5), or
- (ii) the development does not comply with one or more of the aspects of the Structural elements (section 3.2) and PDA-wide criteria (section 3.5) but:
 - a. the development does not conflict with the PDA vision (section 3.1), and
 - b. there are sufficient grounds to justify the approval of the development despite the non compliance with the Structural elements and PDA-wide criteria.

In this section 'grounds' means matters of public interest which include the matters

specified as the main purposes of the Act as well as:

- (i) superior design outcomes
- (ii) overwhelming community need.

'Grounds' does not include the personal circumstances of an applicant, owner or interested third party.

3.4.5 Development inconsistent with the land use plan

Under the Act, development that is inconsistent with the land use plan cannot be granted approval.

3.4.6 Demonstrating development is consistent with the land use plan

PDA assessable development must demonstrate how it is consistent with the PDA vision, structural elements and PDA-wide criteria and should demonstrate that development will not compromise or unreasonably prejudice the opportunities for the development of the remaining area in the PDA. Suggested ways applicants may demonstrate this is through a preliminary approval⁶ or Plan of Development (PoD).

Preliminary approval

There is no requirement to obtain a preliminary approval. However, applicants

may choose to use preliminary approvals to stage development or to gain approval for a development concept before undertaking detailed planning.

In this regard preliminary approvals may demonstrate how development achieves the requirements of the scheme within the broad spatial framework of the Structural elements and the individual development proposals and associated Plans of Development (PoDs).

A preliminary approval may include the following:

- (i) all or a relevant part of the PDA determined in consultation with the MEDQ
- (ii) identify the location of connections to network infrastructure, including transport, within the PDA
- (iii) identify land uses and development density
- (iv) resolve if required, any development constraints that may determine the extent of developable area or appropriate uses
- (v) resolve the boundaries of public open space and any identified sites for community infrastructure such as parks, and
- (vi) demonstrate that the development proposal:
 - » does not prejudice the ability for surrounding land to be developed in an orderly and efficient manner consistent

⁶ A preliminary approval is a PDA development approval that approves development subject to conditions, but does not authorise PDA assessable development to take place. A development permit is required in order to carry out PDA assessable development.

⁵ Brisbane City Plan 2014, as amended and replaced from time to time

- with the PDA vision, structural elements and PDA-wide criteria
- » is consistent with existing and approved development in the preliminary approval area or adjoining areas
- » addresses additional requirements for development in the PDA
- » addresses other matters specified in a guideline issued by EDQ.

Applicants should discuss the use of a preliminary approval with the MEDQ in pre-application meetings. The MEDQ may request the applicant to change a preliminary approval.

Plan of Development

A Plan of Development (PoD) may accompany an application for a material change of use and may deal with any proposed use as well as operational work.

A PoD is prepared by an applicant and may include maps, graphics and text that collectively demonstrate how proposed uses, works and lots will contribute towards the achievement of the vision. It should also be consistent with the relevant PDA-wide criteria.

A PoD should indicate the location and function of temporary and permanent uses and structures and how these uses and structures will relate to each other.

The PoD cannot include land beyond the boundary of the land the subject of the

application, but may cover only part of the land the subject of the application. An applicant may also be required to demonstrate impacts and connections to areas adjoining the subject land in a separate plan to the PoD.

Under Schedule 1, development approved in accordance with a PoD is exempt development and requires no further development approval under the scheme⁷.

3.4.7 Infrastructure agreements

An infrastructure agreement may be required to address the provisions and requirements of the Infrastructure plan and Implementation strategy.

3.4.8 Notification requirements

A PDA development application will require public notification if the application includes a proposal that compromises the implementation of the scheme.

3.4.9 Relationship with local government planning scheme

For development in Area A (refer Schedule 4), the development requirements are those of this scheme and not Brisbane City Plan⁸.

In Area B (refer Schedule 4) comprised of 63 George Street (Lot 23 on SP 180748) and 41 George Street (Lot 1 on SP 15990),

⁷ For further advice on preparing a PoD refer to the applicable EDQ practice note available at www.edq.qld.gov.au/resources/priority-development-areas-guidelines-and-practice-notes.html.

⁸ Brisbane City Plan 2014, as amended and replaced from time to time

the development requirements are the applicable provisions of the Brisbane City Plan⁹ and apply to all development.

In Area B, the scheme adopts the provisions of the Brisbane City Plan¹⁰ with the following exceptions:

- » References to:
 - » Exempt development are taken to be references to PDA Exempt development
 - » Self-assessable development are taken to be references to PDA Self-assessable development
 - » Assessable development are taken to be references to PDA Assessable development
 - » Development application is taken to be a reference to a PDA Development application
 - » Code assessable development (or Code assessable) is taken to be a reference to PDA Assessable development
 - » Impact assessable development (or Impact assessable) is taken to be a reference to PDA Assessable development
 - » Development approvals are taken to be references to PDA

⁹ Brisbane City Plan 2014, as amended and replaced from time to time

¹⁰ Brisbane City Plan 2014, as amended and replaced from time to time

Development approvals

- » certain definitions are as defined in Schedule 2 of this scheme
- » the levels of assessment for development (as prescribed in the tables of assessment in the Brisbane City Plan¹¹) are set out in Table 2.

This scheme prevails to the extent of an inconsistency with any of the following instruments:

- » a planning instrument
- » a plan, policy or code made under the Planning Act¹² or another Act.

Unless this scheme specifically applies a provision of a planning scheme, or a plan, policy or code made under the Planning Act¹³ or another Act, the scheme is inconsistent with the provisions of the planning scheme, plan, policy or code.

3.4.10 Relationship with other legislation

In addition to assessment against the scheme, development may require assessment against other legislation including but not limited to the *Nature Conservation Act 1992*, *Environmental Protection Act 1994*, *Plumbing and Drainage Act 2002*, *Building Act 1975* and the Planning Act¹⁴.

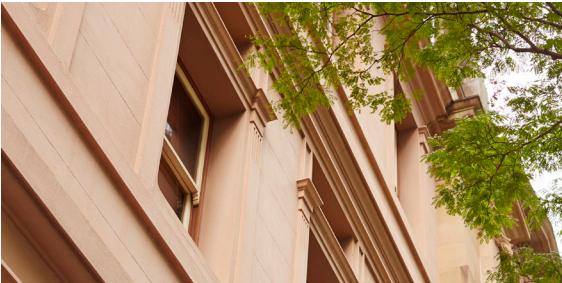
¹¹ Brisbane City Plan 2014, as amended and replaced from time to time

¹² Sustainable Planning Act 2009

¹³ Sustainable Planning Act 2009

¹⁴ Sustainable Planning Act 2009

3.0 Land use plan: Context



3.4.11 Interim use

An interim use is a land use that, because of its nature, scale, form or intensity, is not an appropriate long term use of the land.

An interim use will only be approved if it can be demonstrated that the use will not prejudice the achievement of the vision for the PDA. Structural elements and PDA-wide criteria also apply to all PDA assessable development that is an interim use.

The MEDQ may approve an interim use only if it can be demonstrated that an interim use will not preclude or delay an appropriate long term use or intensity of development.

Information to support an application for an interim use may include:

- » a schedule of land supply and projected take-up rates, or
- » plans showing how the development could transition from the proposed interim use to an appropriate longer term use.

The MEDQ may impose a condition of approval that limits the duration of an interim use.

3.5 PDA-wide criteria

The following criteria apply to all PDA assessable development in the QWB PDA. To the extent that the criteria are relevant, they are to be taken into account in the preparation of PDA development applications and the assessment of those applications.

The PDA-wide criteria support the delivery of the vision (section 3.1) and structural elements (section 3.2) and should be read in conjunction with these sections.

The Infrastructure plan and Implementation strategy may include further information, which should be taken into account in the design and feasibility of development proposals.

3.5.1 Urban design

The form, type and arrangement of buildings, streets and public spaces achieve best practice urban design outcomes which:

- » create a recognisable local identity and city distinctiveness which attracts local, interstate and international visitors
- » incorporate landmark sub-tropical architecture and landscaping
- » create an appealing, inclusive and vibrant environment that facilitates a diverse range of uses, activities and experiences consistent with the PDA's intended role as a major tourism, recreation and cultural destination

- » activate pedestrian focussed areas with fine-grain uses
- » enhance the quality of the public realm and PDA by promoting day and night activity, passive surveillance, and a safe environment¹⁵
- » establish a pedestrian-friendly, permeable and legible environment which supports the creation of open spaces and mid-block connections, offering a choice of routes into, within and through the PDA
- » support the preservation and creation of key views to, through and from the PDA, having regard to views of heritage places¹⁶ and the Brisbane River
- » are sensitive to the interface and relationship with existing and future development including heritage places¹⁷ and the Riverside Expressway¹⁸
- » contribute to an identifiable skyline and are of an appropriate mass and

¹⁵ Development should demonstrate consideration of the requirements, standards and guidance identified in the *Crime Prevention through Environmental Design (CPTED): Guidelines for Queensland* document, prepared by Queensland Police, 2007, as amended or replaced from time to time.

¹⁶ See Schedule 3: Heritage places

¹⁷ See Schedule 3: Heritage places

¹⁸ Department of Transport and Main Roads, as asset owner of the Riverside Expressway, will be consulted on any applications likely to impact the operation or maintenance of the Riverside Expressway. The Riverside Expressway requires programmed inspection and maintenance which must be taken into consideration in the design and operation of development.

- scale within the context of the CBD
- » bring existing underutilised buildings, spaces and structures within the PDA to life through active uses
- » respond to the topography and have sufficient dimensions to accommodate buildings, parking, access and circulation areas and landscaping
- » create enclosure and definition to the space around and between buildings.

3.5.2 Built form

Development delivers architecturally, historically and culturally significant built form outcomes which:

- » provides for conservation and adaptive re-use of heritage places¹⁹ in a way which enhances the vibrancy of the PDA²⁰
- » is sensitive to the interface and relationship with heritage places²¹ including building separation where appropriate

¹⁹ See Schedule 3: Heritage places

²⁰ Development should demonstrate consideration of the requirements, standards and guidance identified in the *Developing Heritage Places: Using the development criteria* document, prepared by Department of Environment and Heritage Protection, 2013, as amended or replaced from time to time.

²¹ See Schedule 3: Heritage places

- » are of a height²² and scale that makes efficient use of land, is consistent with planned infrastructure and commensurate with the site area
- » provide active frontages which relate to the street, reinforcing the prevailing streetscape character and contributing to creating an appropriate human scaled interface between buildings and the public realm including shade and shelter for pedestrians
- » use high quality, durable building materials that create visually interesting facades and are sensitive and responsive to heritage places²³ and the historic character of the area
- » create highly permeable and articulated building facades and frontages at both the ground and upper levels, allowing access to open air and promoting surveillance of adjoining streets and public spaces
- » consider overshadowing principles, promoting penetration of winter sunlight to the public realm on the river edge and to the streets
- » provide for view sharing between existing and proposed buildings including heritage places²⁴ where

²² Development should demonstrate consideration of a strategic airport's operational airspace and the requirements, standards and guidance identified in the SPP (Part D) and DA Mapping, as amended or replaced from time to time.

²³ See Schedule 3: Heritage places

²⁴ See Schedule 3: Heritage places

3.0 Land use plan: PDA-wide criteria

- possible
 - » provide adequate tower separation to allow light penetration and air circulation and ensure impacts on amenity and privacy are minimised, particularly for residential buildings²⁵
 - » provide entrances to major buildings that are clearly defined, welcoming for all users including people with disabilities and sensitive to adjacent heritage places²⁶
 - » incorporate generous sub-tropical landscaping that is visible from the public realm or by building occupants on ground levels, roofs, balconies, terraces and edges of buildings
 - » activate edges of the core development, sleeving with other smaller scale uses or active frontage design, avoiding the creation of blank walls
 - » minimise the number of driveways and seek to locate vehicular access, including service entries away from main pedestrian and cycle routes including the Bicentennial Bikeway, shared zone and mid-block pedestrian connections
 - » minimise the need for service vehicles
- to park, stop or queue on the public road network
 - » incorporates lighting that reinforces the precinct's night-time presence
 - » ensure adequate visual and noise amenity, having regard to the impacts from the designated transport noise corridors²⁷ and entertainment venues
 - » create an appropriate built form interface with existing and future public transport where identified
 - » where building over William Street:
 - » promote visual and natural light permeability
 - » maximise clearance from the ground plane
 - » minimise the footprint and visual impact
 - » provide an activated and public streetscape at the ground level and podia
 - » respect the relationship and interface with any adjoining heritage places²⁸ and seek to minimise adverse impacts on the

²⁵ Development should demonstrate consideration of the requirements, standards and guidance identified in the Medium and high rise buildings PDA guideline, as amended and replaced from time to time.

²⁶ See Schedule 3: Heritage places

²⁷ Development should demonstrate consideration of the areas affected and the requirements, standards and guidance identified in the SPP and DA Mapping, as well as the Transport and Main Roads Traffic Noise Management: Code of Practice with respect to external road traffic noise levels, and the Queensland Development Code, Mandatory Part 4.4 'Buildings in a Transport Noise Corridors', each as amended or replaced from time to time.

²⁸ See Schedule 3: Heritage places

cultural heritage significance of the area.

3.5.3 Street and movement network

Development delivers a high quality street and movement network and related infrastructure for pedestrians, cyclists and vehicles which:

- » has a clear structure and is easy to navigate with a well connected, logical and legible network of routes, intersections and spaces
- » creates safe, pleasant and character-rich routes which prioritise the safety and experience of pedestrians and minimise the need for signage as a means of wayfinding or navigation
- » ensures access to and egress from all entries, service areas and car parks does not negatively impact the public realm, is safe, legible, logical and minimises conflicts between pedestrians, cyclists and motor vehicles²⁹
 - » provides for equal access for all members of the public
 - » maintains or improves the pedestrian, bicycle and public transport connectivity into and through the PDA, providing legible internal and external connections to key locations including:
 - » improving connections between the river and the CBD, including the Queen Street Mall
 - » improving connections between Queen Street and Parliament House and the City Botanic Gardens
 - » creating a network of mid-block connections
 - » creating an inclusive and legible pedestrian experience along George and William Streets

²⁹ Development should demonstrate consideration of the requirements, standards and guidance identified in:

- » Brisbane City Council's Traffic, Access, Parking and Servicing Planning Scheme Policy;
- » Brisbane City Council's Traffic, Access, Parking and Servicing Code;
- » DTMR Guidelines for the Assessment of Road Impacts of Development;
- » DTMR Road Planning and Design Manual;
- » Austroads guidelines; and
- » AS2890 Parking Facilities

each as amended or replaced from time to time

- » improving connections between the City Botanic Gardens and 1 William Street and activating the open space between Alice Street and 40 George Street (The Mansions)
 - » supporting a navigable, inclusive and legible cross river connection to South Bank that considers any interfacing issues with the existing street network
 - » strengthening links along the river front between Victoria Bridge and the Goodwill Bridge and enhancing connections with these bridges
 - » optimising the use of public transport infrastructure to and through the PDA by creating connections with existing and proposed transport infrastructure both on land and on water, including ferry terminals and any future public transport route where identified within or adjacent to the PDA
 - » improving pedestrian amenity along Queen's Wharf Road including provision of a shared zone where shown in Map 2: Structural elements plan
 - » providing opportunities for cycle connections close to the river front and managing potential interactions between cyclists and other users through appropriate design
- » provides for integration and redevelopment of marine infrastructure to support river tourism operations for example berthing facilities for a range of tourist vessels, boat tours and water taxis, and short term moorings for recreational vessels
 - » provides for publicly accessible cycle facilities within the development
 - » provides car parking to meet the functional requirements of the PDA³⁰
 - » provides for on-site car parking areas, loading bays and service areas either integrated within or under buildings and sleeved by active frontages, or located away from the public realm behind buildings.

3-5-4 Public realm

Development delivers an attractive, high quality, accessible, well-connected, multi-functional public realm which:

- » contributes to creating a local identity and distinctiveness for the PDA
- » is accessible to the public free of charge
- » creates a safe and inviting environment

³⁰ Development must apply the car parking standards as prescribed in Brisbane City Council's Traffic, Access, Parking and Servicing Planning Scheme Policy, Brisbane City Plan 2014, as amended and replaced from time to time.



3.0 Land use plan: PDA-wide criteria

- » by promoting day and night activity, passive surveillance and use of permeable building facades³¹
- » creates activation along the river front, with opportunities for commercial uses, tourism, public events, recreation, improved pedestrian and cycle connections and other uses that are compatible with the noise and space limitations of the area
- » ensures the river front is accessible for all users including people with disabilities having regard to the relationship and interface with the Riverside Expressway
- » has regard to the relationship between, and safety of pedestrians, vehicles and cyclists
- » creates parks and open spaces within the PDA including adjacent to and within the Brisbane River that provide for a variety of experiences and are accessible for all users including people with disabilities
- » has regard to the relationship and interface with existing public realm and development including heritage places³²
- » contributes to improving access to and amenity of Miller Park and Queen's Park while respecting them as heritage places
- » provides for small-scale built form interventions in Queens Park which respect its function as an existing park and heritage place including the relationship with existing heritage structures within the park
- » ensures development on an archaeological place³³ provides for appropriate management of the archaeological artefacts in accordance with the results of an archaeological investigation³⁴
- » creates a diversity of spaces incorporating large gathering spaces as well as small areas, that allow for a range of different uses, including large-scale events, recreation and circulation
- » establishes a high quality hard and soft streetscape, utilising sub-tropical design principles, including building design and structures which provide shade and shelter for pedestrians and public spaces
- » provides for preservation of any existing mature trees and new deep

³¹ Development should demonstrate consideration of the requirements, standards and guidance identified in the *Crime Prevention through Environmental Design (CPTED): Guidelines for Queensland* document, prepared by Queensland Police, 2007, as amended or replaced from time to time.

³² See Schedule 3: Heritage places

³³ See Schedule 3: Heritage places

³⁴ Development should demonstrate consideration of the requirements, standards and guidance identified in the Department of Environment and Heritage Protection's *Guideline: Archaeological investigations* document, as amended and replaced from time to time.

- » planting where appropriate
- » integrates public art which is appropriate to the origins and history of the area and Brisbane
- » supports illumination of key locations and features, creating appealing and safe day and night time experiences
- » utilises high quality surfacing and landscaping to support effective and safe integration with, or segregation between traffic, pedestrians and cyclists
- » provides high quality public realm furniture, public amenities and landscaping which enhances the visual amenity of the locality and streetscape.
- » ensure impacts on matters of state environmental significance (MSES) be mitigated and for offsets³⁵ to be provided for any significant residual impact on a prescribed environmental matter
- » maximise the opportunity to retain existing mature trees, remnant vegetation, marine plants and habitat for fauna where possible
- » incorporate landscaping with endemic species with a preference towards retaining existing vegetation where possible
- » promote innovative and efficient use of energy and water
- » maximise recycling opportunities and reduce waste generation
- » consider the functioning and characteristics of the existing hydraulic and hydrological network (including surface and groundwater interactions)
- » protect water quality through the use of total water cycle management and water sensitive urban design principles
- » ensure development achieves the water quality objectives for Moreton Bay waters³⁶.

3.5.5 Environment and sustainability

The design, siting and layout of development has regard to the environment and seeks to support sustainable outcomes which:

- » utilise energy efficient, climatically responsive sub-tropical design including appropriate solar orientation, shading and shelter, cross ventilation, natural lighting and passive cooling techniques
- » protect significant environmental and ecological values including significant vegetation, having regard to the need to undertake tidal works and public realm improvements along and within the Brisbane River

³⁵ Refer to the Department of Environment and Heritage Protection's environmental offsets framework available at www.qld.gov.au

³⁶ Refer to the *Environmental Protection (Water) Policy 2009*

3.5.6 Community safety and development constraints

The location, siting, design, construction and operation of development has regard to community safety and development constraints by:

- » avoiding, managing or mitigating any risks identified during a natural hazard risk assessment³⁷
- » managing and minimising impacts from noise generating uses in proximity to the development including transport corridors³⁸ and entertainment venues
- » minimising adverse impacts on amenity during construction, including functionality of the traffic and pedestrian network in the CBD, noise and air quality
- » avoiding soil erosion and siltation during construction and operation
- » managing risk and impacts from

37 Development should demonstrate consideration of the areas affected and the requirements, standards and guidance identified in the SPP and DA Mapping, as amended or replaced from time to time.

38 Development should demonstrate consideration of the areas affected and the requirements, standards and guidance identified in the SPP and DA Mapping, as well as the Transport and Main Roads Traffic Noise Management: Code of Practice with respect to external road traffic noise levels, and the Queensland Development Code, Mandatory Part 4.4 'Buildings in a Transport Noise Corridors', each as amended or replaced from time to time.

stormwater and flooding³⁹ through consideration of:

- » providing for efficient and safe evacuation during inundation events without unduly burdening the city's counter-disaster response unit
- » providing for essential community infrastructure to remain functional during and immediately after an inundation event
- » minimising damage to property, disruption to building function and re-establishment time after an inundation event
- » managing the potential impacts of development on the river's hydrological and hydraulic performance
- » the potential use of transportable, removable or floatable structures, which can be dismantled or relocated to flood free areas at short notice⁴⁰

39 Development should demonstrate consideration of the areas affected and the requirements, standards and guidance identified in the SPP and DA Mapping, Brisbane City Council's Brisbane City Plan 2014, and Handbook 7, Australian Emergency Management Handbook Series, each as amended or replaced from time to time and the Brisbane River catchment flood study when finalised.

A minimum Reduced Level (RL) across the PDA may be set to ensure the risk of storm surge and flooding is minimised.

40 For example less than six hours.

- » using appropriate technical solutions, where structures are not transportable, removable or floatable, which are capable of withstanding flood velocity, debris loading and collection of debris during floods
- » using building materials that provide for ease of cleaning and repair
- » providing public realm surfaces which are durable and flood resilient
- » the potential impacts from overland flows⁴¹
- » disposing of stormwater with regard to average recurrence intervals in a manner appropriate to the importance of the site, the adjacent buildings, the use of the public realm and the severity of potential damage to property, loss of amenity, illness or injury that would result from the failure of the system
- » designing the stormwater drainage system to comply with relevant

41 Development should demonstrate consideration of the requirements, standards and guidance identified in the Department Energy and Water Supply's (DEWS) Queensland Urban Drainage Manual 2013, as amended or replaced from time to time.

quantity and quality standards⁴²

- » ensuring the stormwater drainage system has regard to the safety of pedestrians and maintains pedestrian access to and from the foreshore during storm events, ensuring key pedestrian paths are not used for the conveyance of overland flow
- » using wherever possible a gravity flow system for subsurface drainage, incorporating standby pumps. If no emergency overland flow path exists from the pump / storage location, then the surrounding surface levels and design must cater for the conveyance of the 100 year average recurrence interval design storm event.

3.5.7 Service infrastructure

The design and operation of development, including during construction, supports the efficient and effective delivery and operation of infrastructure by:

- » having regard to impacts on the safety and efficiency of the broader transport and traffic network for the CBD including the significant intersections shown in Map 2: Structural elements

42 Development should demonstrate consideration of the requirements, standards and guidance identified in the PDA Guideline No. 13 Engineering Standards - Stormwater quantity and quality, as amended or replaced from time to time.

3.0 Land use plan: PDA-wide criteria

- plan and the Riverside Expressway, and seeking to ensure these are minimised
 - » supporting the ongoing traffic function and maintenance of the Riverside Expressway⁴³
 - » ensuring the delivery of planned infrastructure including any future public transport infrastructure where identified, is not adversely impacted
 - » providing infrastructure and services in a timely, orderly, integrated and coordinated manner to support urban uses and works
 - » ensuring infrastructure and services are available or capable of being made available (including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications)
 - » allowing for future developments in information technology
 - » ensuring infrastructure and services are located and designed to maximise efficiency and ease of maintenance
 - » allowing for public events and markets
- to have access to water and power
 - » ensuring the location, siting, design, construction and operation of areas and facilities containing essential electrical services⁴⁴ does not result in electrical hazards during a flood event⁴⁵
 - » ensuring development on an archaeological place⁴⁶ provides for appropriate management of the archaeological artefacts in accordance with the results of an archaeological investigation.⁴⁷

⁴³ Department of Transport and Main Roads, as asset owner of the Riverside Expressway, must be consulted on any applications likely to impact the operation or maintenance of the Riverside Expressway. The Riverside Expressway requires programmed inspection and maintenance which must be taken into consideration in the design and operation of development.

⁴⁴ Essential electrical services include any area or room used for fire control panel, telephone PABX, sensitive substation equipment including transformers, low voltage switch gear, high voltage switch gear, battery chargers, protection control and communication equipment, low voltage cables, high voltage cables, and lift or pump controls.

⁴⁵ Development should demonstrate consideration of the requirements, standards and guidance identified in the *Queensland Reconstruction Authority Guideline : Planning for stronger, more resilient electrical infrastructure*, as amended and replaced from time to time.

⁴⁶ See Schedule 3: Heritage places

⁴⁷ Development should demonstrate consideration of the requirements, standards and guidance identified in the Department of Environment and Heritage Protection's *Guideline: Archaeological investigations* document, as amended and replaced from time to time. An archaeological investigation may be required as a condition of a PDA development approval.

Table 1: Levels of assessment for Area A (refer Schedule 4)

Column 1 Exempt development	Column 2 – PDA assessable development
Development specified in Schedule 1.	All development* including development not defined in Schedule 2, other than development mentioned in Column 1. <i>* this includes Operational works for prescribed tidal works and / or clearing of significant vegetation.</i>

Table 2: Levels of assessment for Area B (refer Schedule 4)

Column 1 Development
The levels of assessment for development are as prescribed in the tables of assessment in the Brisbane City Plan.* <i>*refer to section 3.4.9 of this scheme for information regarding assessment categories</i>

4.1 Introduction

Infrastructure requirements to achieve the vision for the PDA will be determined through the development assessment process, conditioned as part of a PDA development approval for development and delivered as the PDA is developed.

Infrastructure will include:

- » transport
- » public realm
- » stormwater
- » water and waste water.

4.2 Application

It will be a condition of the PDA development approval that the applicant delivers the infrastructure listed in Tables 3 and 4.

Tables 3 and 4 identify infrastructure for the PDA with the exception of that required for Area B (refer Schedule 4). For Area B, the applicable provisions of Brisbane City Plan⁴⁸ Priority Infrastructure Plan apply.

To remove doubt, for development in Area A (refer Schedule 4), the infrastructure requirements are those of this infrastructure plan and not Brisbane City Plan⁴⁹.

⁴⁸ Brisbane City Plan 2014, as amended and replaced from time to time

⁴⁹ Brisbane City Plan 2014, as amended and replaced from time to time

4.3 Infrastructure charging and funding

Infrastructure charges will be imposed as a condition on a PDA development approval and will be collected by the MEDQ.

The infrastructure identified in Table 3 will be funded from a combination of infrastructure charges based on Brisbane City Council's adopted infrastructure charges resolution in force at the date of the PDA development approval and the applicant as required to complete the works.

Infrastructure in Table 4 will be funded from infrastructure charges based on Queensland Urban Utilities' (QUU) Netserv plan in force at the date of the PDA development approval.

Where the applicant delivers works, those works may be eligible for an offset against the infrastructure charge. An Infrastructure Charging Offset Plan may be prepared to identify the offsettable infrastructure items.

The maximum amount that can be offset for the delivery of the infrastructure in Tables 3 and 4 will not exceed Brisbane City Council's and QUU's proportion of the charge as identified in Brisbane City Council's adopted infrastructure charges resolution, of the total infrastructure charges payable. In addition, no refunds for infrastructure offsets that exceed the infrastructure charges are available.

Where the offset is less than the

infrastructure charges as identified in Brisbane City Council's adopted infrastructure charges resolution including QUU's proportion of the charge, the balance of the infrastructure charge is to be paid to the MEDQ. Cross-crediting between the Brisbane City Council and QUU proportion of the charge is not allowable.

State infrastructure funding may be sought if required under the normal budgetary processes and will be part of an approved State agency capital program.

Road upgrades including auxiliary infrastructure will be in accordance with traffic studies undertaken as development proceeds, based on the ultimate development. State-controlled roads shall be upgraded in accordance with agreements with the Department of Transport and Main Roads (DTMR).

4.4 Infrastructure Master Plan

The applicant will be required to lodge an Infrastructure Master Plan (IMP) with the first material change of use (plan of development) PDA development application in the QWB PDA. The IMP must:

- » be for the whole PDA (excluding Area B);
- » detail applicable infrastructure networks both within and external (but relatively proximate) to the PDA and identify where works are required to

connect existing or future networks;

- » respond to the requirements and standards outlined in the development scheme and applicable PDA guidelines current at the time of preparation of the IMP and address any non-compliance;
- » articulate the overall planning and delivery principles for the infrastructure works, required to support the ultimate development of the PDA (excluding Area B); and
- » indicate how and when that component of infrastructure will be provided (including the dedication/transfer), or if not known, how and when the provision of that infrastructure is to be determined.

Table 3: Infrastructure plan (Transport, public realm and open space and stormwater)

Infrastructure category	Item	Details
Transport	Roads and intersections	<ul style="list-style-type: none"> » Provide road and intersection upgrades as required by traffic studies undertaken by the applicant and approved by the MEDQ. This may include: <ul style="list-style-type: none"> » Upgrade to existing roads in the QWB PDA including Queens Wharf Road, William Street, George Street, Elizabeth Street, Alice Street and Margaret Street (including Riverside Expressway off-ramps). » An additional southbound lane along William Street to allow for car park egress and turning movements onto Margaret Street and/or Alice Street. » Upgrade to significant intersections (as prescribed in Map 2: Structural elements plan) » Upgrade to other impacted intersections in or for the PDA including the Queen/William Streets and North Quay intersection. » A pedestrian scramble crossing at the William and Margaret Street significant intersection » Upgrade to existing footpaths within the QWB PDA.
	Public transport	<ul style="list-style-type: none"> » Provide public transport infrastructure that allows integration with the existing public transport network.
	Cycling infrastructure	<ul style="list-style-type: none"> » Upgrade the Bicentennial Bikeway. » Upgrade other existing cycleways and provide new connections within the PDA to enable integration with the Bicentennial Bikeway. » Provide publicly accessible cycle facilities.
	Pedestrian infrastructure	<ul style="list-style-type: none"> » A cross river connection between the QWB PDA and South Bank Parklands.
Public realm	Parks	<ul style="list-style-type: none"> » Retain and embellish the existing parks in the PDA.

4.0 Infrastructure plan

Table 3 (cont): Infrastructure plan (Transport, public realm and open space and stormwater)

Infrastructure category	Item	Details
Public realm	Other public realm	<ul style="list-style-type: none"> » Provide all public realm infrastructure consistent with the vision of the QWB PDA including: <ul style="list-style-type: none"> » landscaping and streetscape works » bulk earthworks » street furniture » signage and wayfinding » public art and monuments » services, security and miscellaneous lifts/escalators » upgrades to existing marine infrastructure.
Stormwater	Stormwater	<ul style="list-style-type: none"> » Provide all stormwater infrastructure necessary to provide stormwater treatment and management of stormwater flows including flows through the QWB PDA.

Table 4: Infrastructure plan (water, waste water)

Infrastructure category	Item	Details
Water	Water infrastructure	<ul style="list-style-type: none"> » As required to service the PDA.
Waste Water	Waste water infrastructure	<ul style="list-style-type: none"> » Provide all waste water infrastructure as required to service the PDA including a new sewer main along Charlotte Street.

5.1 Introduction

The Act requires a development scheme to include an Implementation strategy to "achieve the main purposes of the Act for this area, to the extent that they are not achieved by the Land use plan or the plan for infrastructure".

The Implementation strategy for the scheme fulfils this requirement by identifying a suite of actions that support the achievement of the vision for the QWB PDA and support the delivery of economic development and development for community purposes within the PDA.

The key focus areas of this strategy are:

1. Delivering a world-class integrated resort development
2. Delivering a high-quality public realm
3. Conservation and adaptive re-use of heritage buildings and places.

5.2 Delivering a world-class integrated resort development

Objective

To deliver a world-class, landmark integrated resort development intended to place Brisbane and Queensland on the world stage as an international tourism destination.

Actions

- » Deliver an iconic integrated resort development that seeks diverse built form outcomes that are reflective of the locality and sub-tropical climate, and embody design excellence and sustainability.
- » Deliver a range of key tourism related uses all within a walkable precinct including redevelopment of existing marine infrastructure and berthing facilities to support river tourism operations.
- » Deliver luxury CBD hotels at the core of the integrated resort development.
- » Deliver a casino to attract significant visitation from the international gaming market, including VIP facilities.
- » Deliver a wide range of boutique retail, bars and signature restaurants throughout the core development to activate the ground floor and podia and sleeve the gaming facilities.
- » Deliver a ballroom and conference facility.
- » Deliver an events space on the podium of the integrated resort development that provides a range of entertainment and recreation functions.
- » Deliver innovative river experiences to enhance the tourism experience of the QWB PDA.



5.3 Delivering a high quality public realm

Objective

To draw people to the QWB PDA and the north bank of the Brisbane River through new public realm that enriches and enhances the precinct experience and significantly augments existing community infrastructure.

Actions

- » Deliver a main public plaza capable of hosting outdoor performances, sporting or other events.
- » Deliver enhancements to the cycle and pedestrian network within the PDA including upgrades to the Bicentennial Bikeway.
- » Deliver high quality landscaping, public art and street furniture throughout the PDA including under the Riverside Expressway and along the Brisbane River's edge.
- » Deliver publicly accessible cycle facilities within the development.
- » Deliver streetscape upgrades along streets and laneways within the PDA.
- » Deliver improved pedestrian amenity to Queens Wharf Road through creation of a predominantly pedestrianised zone.
- » Deliver enabling infrastructure for water based activities and public events including non-motorised craft

landings and accessibility to the river itself.

- » Improve connectivity between the core of the development and South Bank Parklands and the Cultural Precinct.
- » Deliver interpretive signage through the QWB PDA that assists wayfinding and highlights the indigenous and colonial heritage of the precinct including the Brisbane River.
- » Deliver a variety of public spaces adjacent to and under the Riverside Expressway which are capable of hosting outdoor events.
- » Deliver improvements to Queens Park to provide a gateway from the Queen Street Mall into the QWB PDA.
- » Provide seamless integration of the new public realm facilities with the new integrated resort development facilities, existing heritage places, surrounding areas and the Brisbane River.
- » Deliver a range of small-scale commercial activities and community recreation beside the river that is compatible with the public realm including markets, food and dining, retail and entertainment opportunities.



5.4 Conservation and adaptive re-use of heritage buildings and places

Objective

Use the adaptive re-use of the heritage buildings and places within the QWB PDA as a catalyst for revitalising riverside public spaces and creating a distinctive character and identity for QWB.

Actions

- » Respond to the cultural significance of the place in accordance with the principles of the *Burra Charter*⁵⁰.
- » Prepare a conservation management plan to manage the construction and operational impacts on heritage places, and to provide guidance for their ongoing care and maintenance⁵¹, including managing archaeological artefacts found in the QWB PDA.
- » Deliver a heritage walking trail through the development that highlights the colonial heritage of the QWB PDA.

⁵⁰ The Australian International Council on Monuments and Sites *Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 1999* document as amended and replaced from time to time.

⁵¹ Development should demonstrate consideration of the requirements, standards and guidance identified in the Department of Environment and Heritage Protection's *Guideline: Conservation Management Plans* document, as amended and replaced from time to time. A conservation management plan may be required as a condition of a PDA development approval.

- » Provide for conservation and adaptive re-use of existing heritage places within the QWB PDA including activation with a range of uses including boutique retail, food and beverage outlets, offices or hotels.
- » Provide for adaptive re-use of Miller Park to enhance both access from the Queen Street Mall and Queens Park as well as vistas from William Street to Queens Wharf Road and across to South Bank.
- » Transform Queens Park into an urban events lawn with improved access to Miller Park, the Treasury Building and the Queen Street Mall.
- » Protect the important landmarks along Queens Wharf Road such as retaining walls and World War II bunker and incorporate into the public realm landscape.



Schedule 1: PDA Exempt development

Building work
Minor building work where not on a heritage place*.
<i>* where consistent with a General Exemption Certificate issued under the Queensland Heritage Act 1992, minor building work is exempt development.</i>
Carrying out building work associated with an approved material change of use.
Material change of use of premises
Material change of use for Centre activities, defined in the Brisbane City Plan, where located within an existing premise, complying with parking rates prescribed in the Brisbane City Plan and not involving building work.
Reconfiguring a lot
Subdivision involving road widening and truncations required as a condition of development approval.
Operational work
Filling or excavation where not on a heritage place where: <ul style="list-style-type: none"> a. not exceeding 50m³ in volume, or b. top dressing to a depth of less than 100 vertical millimetres from ground level.
Carrying out operational work if consistent with an approved Plan of Development.
Carrying out operational work associated with a material change of use that is PDA exempt development.
Carrying out operational work associated with an approved material change of use.
Carrying out operational work that is clearing of vegetation other than: <ul style="list-style-type: none"> a. vegetation on a heritage place b. Significant vegetation except where <ul style="list-style-type: none"> » the clearing is consistent with an approved Plan of Development » carried out by or on behalf of Brisbane City Council or a public sector entity, where the works being undertaken are authorised under a state law » in accordance with the conditions of a PDA development approval for a material change of use or reconfiguring a lot.
Carrying out operational work that is the placing of advertising devices.
Plumbing or drainage work
Carrying out plumbing or drainage work.
All aspects of development
Development consistent with an approved Plan of Development.
Development prescribed in Schedule 4 of the Sustainable Planning Regulation 2009, other than Table 5, item 14.

Schedule 2: Definitions

Unless defined below or in the *Economic Development Act 2012*, the Brisbane City Plan⁵² definitions apply to all development.

Plan of Development

See section 3.4.6.

Significant vegetation

Means all vegetation, except those listed as pest vegetation by State or local government, that is significant in its ecological value at local, state or national levels including vegetation mapped as an existing marine habitat in Map 2: Structural elements plan.

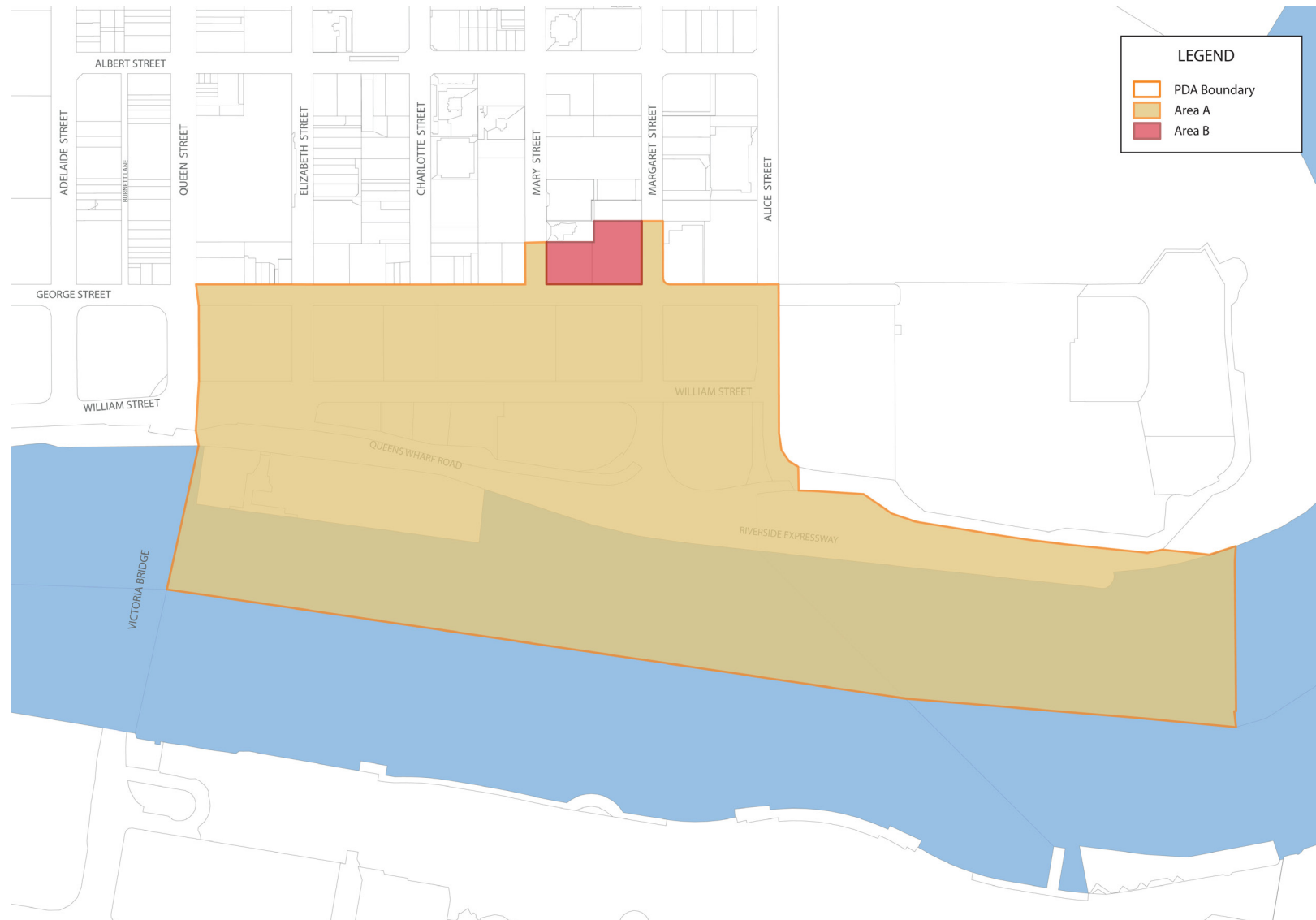
⁵² Brisbane City Plan 2014

Schedule 3: Heritage places

Address (Place ID)	Heritage place name (year of establishment)
Queensland Heritage Register	
State heritage places	
40 George Street (600119)	The Mansions (1889)
68 George Street (600121)	Harris Terrace (1866)
99 William Street (601093)	Former Dept of Primary Industries Building (1866- 1912)
110 George Street and 84 William Street (600114)	Former Government Printing Office (1874-1912)
142 George Street (600117)	First World War Honour Board (1917)
115 William Street - 127 William Street (Miller Park) (600176)	Commissariat Store (1828 and 1912) - includes Miller Park
Corner 15 Queens Wharf Road and William Street (600135)	William Street and Queen's Wharf Road retaining walls (1888+)
144 George Street (600112)	Queens Gardens (1906+)
159 William Street (600177)	Former State Library (1878)
142 George Street (600123)	Lands Administration Building (1906)
21 Queen Street (600143)	Treasury Building (1886-1928)
Archaeological place	
Sections of Albert Street, George Street, William Street, North Quay, Queen's Wharf Road (700011)	Early Streets of Brisbane.
Brisbane City Plan¹⁹	
Local heritage places	
Outside 124 George Street	Gas lamp stands
Outside 142 William Street	Gas lamp stands
Queen's Wharf Road	Former Victoria Bridge abutment (1897)
Outside 19 George Street	City Electric and Light (CEL) Company junction box (circa 1913)
Outside 125 George Street	City Electric and Light (CEL) Company junction box (circa 1913)

¹⁹ Brisbane City Plan 2014, , as amended and replaced from time to time

Schedule 4: Applicable development requirement areas



QUEEN'S
WHARF
BRISBANE



Queensland
Government

Contact Us

Visit our website at: www.EDQ.qld.gov.au

Write to us at:

Economic Development Queensland
GPO Box 2202
Brisbane QLD 4001

Telephone us: 13 QGOV

Email us: edq@EDQ.qld.gov.au



August 2015

The information contained herein does not represent Commonwealth, State or Local Government policy. Economic Development Queensland does not guarantee or make any representations as to its accuracy or completeness, nor will they accept any responsibility for any loss or damage arising from its use.