



Albert Street

Cross River Rail Priority Development Area
Interim Land Use Plan
December 2018

CROSSRIVERRAIL



**Queensland
Government**

The Department of State Development, Manufacturing, Infrastructure and Planning improves productivity and quality of life in Queensland by leading economic strategy, industry development, infrastructure and planning, for the benefit of all.

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1 Preliminary

1.1 Economic Development Act

The *Economic Development Act 2012* (the Act)¹ establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the powers and functions of the Act.

The main purpose of the Act² is to facilitate economic development and development for community purposes. The Act³ 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 description

The Albert Street Cross River Rail PDA was declared by a regulation⁴ on 14 December 2018.

The Albert Street Cross River Rail PDA, identified in Map 1, is approximately 3858m² in area and is located within Brisbane's City Centre. The PDA comprises two core land areas separated by the Albert Street road reserve. Each of the core land areas also have frontage to Mary Street.

The PDA is located adjacent to a key Brisbane City Centre intersection and along two important movement corridors that connect the Queen Street Mall and City Botanic Gardens via Albert Street and riverside activity hubs at Queen's Wharf Brisbane and the Eagle Street precinct via Mary Street.

1.3 Application of the Interim Land Use Plan

The Albert Street Cross River Rail PDA Interim Land Use Plan (ILUP)⁵ regulates development on land within the Albert Street Cross River Rail PDA.

This ILUP commences upon PDA declaration and is effective for 12 months or until the development scheme for the PDA takes effect.

1.4 Components of the ILUP

This ILUP consists of the following components:

- i. strategic context for the PDA (section 2), including the Vision (section 2.2);
- ii. development assessment procedures (section 3);
- iii. PDA-wide criteria (section 4);
- iv. levels of assessment (section 5);
- v. infrastructure requirements (section 6); and
- vi. Schedules (section 7).

1.4.1 Strategic context

The strategic context includes background information and the Vision for the PDA.

The Vision establishes the overall outcomes to be achieved in the PDA that:

- i. seek to achieve the purpose of the Act for the PDA; and
- ii. should be read in conjunction with the PDA-wide criteria.

1.4.2 Development assessment procedures

The development assessment procedures outline matters relating to the interpretation and operation of the ILUP.

1.4.3 PDA-wide criteria

The PDA-wide criteria apply to all PDA assessable development.

1.4.4 Levels of assessment

The following levels of assessment are established for all development within the PDA in section 5:

- i. PDA exempt development — Column 1; and
- ii. PDA assessable development — Column 2.

1.4.5 Infrastructure requirements

This component identifies how infrastructure requirements will be determined for development. These must be taken into account in the preparation of PDA development applications.

1.4.6 Schedules

Schedule 1 identifies development that is PDA exempt development.

Schedule 2 provides car parking rates that if exceeded, trigger a requirement for public notification of a PDA development application.

Schedule 3 provides the definitions required to interpret and apply the ILUP.

Schedule 4 provides details of PDA-associated development.

¹ See section 8 of the Act.

² See section 3 of the Act.

³ See section 4 of the Act.

⁴ See section 37 of the Act.

⁵ The ILUP has been prepared pursuant to section 38 of the Act.

Map 1: Albert Street Cross River Rail PDA boundary



This map is for illustration purposes and is not to scale.

2 Strategic context

2.1 Background

Cross River Rail is a 10.2 kilometre rail line from Dutton Park to Bowen Hills, which includes 5.9 kilometres of tunnel under the Brisbane River and Brisbane City Centre. The project has been designed to alleviate constraints at the core of the rail network, so it can grow and evolve to benefit communities across the region.

Cross River Rail includes a new underground Albert Street station which is proximate to Queensland University of Technology's Gardens Point campus, the Queensland Parliament House, the City Botanic Gardens, Queen's Wharf Brisbane development, the Queen Street Mall, and Eagle Street business district.

On 26 March 2010, the Coordinator-General declared the Cross River Rail Project a significant project for which an Environmental Impact Statement (EIS) is required under the *State Development and Public Works Organisation Act 1971* (SDPWO Act). Following an evaluation of the EIS by the Coordinator-General, the Cross River Rail Project was approved with conditions on 20 December 2012. The Coordinator-General has subsequently evaluated project changes.

The *Cross River Rail Delivery Authority Act 2016* establishes the Cross River Rail Delivery Authority (CRRDA). A purpose of the CRRDA is to plan, carry out, promote or coordinate activities to facilitate economic development, and development for community purposes, in a Cross River Rail PDA. A Cross River Rail PDA is defined as a PDA declared under the Act for proposed development for the Cross River Rail Project or a part of the project.

The Albert Street Cross River Rail PDA ILUP has been prepared to regulate particular development in the PDA that directly interfaces with the Albert Street Cross River Rail station. Development in the PDA could result in various scales of development ranging from public plaza with small-scale retail, to street buildings that contain retail and commercial uses, and potentially towers above. Depending on the specific outcome, some works may be regulated through the EIS process under the SDPWO Act and others by this ILUP.

Brisbane City Council's Albert Street Vision, creating a 'green spine'⁶ from Roma Street Parklands to the City Botanic Gardens, has also been considered and refined to address the increase in pedestrian activity within the vicinity of the Albert Street Cross River Rail station. Brisbane City Council and the CRRDA have prepared the Albert Street Station and Green Spine Overlay⁷ as guidance material to assist with the interpretation of the Albert Street Vision and contribute to the creation of the 'green spine' in this location.

⁶ For further advice refer to Brisbane City Council's Albert Street Vision, creating the 'green spine' (August 2015).

⁷ For further guidance refer to the Cross River Rail Albert Street Station & Green Spine Overlay, 21 August 2018 available at www.crossrivrail.qld.gov.au

2.2 Vision

Development will maximise its location adjacent to the Albert Street Cross River Rail station at the key Brisbane City Centre intersection of Albert and Mary Streets by delivering high-quality built form and public realm that contributes to a sense of arrival and creates a new landmark destination within the Brisbane City Centre.

Development in the Albert Street Cross River Rail PDA will realise this Vision by achieving the following overall outcomes:

1. Delivering exceptional subtropical design and architecture of outstanding merit that contributes to Brisbane's unique identity and lifestyle.
2. Integrating appropriately with existing development adjacent to the PDA, and within the PDA, including addressing amenity impacts from infrastructure associated with the station.
3. Protecting the functional requirements of rail transport infrastructure, state transport corridor and future state transport corridor to ensure the operational efficiency, integrity and safety of the transport network is maintained.
4. Ensuring any street buildings frame the street and provide fine-grain, permeable active uses addressing the street.
5. Ensuring any towers above street buildings contribute to the city's distinctive skyline, deliver effective climatic performance and ensure adequate separation, amenity and privacy to adjacent development.
6. Ensuring the public realm is highly-legible and designed to cater to high-volume pedestrian movements including a generously landscaped, pedestrian oriented streetscape along:
 - a. Albert Street that supports connectivity from Albert Street Cross River Rail station to the Queen Street Mall and contributes to the delivery of the Albert Street Station and Green Spine Overlay⁸.
 - b. Mary Street that supports connectivity from Albert Street Cross River Rail station to Queen's Wharf Brisbane and the Eagle Street business and commercial precinct.
7. Maintaining or improving views and vistas from the public realm to the City Botanic Gardens and Queen Street Mall.

⁸ For further guidance refer to Cross River Rail Albert Street Station & Green Spine Overlay, 21 August 2018 available at www.crossriverrail.qld.gov.au

3 Development assessment procedures

3.1 Types of development

Section 5 of this ILUP prescribes the following levels of assessment for development in the PDA:

- a. PDA exempt development which is development that does not require a PDA development approval under the Act; and
- b. PDA assessable development which requires a PDA development approval. A PDA development permit is required to carry out the development⁹.

3.2 Development consistent with the ILUP

PDA assessable development is consistent with the ILUP if it complies with all relevant PDA-wide criteria set out in section 4.

However, development that does not comply with the relevant PDA-wide criteria is consistent with the ILUP if:

- i. the development is an interim use that due to its nature, scale, form or intensity does not conflict with the Vision; or
- ii. both of the following apply:
 - a. the development does not conflict with the Vision for the PDA (section 2.2); and
 - b. there are sufficient grounds to justify the approval of the development despite the non-compliance with the relevant PDA-wide criteria.

In this section ‘grounds’ means matters of public interest which include the matters specified as the main purpose of the Act as well as:

- i. superior design outcomes¹⁰; and
- ii. overwhelming community need.

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

Development that is inconsistent with the ILUP cannot be granted a PDA development approval¹¹.

3.3 Plan of Development

A Plan of Development (PoD) may:

- i. accompany a PDA development application for a material change of use or reconfiguring a lot;
- ii. consider any proposed use, and any associated building work or operational work; and
- iii. form part of a PDA development approval.

3.4 Notice of applications¹²

A PDA development application will require public notice if the development:

- i. is for a material change of use involving new premises or existing premises with an increase in gross floor area where:
 - a. a residential tower with a tower site cover greater than 45%; or
 - b. non-residential tower with a tower site cover greater than 50%; or
 - c. the car parking rates outlined in Schedule 2 are exceeded.
- ii. is for a material change of use that is not a preferred land use (refer Table 1); or
- iii. may, in the opinion of the MEDQ:
 - a. have adverse impacts on the amenity or development potential of adjoining land; or
 - b. is for a use or of a size or nature which warrants public notice.

Under section 84(1)(c) of the Act, notice of application may be required for an application for PDA-associated development.

⁹ Under section 73 of the Act, PDA assessable development cannot be carried out without a PDA development permit.

¹⁰ A design review panel will provide guidance on the assessment and acceptance of superior design outcomes.

¹¹ See section 86 of the Act.

¹² See section 84 of the Act.

3.5 State interests

Relevant matters of State interest have been considered in the preparation of the ILUP and will be considered further as part of the assessment of a PDA development application¹³.

3.6 Relationship with other legislation

In addition to assessment against the ILUP, development may require assessment against other legislation including, but not limited to, the *Environmental Protection Act 1994*, *Plumbing and Drainage Act 2002*, *Building Act 1975*, *Planning Act 2016* (Planning Act), *City of Brisbane Act 2010* including subordinate legislation¹⁴. Relevant local laws made under the *City of Brisbane Act 2010* apply in the PDA to the extent they are not replaced by a by-law made under the *Economic Development Act 2012*.

The existing approval for the Cross River Rail Project under the SPDWO Act does not limit the effect of the *Economic Development Act 2012* including the ability for relevant development instruments, including this ILUP, to regulate development. Similarly, an approval under the *Economic Development Act 2012* does not limit the power of the Coordinator-General to approve subsequent Cross River Rail Project changes under the SDPWO Act.

3.7 Relationship with Brisbane City Plan 2014

Schedule 6 of the *Planning Regulation 2017* (Planning Regulation) prohibits Brisbane City Plan from making PDA-related development assessable under the Planning Act. However, Schedule 1 of the ILUP adopts certain definitions from Schedule 1 of the Brisbane City Plan and calls up various other parts of the Brisbane City Plan as guidance. Under section 71 of the Act, if there is a conflict between the ILUP and a planning instrument, or assessment benchmarks prescribed by regulation under the Planning Act or another Act for the Planning Act, the ILUP prevails to the extent of any inconsistency.

3.8 Interim uses

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 but may be appropriate for a short or medium-term period as the PDA develops.

A PDA development application for an interim use must demonstrate that the use will not prejudice or delay:

- i. appropriate long-term use(s);
- ii. an appropriate intensity of development; or
- iii. infrastructure delivery envisaged by the Vision for the PDA.

Relevant development requirements also apply to all PDA assessable development that is an interim use.

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

Information to support a PDA development application for an interim use should include:

- i. a suitability assessment; and
- ii. plans showing how the development could transition from the proposed interim use to an appropriate longer-term use.

3.9 PDA-associated development

Schedule 4 identifies development external to the PDA that is PDA-associated development. The development specified in Schedule 4 as PDA-associated development is PDA-assessable development under Table 2.

¹³ Section 87 of the Act states that any relevant State interest must be considered in deciding a development application. For the purposes of addressing State interests in development assessment, the State Planning Policy (SPP) and State Development Assessment Provisions (SDAP), provide guidance in identifying if a State interest is relevant to the assessment of a PDA development application. For further advice on the consideration of State interests refer to the EDQ Practice note State interests in development assessment in priority development areas, available at <https://dsdmip.qld.gov.au/edq/pdas-guidelines-and-practice-notes.html>

¹⁴ For further advice on what other legislation may apply refer to Appendices 1 and 2 of the EDQ Practice note 14: State interests in development assessment in priority development areas, available at <https://dsdmip.qld.gov.au/edq/pdas-guidelines-and-practice-notes.html>

4 PDA-wide criteria

4.1 Urban design and built form

1. Development exhibits outstanding architectural merit and is designed to respond to its site characteristics, context and setting within the Brisbane City Centre, including cityscape, streetscape, public realm, heritage places, surrounding buildings, natural assets and movement networks¹⁵.
2. Development exhibits best practice subtropical design and presents a highly landscaped environment¹⁶, including:
 - a. landscaping and outdoor spaces that make the most of Brisbane's subtropical climate; and
 - b. landscaped subtropical spaces and water features on ground levels, roofs, balconies, terraces, and edges of buildings.
3. Development exhibits best practice climate-responsive design, including orientation, to mitigate heat and reduce the need for mechanical heating, cooling and lighting¹⁷.
4. Development is of a scale and design that:
 - a. contributes to a cohesive streetscape and built form character;
 - b. is consistent with the anticipated density and assumed infrastructure demand;
 - c. is proportionate to and commensurate with the utility of the site area and frontage width;
 - d. does not cause significant and undue adverse amenity impacts to adjoining properties or prejudice their development;
 - e. is sited and designed to enable existing and future buildings to be well separated from each other to allow for light penetration, air circulation, views, vistas and privacy, particularly for residential towers¹⁸;
 - f. maintains and improves visual connectivity from the public realm to the City Botanic Gardens and Queen Street Mall;
 - g. is consistent with the spacing of towers in the vicinity¹⁹; and
 - h. ensures tower shape and setbacks reduce the visual width and scale of the building, contributing positively to the streetscape and city skyline²⁰.
5. Development for multiple dwellings accommodate a range of dwelling sizes that allows for a diversity of household types.
6. Development providing air-conditioning ensures that it is an integral part of the building design and does not result in units that visually, acoustically or climactically detract from the building or its use.
7. Development provides a range of public, communal and private open spaces on site to support both public usage and building occupant needs which are distinct and afforded the appropriate level of access and privacy.
8. Development provides car parking to meet the functional requirements of the PDA²¹.
9. Development provides waste storage areas that are designed, located and managed to prevent amenity impacts on adjoining sensitive uses.
10. Development protects water quality through the use of water sensitive urban design principles in the design of buildings, streets and public realm as well as achieving the water quality objectives for Moreton Bay waters²².
11. Development for accommodation buildings:
 - a. deliver useable, landscaped and attractive communal private open space areas in varied settings including landscaped rooftops and podiums that contribute to improved resident and visitor amenity;
 - b. deliver integrated private open space in all residential development; and
 - c. ensure visual and noise privacy, adequate storage space, adequate room sizes and functional room relationship.

¹⁵ For guidance, refer to Brisbane City Plan, City Centre neighbourhood plan code, Table 7.2.3.7.3.B Urban context report. The preparation of an Urban context report will assist in demonstrating how PDA-wide criteria are achieved.

¹⁶ For guidance, refer to the requirements and standards identified in the Brisbane City Plan Landscape work code and Planting species planning scheme policy.

¹⁷ For guidance, refer to Brisbane City Plan, City Centre neighbourhood plan code, Table 7.2.3.7.3.D Sustainable development criteria and the New World City Design Guide - Buildings that Breathe.

¹⁸ For guidance, refer to Brisbane City Plan, City Centre neighbourhood plan code, Table 7.2.3.7.3.C Maximum building height and maximum tower site cover.

¹⁹ For guidance, refer to Brisbane City Plan, City Centre neighbourhood plan code, Acceptable outcome 9.

²⁰ For guidance, refer to Brisbane City Plan, City Centre neighbourhood plan code, Table 7.2.3.7.3.E Minimum tower setbacks.

²¹ For guidance, refer to Schedule 2 and the requirements and standards identified in the Brisbane City Plan, Transport, access, parking and servicing code and Transport, access, parking and servicing planning scheme policy.

²² For guidance, refer to the requirements and standards identified in the Brisbane City Plan, Stormwater code and Infrastructure design planning scheme policy.

4.2 Streetscape and public realm

1. Development delivers a public realm that:
 - a. provides a distinctive station and arrival plaza that integrates with the streetscape characteristics of Albert and Mary Streets;
 - b. provides generous landscaping that establishes a streetscape environment reflective of Brisbane's subtropical climate and outdoor lifestyle;
 - c. caters for high-volume pedestrian movements and improved cycle safety²³; and
 - d. contributes to the delivery of the Albert Street Station and Green Spine Overlay²³.
2. Development that incorporates a street building ensures the facade treatment is designed to:
 - a. address and activate the street and any adjacent publicly accessible space with a high level of permeability, landscaping, shade and shelter;
 - b. contribute to an attractive streetscape;
 - c. create a smooth transition between indoors and outdoors; and
 - d. respond to the subtropical climate by opening up to the elements while providing shade and comfort.
3. Development at ground storey of all buildings and the street building above ground storey, comprises occupiable spaces, creates an active facade and contributes to the vibrancy of the street and any adjacent publicly accessible space.
4. Development at ground storey contributes to the role of the Brisbane City Centre as a focus for vibrant commercial activity and community life through:
 - a. footpath space that caters for high-volume pedestrian movement and amenity, including congregation at intersections and around the entrances to the Albert Street Cross River Rail station; and
 - b. strong physical and visual integration between the ground storey and the adjoining verge to support high levels of pedestrian movement and activity.
5. Development provides:
 - a. continuous weather protection to pedestrians along all street frontages; and
 - b. awnings at a height that provides weather protection to pedestrians and aligns with adjoining awnings.
6. Development locates parking in basements unless it compromises the functional requirements of the Albert Street Cross River Rail station. Where parking is located above ground, development designs the ground storey and lower levels of the building to create an attractive pedestrian environment and provide casual surveillance of the adjoining streets and public spaces.
7. Development locates vehicle crossovers on Mary Street. The design of vehicular access, on-site servicing and parking does not compromise the walkability or activation of street frontages, and maximises opportunities for co-location of servicing and parking openings within single buildings and/or with adjoining developments.
8. Development ensures that the location and design of refuse collection, fire access and control room and other building services are not a dominant element of any streetscape²⁴.
9. Development supports pedestrian access to the public realm and increases the activation and passive surveillance of these spaces.
10. Development provides artwork that is designed:
 - a. as an integral part of the project design;
 - b. to be conceptually relevant to the Brisbane City Centre;
 - c. to enhance the interest and vitality of the Brisbane City Centre;
 - d. to enhance the quality of life, cultural tourism and point of difference in the marketplace;
 - e. to reflect and respond to the cultural values of the community;
 - f. to promote local character in a planned and informed manner;
 - g. to safely integrate with the development's design response to the public realm; and
 - h. to be visually accessible.
11. Development provides high-quality lighting that enlivens the cityscape at night and reinforces the building's daytime and night-time presence.

²³ For further guidance refer to Cross River Rail Albert Street Station & Green Spine Overlay, 21 August 2018, available at www.crossriverrail.qld.gov.au

²⁴ For guidance, refer to the requirements and standards identified in the Brisbane City Plan, Transport, access, parking and servicing code and Transport, access, parking and servicing planning scheme policy.

4.3 Land use

1. Development provides a mix of land uses that support the Brisbane City Centre’s principal business and administration functions, complemented by retail, entertainment, community, cultural facilities, tourism and short and long-term residential uses. Preferred land uses are identified in Table 1.

Table 1: Preferred land uses

Preferred uses	
Bar	Park
Centre activities (activity group) ²⁵	Residential care facility
Home-based business	Retirement facility
Hotel	Rooming accommodation
Market	Telecommunications facility, where not a broadcasting station or television station
Multiple dwelling	Utility installation, where sewage pump station or water pump station
Nightclub entertainment facility	

4.4 Community safety

1. Development provides for community safety by:
 - a. Ensuring development does not:
 - i. create a safety hazard for users of rail transport infrastructure, by increasing the likelihood or frequency of loss of life or serious injury;
 - ii. compromise the structural integrity of rail transport infrastructure and associated works within a state transport corridor or future state transport corridor;
 - iii. result in a worsening of the physical condition or operating performance of rail transport infrastructure and associated transport networks;
 - iv. compromise the state’s ability to construct, maintain or operate rail transport infrastructure within a state transport corridor or future state transport corridor; and
 - v. expose the public to significant adverse impacts resulting from environmental emissions generated by rail transport infrastructure.
 - b. Not creating a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane airport²⁶.
 - c. Avoiding, to the greatest extent practicable, then managing or mitigating significant adverse impacts:
 - i. from air pollution including a high degree of air quality in proximity to sensitive uses;
 - ii. from flood hazard including demonstrating a no net worsening effect²⁷;
 - iii. on the environment, amenity and accessibility during and after construction including acid sulfate soil erosion and siltation²⁸;
 - iv. on the existing stormwater network by designing the stormwater drainage system to comply with relevant quantity and quality standards and mitigate downstream impacts²⁹; and
 - v. from light nuisance arising from within buildings or structures, or from external sources³⁰.
 - d. Ensuring the disposal of stormwater with regard to average recurrence intervals occurs in a manner appropriate to the site, adjacent buildings, use of the public realm and severity of potential damage to property, loss of amenity, illness or injury that would result from the failure of the system²⁹.
 - e. Providing for the safe evacuation during defined flood events without unduly burdening the city’s counter-disaster response unit, particularly for vulnerable uses and difficult to evacuate uses²⁷.

²⁵ For guidance, refer to the defined activity groups in Brisbane City Plan, Schedule 1 Definitions, Table SC1.1.2.B - Defined activity groups.

²⁶ For guidance, refer to the requirements and standards identified in the Brisbane City Plan, Airport environs overlay and code. This criterion is relevant to the consideration of building height within the PDA.

²⁷ For guidance, refer to the requirements and standards identified in the Brisbane City Plan, Flood overlay, Flood overlay code and Flood planning scheme policy.

²⁸ For guidance, refer to the requirements and standards identified in the Brisbane City Plan, Potential and actual acid sulfate soils overlay and Potential and actual acid sulfate soils overlay code.

²⁹ For guidance, refer to the requirements and standards identified in the Brisbane City Plan, Stormwater code and Infrastructure design planning scheme policy.

³⁰ For guidance, refer to the requirements and standards identified in the Brisbane City Plan, Outdoor lighting code.

4.5 Service infrastructure

1. The design and operation of development, including during construction, supports the efficient and effective delivery and operation of infrastructure by:
 - a. Having regard to impacts on the safety and efficiency of the broader transport and traffic network for the surrounding area.
 - b. Ensuring the delivery of planned infrastructure is not adversely impacted.
 - c. Providing infrastructure and services in a timely, orderly, integrated and coordinated manner to support urban uses and works³¹.
 - d. Ensuring utilities and services are provided to the standards that ensure an acceptable level of environmental performance, safety and efficiency³¹.
 - e. 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).
 - f. Allowing for future developments in information technology.
 - g. Ensuring infrastructure and services are located and designed to maximise efficiency and ease of maintenance.
 - h. Ensuring development on an archaeological State heritage place³² provides for appropriate management of the archaeological artefacts in accordance with the results of an archaeological investigation³³.

³¹ For guidance, refer to the requirements and standards identified in the Brisbane City Plan, Infrastructure design code and Infrastructure design planning scheme policy.

³² Archaeological place refers to Early Streets of Brisbane, PlaceID - Sections of Albert Street, George Street, William Street, North Quay, Queen's Wharf Road (700011), available at <https://environment.ehp.qld.gov.au/heritage-register/detail/?id=645611>

³³ Archaeological artefact discoveries are required to be reported in accordance with the Queensland Heritage Act 1992. In some instances, an archaeological management plan may be required which should be prepared in accordance with the Department of Environment and Science guideline 'Archaeological investigations'.

5 Levels of assessment

Table 2: Levels of assessment

Column 1 PDA exempt development	Column 2 PDA assessable development
All development specified in Schedule 1.	All development including PDA-associated development (as specified in Schedule 4), other than development mentioned in Column 1.

6 Infrastructure requirements

Infrastructure requirements to achieve the Vision of the PDA will be determined through the development assessment process, conditioned as part of a PDA development approval and delivered as part of the development of the site.

Conditions for delivering infrastructure will only be for infrastructure that is defined as development infrastructure in Schedule 2 of the Planning Act.

Infrastructure charges will be based on the applicable local government infrastructure charges instrument in force at the time the PDA development application is approved unless:

- a development charges and offset plan (DCOP) is approved for the PDA; or
- an infrastructure agreement is entered into between the applicant and the MEDQ.

Infrastructure delivered as part of the development may be offset against the infrastructure charges in accordance with a DCOP.

7 Schedules

Schedule 1 – PDA Exempt Development

Table 3: PDA Exempt Development

Building work
Carrying out minor building work where not on a heritage place.
Carrying out building work, where for demolition of a building or other structure where not on a heritage place.
Carrying out building work associated with an approved material change of use.
Carrying out building work associated with a material change of use that is PDA exempt development.
Reconfiguring a lot
Reconfiguring a lot involving road widening and truncations required as a condition of development approval.
Material change of use
Making a material change of use of premises for a park or utility installation if provided by a public sector entity.
Making a material change of use of premises for a preferred land use in an existing building where: <ul style="list-style-type: none"> » no increase in gross floor area; and » not involving building work other than minor building work
Operational work
Carrying out operational work for filling or excavation where not on a heritage place: <ul style="list-style-type: none"> » not resulting in a retaining wall greater than 1 vertical metre; or » not resulting in an increase in the depth or height of the ground level or finished design level by greater than 1 vertical metre.
Carrying out operational work in accordance with the conditions of a PDA development approval.
Carrying out operational work that is clearing of vegetation, other than significant vegetation unless the clearing of significant vegetation is: <ul style="list-style-type: none"> » carried out by or on behalf of a public sector entity, where the works being undertaken are authorised under a State law; or » carried out in accordance with the conditions of a PDA development approval.
Carrying out operational work for advertising devices. Note—The <i>Brisbane City Council Advertisements Local Law 2013</i> and <i>Advertisements Subordinate Local Law 2005</i> , as amended or replaced from time to time, apply in the PDA
Plumbing work or drainage work
Carrying out plumbing work or drainage work.
All aspects of development
Development consistent with an approved Plan of Development.
Development prescribed in Schedule 6 of the Planning Regulation, other than Part 5 section 28.
Development for the Cross River Rail Project.
Development on a heritage place if an exemption certificate for that development has been issued under the <i>Queensland Heritage Act 1992</i> .

Schedule 2 – Maximum car parking rates

Table 4: Car parking standards

Column 1 Use	Column 2 Car parking standard
Uses other than multiple dwelling, rooming accommodation and short term accommodation	Maximum 1 space per 200m ² gross floor area
Multiple dwelling Note—Multiple dwellings described as affordable housing, anticipated to accommodate students, accessed through a dual key arrangement, or resulting from conversion from another use (including short term accommodation) still require parking spaces in compliance with these rates for each room that is capable of being used as a dwelling.	Maximum 0.5 space per 1 bedroom dwelling Maximum 1 space per 2 bedroom dwelling Maximum 1.5 spaces per 3 bedroom dwelling Maximum 2 spaces per 4 and above bedroom dwelling 1 visitor space for every 20 dwelling units Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling. At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.
Rooming accommodation, if for a dwelling (other than for on-site management or staff accommodation) Note—Any part of rooming accommodation that can be defined as a dwelling requires car parking at a rate equivalent to a multiple dwelling.	Maximum 0.5 space per 1 bedroom dwelling Maximum 1 space per 2 bedroom dwelling Maximum 1.5 spaces per 3 bedroom dwelling Maximum 2 spaces per 4 and above bedroom dwelling 1 visitor space for every 20 dwelling units Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling. At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.
Rooming accommodation, in all other cases	Maximum 0.25 spaces per room
Short term accommodation	Maximum 0.25 spaces per room, unit or cabin

Note: These car parking rates are for the purpose of public notification of PDA development only.

Schedule 3 – Definitions

Unless defined below or in the Act, the definitions in Schedule 1 of the Brisbane City Plan apply to all development.

Note: Schedule 1 of the Brisbane City Plan includes use definitions, activity groups, industry thresholds and administrative terms.

Brisbane City Plan – means the Brisbane City Council Planning Scheme, as amended and replaced from time to time.

City Centre – means the spatial extent of the City Centre Neighbourhood Plan Area in the Brisbane City Plan.

Cross River Rail Project – means the project known as the Cross River Rail Project described in the Coordinator-General's report for the *Environmental Impact Statement* for the project, dated December 2012, under the *State Development and Public Works Organisation Act 1971* and any Coordinator-General's change report for the project under that Act.

Future state transport corridor – is defined in Schedule 24 of the Planning Regulation.

Note: Future State transport corridor includes a future railway corridor.

Heritage place – means the Early Streets of Brisbane, archaeological State heritage place on the State heritage register (Place ID 700011).

Rail transport infrastructure – refer to *Transport Infrastructure Act 1994*.

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
- contribution to the preservation of natural landforms
- contribution to the character of the landscape
- cultural or historical value
- amenity value to the general public*.

Note: vegetation may be living or dead and the term includes their root stock.

**As part of a relevant development application, a tree survey will be required to determine what is considered significant vegetation.*

State transport corridor – is defined in Schedule 24 of the Planning Regulation.


Note: State transport corridor includes a railway corridor.

Street building – comprises all levels of a building below which a setback to a tower commences, and up to a maximum height of 20m.

Tower Site Cover – is the combined average area of the 10 largest storeys of each building (being the full area of any storey located wholly or partially above 20m above ground level) as a portion of the original site area and is calculated as the area bounded by the outside of the external wall, including balconies but excluding projections.

Schedule 4 – PDA-associated development

Table 5: PDA-associated development

<p>Description of PDA-associated development</p>	<p>Operational works, if the works:</p> <ul style="list-style-type: none"> i. are carried out by or on behalf of the MEDQ ii. provide development infrastructure for the Albert Street Cross River Rail PDA to address the impacts of any development within the PDA, whether or not the development infrastructure has another function or purpose iii. include one or more of the following: <ul style="list-style-type: none"> a. roadworks b. landscape and footpath works c. stormwater works d. water connection service works e. sewer connection service works f. public transport infrastructure works g. associated ancillary works
<p>Descriptions of PDA-associated land</p>	<p>The road reserve as identified on Map 2 including parts of Albert Street, Mary Street, Charlotte Street and Elizabeth Street.</p> <p>Map 2: Albert Street Cross River Rail PDA-associated land</p>  <p><i>This map is for illustration purposes and is not to scale.</i></p>

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