



Northshore Hamilton
Urban Development Area
Development Scheme

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Northshore Hamilton Urban Development Area Development Scheme

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1.1 The Urban Land Development Authority

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* (the Act) and is a key element of the Queensland Housing Affordability Strategy.

The role of the ULDA is to facilitate the development of declared Urban Development Areas (UDAs) to move land quickly to market and achieve housing affordability and urban development outcomes. This enables the Government to be more effective and proactive in providing land for urban development, particularly through major strategic infill and redevelopment sites. The ULDA is also a vehicle to deliver the Government's transit oriented development (TOD) projects throughout the State where they occur in UDAs.

The ULDA, which became operational on 26 November 2007, is working with local governments, community, local landowners and the development industry to deliver commercially viable developments that include diverse, affordable, sustainable housing and use best-practice urban design principles.

1.2 Urban Development Areas

The Northshore Hamilton Urban Development Area (UDA) was declared by regulation by the Minister for Infrastructure and Planning on 27 March 2008.

1.3 Purpose of the development scheme

The Northshore Hamilton UDA Development Scheme has been prepared in accordance with the Act and is applicable to all development on land within the boundaries of the UDA. It is a statutory instrument and has the force of law.

From the date of approval, it replaces the Interim Land Use Plan for the UDA which was in place at the time of the declaration, and during the period of preparation of this development scheme. A development scheme is one of the primary mechanisms the ULDA uses to deliver on the main purposes of the Act.

As described by the Act, the main purposes of the development scheme are to facilitate:

- (i) the availability of land for urban purposes
- (ii) the provision of a range of housing options to address diverse community needs
- (iii) the provision of infrastructure for urban purposes

- (iv) planning principles that give effect to ecological sustainability and best practice urban design
- (v) the provision of an ongoing availability of affordable housing options for low to moderate income households.

Through the development scheme, development in the Northshore Hamilton UDA will contribute to achieving the following goals:

- ◉ **Promoting and maintaining liveable communities.**

Communities in the Northshore Hamilton UDA will be diverse, safe and healthy, have access to services, jobs and learning, foster active local participation and will be pleasant places to live, work and visit while enhancing the value of existing neighbourhoods.

- ◉ **Promoting planning and design excellence.**

The Northshore Hamilton UDA will become a modern resilient and adaptable urban form that promotes connectivity, safety and accessibility whilst recognising the local values and aspirations.

- ◉ **Providing economic benefit.**

Economic benefit is maximised in the Northshore Hamilton UDA by facilitating the release of urban land, considering lifecycle costs, operational savings, long term employment opportunities, creating partnering opportunities and creating long term value.

- ◉ **Protecting ecological values and optimising resource use.**

The Northshore Hamilton UDA protects and manages natural systems, habitats and biodiversity, and promotes the innovative and efficient use and management of precious resources such as materials, water and energy to minimise impacts on the climate.

1.4 Elements of the development scheme

The Northshore Hamilton UDA Development Scheme consists of three components being:

- ◉ **the land use plan**
- ◉ **the infrastructure plan**
- ◉ **the implementation strategy.**

The land use plan regulates orderly development and articulates the preferred form of development in the UDA, its precincts and sub-precincts.

The infrastructure plan details essential infrastructure. The implementation strategy outlines proposed financing mechanisms to deliver the infrastructure.

The implementation strategy also describes how the ULDA will deliver the purpose of the Act drawing together the components of the land use plan and infrastructure plan.

2.1 Location

Located six kilometres from the Brisbane CBD, the Northshore Hamilton UDA covers 304 hectares of land, with a 3.8 kilometre river frontage.

The Northshore Hamilton UDA includes land between Kingsford Smith Drive and the Brisbane River, extending from Bretts Wharf to the west and the Gateway Motorway to the east. The boundaries of the Northshore Hamilton UDA are shown in Map 1.

The Northshore Hamilton UDA is close to some of Brisbane's most important economic drivers, including the Brisbane Airport and Australia TradeCoast.

Key features in and around the Northshore Hamilton UDA include:

- ▶ Bretts Wharf
- ▶ Portside Wharf complex including the Brisbane Cruise Ship Terminal
- ▶ Eagle Farm and Doomben racecourses
- ▶ Royal Queensland Golf Club
- ▶ The Brisbane River
- ▶ Kingsford Smith Drive and the Gateway Motorway.

Map 1: Northshore Hamilton Urban Development Area



2.2 Vision

The Northshore Hamilton UDA is the most significant waterfront development opportunity in Brisbane since Expo 88 and Southbank. The Northshore Hamilton UDA is larger than the Brisbane CBD, and its river frontage is greater than the river edges of Southbank and the CBD combined. It possesses remarkable locational advantages, being within 6km of the city, with outstanding views and adjoining Hamilton, one of the most sought after residential addresses in Brisbane.

As well, the regional economic and transport infrastructure in the area is driving intensification and redevelopment. The UDA also sits at the heart of Brisbane's rapidly growing inner northeast corridor, anchored by the CBD and Australia TradeCoast, the city's two largest concentrations of employment.

The final phases of the port relocation have been occurring over the past few years with the dry and liquid bulk export facilities expected to vacate over the next 10 years. The relocation of port operations from Hamilton to Fisherman Island was first investigated in the 1970s when the volume of shipping, longer turnaround times and increasing size of vessels necessitated the development of a deepwater port. This underutilised part of Brisbane represents a unique opportunity for a major brownfield regeneration project which maximises its location on the Brisbane River.

Looking over the Northshore Hamilton UDA.



The redevelopment of the UDA presents a number of challenges, in particular the effective transition of the area while having regard to the on-going port and industrial activities and the future amenity of new residents. Similarly, traffic impacts associated with Kingsford Smith Drive must be addressed to cater for the anticipated growth of both Northshore Hamilton and the Australia TradeCoast. Northshore Hamilton, while a complex site with many constraints, has overwhelming scope to be a world class development that celebrates its location along one of South East Queensland's most outstanding natural features, the Brisbane River.

The vision in detail

The vision for the Northshore Hamilton UDA responds to these opportunities.

A vibrant Brisbane waterfront community

Northshore Hamilton will be a vibrant engaging and memorable urban community that celebrates its waterfront location. It will be connected by a hierarchy of interlinked public spaces, streets, parks and walkways. The Brisbane River is an asset to be enjoyed by all, accessible and public in nature, and a focus for high intensity residential and activity centre development. It will incorporate uninterrupted riverside pedestrian access within the UDA.

Diverse commercial opportunities

Northshore Hamilton will generate a wide range of employment opportunities from home-based business to international corporate and commercial operations. It will build upon its strategic location and support the established functions of Australia TradeCoast, the Brisbane Airport and the Port of Brisbane. Commercial uses as well as clean, high technology industry and research facilities will support these major regional economic drivers. Catalyst works and projects will stimulate renewal and redevelopment and enable a new community to be created that respects the current industrial and port activities.

An inner city Brisbane transit hub and transit oriented community

Northshore Hamilton will be a key inner city transit hub and transit oriented community, developed according to a range of measures that promotes public transit over the private car. The land use pattern will provide for a variety of mixed uses that respond effectively to local constraints and optimise local amenity, enterprise and containment. Connections to surrounding areas are safe, accessible and there is a strong focus on walking, cycling and frequent and flexible public transport alternatives.

A subtropical Brisbane city living environment

Northshore Hamilton will include development that respects, reflects and expresses its subtropical, Brisbane city context. It will include a mix of protected sunlit places for cooler months, open shady places for warmer months, buildings and landscapes that allow air movement and promote breezes during humid months, and a strong presence of water.

Private and public green spaces will incorporate large shade-trees to reflect Brisbane's sub-tropical character. Development will be sensitive to the environment by ensuring self-sufficiency through alternative sources of energy, water and waste disposal.

A healthy and diverse community

Northshore Hamilton will provide a range of housing choices to cater for the changing needs of the local community through a mix of densities, types, designs and price points as well as home ownership and rental options.

Specific initiatives will deliver housing for low to moderate income households throughout the community.

A socially diverse community will ensure Northshore Hamilton becomes a truly sustainable place.

2.3 Structure plan

The structure plan (refer to Figure 1) for the Northshore Hamilton UDA illustrates the following key elements:

The UDA will include a series of mixed use activity nodes which will create a unique waterfront experience.

The western activity node will include a 'catalyst' waterfront development which will support a wide range of uses. It will complement the existing Portside development and Brisbane Cruise Ship Terminal.

The central activity node will support higher order retail uses and will be located in close proximity to Barcham Street.

The eastern activity node is the smallest of the nodes. It is proposed to be more orientated toward tourism related uses and will benefit from its proximity to Northshore Riverside Park. This area has been identified as a potential harbour development.

The residential areas are positioned on the waterfront to take advantage of the expansive stretch of the Brisbane River and views to Brisbane city.

The mixed use areas in the northern and western sections of the UDA will benefit from a high level of commercial exposure to Kingsford Smith Drive. The mixed use areas on the eastern section of the UDA can be developed for residential purposes in the longer term where it can be demonstrated that there are no adverse impacts from nearby industrial uses.

The medium impact employment area allows for a mixture of employment uses and strictly controls the future expansion of those industries which have the potential to impact future residential amenity.

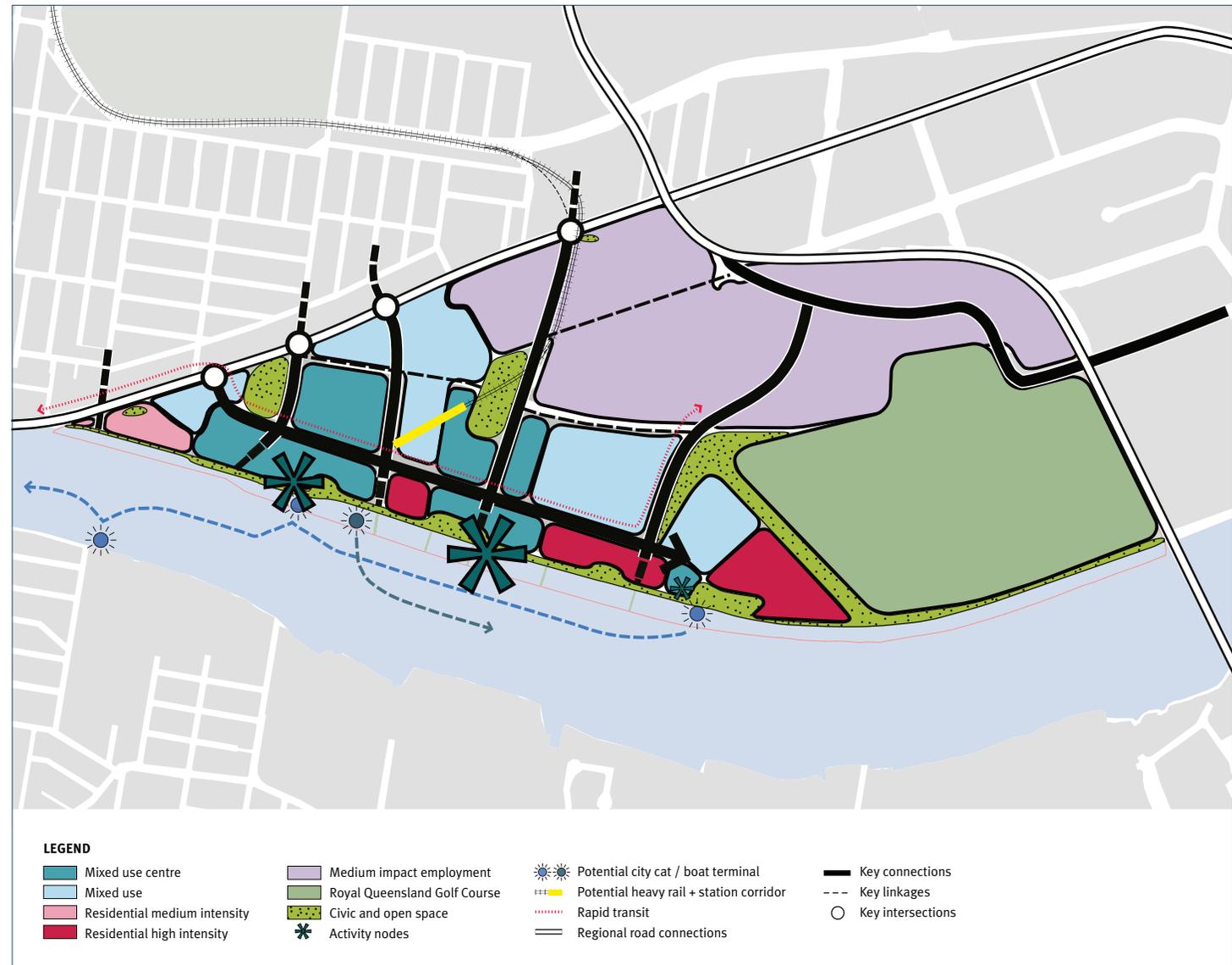
The existing Royal Queensland Golf Course configuration remains.

The road pattern has a strong north to south focus which terminates at the Brisbane River. A primary east to west spine of MacArthur Avenue links the three activity nodes.

The open space network provides a continuous public river edge and connects deep into the site with an internal network of linked parklands.

The UDA will be serviced by an at-grade rapid transit system. Dedicated future bus and heavy rail corridor options are preserved within the urban structure.

Figure 1: Northshore Hamilton Urban Development Area structure plan



3.1 Purpose of the land use plan

The purpose of the land use plan is to regulate orderly development and articulate the preferred form of development within the Urban Development Area (UDA), its precincts and sub-precincts.

Figure 2 details the components of the land use plan and explains their relationship to each other.

3.2 Development assessment procedures

3.2.1 Land use plan outcomes

The development scheme's land use plan seeks to achieve outcomes for the Northshore Hamilton UDA which are specified in the following:

- (i) the broad statements of planning intent for the UDA specified in the vision
- (ii) the requirements about the carrying out of development for the UDA.

3.2.2 UDA vision

The vision for the UDA specifies planning outcomes which:

- (i) seek to achieve for the UDA the purposes of the Act
- (ii) are the basis for the requirements about the carrying out of development for the UDA.

The UDA outcomes are spatially represented in Figure 1: Northshore Hamilton Urban Development Area structure plan.

3.2.3 Development requirements

The development requirements are as follows:

- (i) maps that indicate the future development of the following:
 - ▶ the whole UDA
 - ▶ designated parts of the UDA (precincts)
 - ▶ designated parts of precincts (sub-precincts)
- (ii) criteria for the whole UDA (UDA-wide criteria)
- (iii) zones, statements of intent, outcomes, preferred land uses and development parameters for each precinct (precinct criteria) and sub-precinct (sub-precinct criteria)
- (iv) tables specifying the level of assessment for development for each precinct (level of assessment table).

Figure 2: Components of the land use plan and their relationship



3.2.4 Levels of assessment

The levels of assessment for the carrying out of development for the UDA are specified in the land use plan in the relevant level of assessment table which state in:

- (i) column 1, UDA exempt development
- (ii) column 2, UDA self assessable development (self assessable development)
- (iii) column 3A, UDA assessable development which is not prohibited (permissible development)
- (iv) column 3B, UDA assessable development which is prohibited (prohibited development).

3.2.5 Development consistent with the land use plan

Self-assessable development which complies with any applicable development requirements is consistent with the land use plan.

Permissible development is consistent with the land use plan where:

- (i) the development complies with the requirements about the carrying out of development for the UDA, or
- (ii) the development does not comply with the requirements about the carrying out of development for the UDA but:
 - the development does not conflict with the structure plan or otherwise compromise the UDA planning outcomes in the vision for the UDA

- there are sufficient grounds to approve the development despite the non compliance with the UDA development requirements.

Otherwise the permissible development is inconsistent with the land use plan and must be refused.

Identification of development as permissible development does not mean that a UDA development approval (with or without conditions) will be granted.

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision. Approval is required for permissible development to be undertaken.

Prohibited development is inconsistent with the land use plan.

Prohibited development may not be carried out in the UDA.

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

- superior design outcomes
- overwhelming community need.

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

3.2.6 Sub-precinct development requirements

Permissible development in a sub-precinct may not occur unless a detailed plan for the sub-precinct (sub-precinct plan) has been approved or the ULDA advises that, in its opinion, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct.

In respect of the first permissible development that requires a sub-precinct plan, a UDA development application relating to all land in the sub-precinct and a sub-precinct plan must be made.

Any variation to an approved sub-precinct plan will require a new sub-precinct plan which must be accompanied by a UDA development application.

A sub-precinct plan must demonstrate how sub-precinct principles and outcomes are achieved and include the following:

- (i) such additional requirements for development in the sub-precinct
- (ii) such other matters specified in a guideline issued by the ULDA.

A sub-precinct plan must be consistent with the vision for the UDA.

3.2.7 Consideration in principle

The ULDA may accept, for consideration in principle, a proposed UDA development application (application for consideration in principle).

The ULDA will consider the application for consideration in principle and may decide the following:

- (i) whether it supports the application, with or without qualifications that may amend the application
- (ii) whether it opposes the application
- (iii) whether it cannot accept the proposal until a detailed assessment is made and those details should be the subject of a UDA development application, or
- (iv) whether it has no established view on the proposal and no indication of support or opposition can be given at that time.

The ULDA when considering a UDA development application:

- (i) is not bound by any decision made regarding an application for consideration in principle
- (ii) may give such weight as it considers appropriate to the decision in respect of the application for consideration in principle.

3.2.8 Land not included in a zone

This section applies to land which is not shown in the land use plan as being included in a zone or precinct (unallocated land).

Where the unallocated land is adjoined by land included in the same zone or precinct, the unallocated land is deemed to be included in that zone or precinct.

Where the unallocated land is adjoined by land included in different zones or precincts, the unallocated land is deemed to be included in those zones or precincts with the centreline of the unallocated land being the boundary between the zones or precincts.

3.2.9 Notification requirements

A UDA development application will require public notification if the development application:

- (i) is accompanied by a sub-precinct plan
- (ii) is for use, size or type which in the opinion of the ULDA warrants public notification.

3.2.10 Relationship with local government planning scheme and IPA

This development scheme replaces the Northshore Hamilton Interim Land Use Plan (ILUP).

Unless this development scheme specifically applies a provision of the planning instrument or a plan, policy or code made under the *Integrated Planning Act 1997* (IPA)

or another Act, the development scheme is inconsistent with the provision of the planning instrument or plan, policy or code.

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

- (i) a planning instrument
- (ii) a plan, policy or code made under the IPA or another Act.

3.3 UDA Zones

Land within a UDA may be allocated a zone.

The zones that may apply within a UDA are grouped in the following four categories: mixed use, residential, employment and other.

Within each of these categories there are a number of zones. The zones included in the Northshore Hamilton UDA are described below.

Mixed use category

The **Mixed Use Centre Zone** caters for the widest range, highest order and greatest intensity of commercial, retail, administrative, civic, community, indoor entertainment and leisure facilities, cultural activities and mixed residential.

The **Mixed Use Zone** caters for a range of commercial, retail, administrative, civic, community, indoor entertainment and leisure facilities, cultural activities and residential uses.

Residential category

The **Residential High Intensity Zone** caters for a range of residential types including multiple residential, other residential (including special needs accommodation). The zone also caters for housing that is affordable, accessible and appropriate, reflecting local housing need.

Densities in this zone will generally be between 60 and 100 dwellings per hectare.

Non-residential land uses such as local shops, food premises, schools, child care centres, churches and community infrastructure that provides direct support to residential uses may be suitable in all residential zones. Non-residential uses can only be established where residential character and amenity are maintained, when the uses cater for the needs of the immediate community and do not undermine the viability of any centres. Home based businesses may occur in all residential zones where residential character and amenity are maintained.

The **Residential Medium Intensity Zone** caters for a range of residential types including houses, multiple residential, other residential (including special needs accommodation). The zone also caters for housing that is affordable, accessible and appropriate, reflecting local housing need.

Densities in this zone will generally be between 30 and 60 dwellings per hectare.

Employment category

The **Medium Impact Employment Zone** caters for commercial, service and light industry uses which service the local population and visitors and facilitate the expansion of small to medium scale business activities. The Medium Impact Employment Zone can also cater for showrooms (including supporting office and retail) and display facilities, services and trades, such as mechanical workshops and service stations and facilities required by the travelling public such as food premises, visitor accommodation, recreation and amusement. Non-commercial development can also be accommodated where such development complements the intended commercial/enterprise character of the locality.

Other category

The **Civic and Open Space Zone** caters for a full range of publicly accessible outdoor sport and recreation uses, from informal sports or events on a casual basis and the facilities associated with these such as picnic amenities, children's playground, non-organised sporting facilities, outdoor cultural and educational activities, public swimming pools, outdoor courts and parkland, and sports grounds.

Any structures in the civic and open space zone will only occupy a small part of any site and may include facilities for spectators, club buildings and associated off-street parking facilities.

3.4 Purpose of development criteria

The following development criteria apply to all UDA assessable and self-assessable development in the Northshore Hamilton UDA. To the extent that they are relevant, they are to be taken into account in the preparation of UDA development applications and in the assessment of those applications by the ULDA.

In addition to these UDA-wide development requirements, land may be subject to precinct specific development requirements and sub-precinct development principles. Precincts and sub-precincts for the Northshore Hamilton UDA are identified in Figure 6 Precinct and zoning plan.

UDA wide development criteria should be read in conjunction with the relevant precinct specific development requirements or sub-precinct development principles.

The infrastructure plan and implementation strategy may include further information which should be taken into account in design and project feasibility planning for development proposals.

The Northshore Hamilton UDA-wide development criteria cover the following topics:

- maximum development yield and development contributions
- affordable housing
- urban design
- transport, access, on-site parking and servicing

- sustainability and the environment
- community well-being
- lot design
- clean industry, research and development facilities
- harbour, foreshore and marinas.

3.5 Maximum development yield and development contributions

3.5.1 Context

The development scheme provides higher development yield in many of the precincts within the declared UDAs.

Within the Northshore Hamilton UDA, considerable infrastructure investment is required to enable higher development yield across the UDA above that currently allowed for under the Brisbane City Council City Plan 2000.

The infrastructure works required to service this higher development yield are greater than can be funded by Brisbane City Council's (BCC) standard infill infrastructure charging regime.

Consequently, the creation of a healthy, sustainable and well serviced community in the Northshore Hamilton UDA will require positive intervention by the ULDA in relation to the achievement of essential infrastructure, affordable, accessible and appropriate housing and ecologically sustainable outcomes.

However, it is not considered responsible to use public money to pay for the infrastructure when the infrastructure and associated higher development yield will result in a windfall gain to private land owners.

To fund these works, and to retain an incentive for the landowner to develop, a portion of the uplift of land value gained through the higher development yield created through the development scheme will be required to be paid as a development contribution.

In addition, to achieve sustainable and healthy high density outcomes, proactive intervention will be required in the provision of affordable housing and achievement of ecologically sustainable outcomes.

The contribution arising from the uplift of land value, called a major infrastructure and affordable housing development contribution, will be applied within the UDAs to fund the provision of major infrastructure, affordable housing and ecological sustainability.

For fairness, landowners that do not want to develop above current permitted BCC City Plan densities should not be required to pay the major infrastructure and affordable housing development contribution. In this circumstance only the standard BCC Infrastructure Charges Schedule (ICS) type charge would apply. However, the 5% diversity requirement under the ULDA's Affordable Housing Strategy will still apply.

3.5.2 Maximum development yield

The maximum development yield allowable under this development scheme will be the greater of that:

- (i) shown in land use plan: precincts where a ULDA development agreement has been entered into with the ULDA in accordance with the infrastructure plan and implementation strategy
- (ii) as provided for under section 3.2.5 where a ULDA development agreement has been entered into with the ULDA in accordance with the infrastructure plan and implementation strategy
- (iii) shown in map 2 or
- (iv) where evidence is provided that there is a BCC development approval that has not lapsed (a "valid approval") - the development yield permitted by the valid approval.

3.5.3 Development contribution rate

The development contribution rate included in a development agreement entered into pursuant to section 3.5.2 shall:

- be at a rate determined for the UDA or a precinct in the UDA
- except as provided for in section 3.2.5, equate to a charge applied for every square metre of additional GFA in excess of that shown on Map 2 or permitted under a valid approval

- apply in addition to any other infrastructure contribution required under this development scheme and
- be apportioned to infrastructure, affordable housing outcomes (the “affordable housing contribution”) and ecologically sustainable development outcomes, as determined by the ULDA.

3.5.4 Development agreement

The development agreement entered into pursuant to section 3.5.2 may include amongst other things provisions prescribing:

- the amount, timing and bonding of monetary contributions
- the arrangements for providing a bank guarantee securing payment of the monetary contribution
- the arrangements for credit for the provision of works or product in lieu of monetary contributions
- mechanisms to ensure an affordable product retains its affordability over the long term and
- any other matter that the ULDA deems appropriate in the achievement of the Act’s purpose.

3.5.5 Transitional provisions

For the purposes of calculating the total development contribution to be included in a development agreement entered into pursuant to section 3.5.2, the ULDA may adopt a development yield greater than that shown in Map 2, where the landowner purchased the property prior to 27 March

2008 (being the date of declaration of the Northshore Hamilton UDA) on the basis of a reasonable expectation that a higher development yield than that shown in Map 2 would have been approved by BCC.

In support of a claim under this section, a land owner is to provide information that demonstrates a higher development yield would have been achieved. This information may include:

- a valuation showing that the purchase price was based on achieving a higher development yield
- a development feasibility prepared at or about the time of purchase, but prior to 27 March 2008, based on the higher development yield
- evidence, prepared prior to 27 March 2008, from BCC that a higher development yield was supported or had a likelihood of approval or
- any other material that supports a landowner’s request.

A development agreement entered into pursuant to section 3.5.2, and including a total development contribution calculated from the application of this section, may also include provisions stating the total development contribution will revert to that applying under section 3.5.3 where development has not substantially commenced within the time stated in the development agreement, such time being not less than three years from when the development agreement was entered into.

3.6 Affordable housing

Housing diversity

All residential development (including residential components of a mixed use development) must deliver housing choice to suit a variety of households including: families, singles, couples, work-at-home occupiers, students, retirees, group accommodation households and people with special needs, by offering universal design and a variety in size, configuration, cost, location and tenure.

Except as set out in section 3.5, all residential and mixed use developments must have a minimum of 5% of the gross floor area of all residential dwellings as affordable to rent by households on the median household income for the Brisbane City Council local government area (the “affordable housing component”).

Where an applicant can not demonstrate that this requirement will be achieved by the proposed development:

- the applicant will need to enter into a development agreement with the ULDA by which the applicant agrees to pay to the ULDA an equivalent monetary contribution prior to the development approval for building work being given, or
- if a subsidy is proposed by the applicant to achieve the affordability criteria, the subsidy must be protected by a legal arrangement to the ULDA’s satisfaction.

This residential development is to be accessible, appropriate and designed in accordance with universal and sustainable design principles¹ to meet the changing needs of people and households over time.

The affordable housing component of a development must be distributed throughout the development and:

- be finished to a suitable standard with all reasonable fixtures services and appliances
- achieve high quality design outcomes to avoid identifying them or setting them apart in the community.

Development agreement – affordable housing

The development scheme may incorporate provisions that, where a proponent elects to utilise the increased density permitted by the development scheme, a percentage of the uplift of land value must be shared with the ULDA as a development contribution.

This contribution will assist the ULDA to:

- deliver essential infrastructure
- provide affordable housing
- achieve ecologically sustainability outcomes.

¹ Refer to “Smart and Sustainable Homes Design Objectives, Department of Public Works (2008). Booklet available from www.build.qld.gov.au/smart_housing/pdf/design_objectives_08

A development agreement will be required to be entered into with the ULDA where a development proponent wishes to avail themselves of the higher development yield.

A development agreement will include specific provisions in relation to affordable housing.

The development agreement will be required where:

- a housing diversity requirement leads to the provisions of housing product that require a subsidy to meet the affordable housing target
- a proponent is permitted to ‘convert’ provision of affordable housing product to a contribution in lieu
- agreement is reached with a proponent to ‘convert’ a monetary contribution to the provision of product in lieu.

The provisions of a development agreement relating to the provision of affordable housing may include among other things:

- amount, timing and bonding of monetary contributions
- provision of monetary contributions in lieu of built product (refer to Appendix A of the ULDA’s Affordable Housing Strategy for development agreement inclusions)
- provision of a bank guarantee securing payment of the monetary contribution
- provision of built product in lieu of monetary contributions (refer to Appendix B of the ULDA’s Affordable Housing Strategy for development agreement inclusions)

- mechanisms to ensure an affordable product retains its affordability over the long term.

Mechanisms to retain affordability

The ULDA is seeking to maximise affordable housing outcomes in the UDAs over the long term.

Affordable housing product delivered using some level of subsidy will require mechanisms to ensure:

- affordable purchase product is not resold providing a windfall gain to the first purchaser
- affordable rental product remains affordable to the target group for a significant period of time.

There are a number of ways to achieve this outcome:

- Where the affordable housing provider has been approved for the National Rental Affordability Scheme (NRAS) they will be required to retain affordability for 10 years under Australian Government program requirements.
- Formal management agreements can be made with either the Department of Communities or a registered community housing organisation.
- Establishment of a shared equity arrangement with an approved equity partner.
- Limiting the trading of a dwelling to a particular target and income group

through a title covenant. This means that affordable owner occupied units are only on-sold to other eligible buyers, with transfer of ownership occurring through a controlled process which excludes wills, private sales or bequests.

- Placing a covenant and management plan on the title of a property which ensures it is rented at affordable levels to an identified target group for 15 years or more and managed by a registered Not for Profit community housing organisation.

The preferred mechanism will be determined on a project by project basis between the ULDA and the development proponent at the time of development approval and will be set out in the Development Agreement.

Other matters

In addition to the above provisions the ULDA will develop a detailed implementation plan for the affordable housing strategy covering issues such as:

- monitoring and evaluation
- applying the affordable housing strategy within the development assessment process
- universal and sustainable design guidelines
- facilitating access to Australian Government and Queensland Government affordable housing programs
- roles and responsibilities of government, registered Not for Profit housing

organisations and the private sector

- policy and program development required to support affordable housing delivery including addressing priorities such as covenants and management plans on title and the potential for development of a shared equity scheme.

Exemptions

The following development types are exempt from providing the affordable housing contributions specified above:

- development for the purpose of affordable housing (including social and community housing) and developed by:
 - the Queensland Department of Housing
 - a registered community housing or non-profit organisation
 - part of a consortium with a registered community housing or non-profit organisation for the provision of affordable housing equivalent to the value of the affordable housing contribution
- development for the purpose of community facilities and services
- development by a government, non-profit or charitable institution providing a community benefit, or
- development for the purpose of a public utility installation.

3.7 Urban design and sustainability

The form, type and arrangement of buildings, streets and public spaces within the Northshore Hamilton Urban Development Area (UDA) must demonstrate good urban design and sustainability by addressing each of the elements contained in this section.

All elements of this section must be achieved to the greatest extent practical, having regard to each of the other elements.

Placemaking

Development is to contribute to a sense of place by:

- ▶ promoting place identity and distinctive character
- ▶ individually and collectively creating an attractive and appealing place for residents, workers and visitors
- ▶ contributing to permeability of the site and the surrounding area
- ▶ contributing to the legibility of the UDA
- ▶ contributing to a public realm that is inclusive, accessible and safe
- ▶ creating a positive relationship between public and private realms, in particular at street and first floor levels
- ▶ contributing to a wide range and rich variety of activities and uses
- ▶ providing opportunities for formal and informal gathering and interaction
- ▶ connecting with the surrounding areas

- ▶ encouraging pedestrian and cycle use
- ▶ facilitating public transport access and use
- ▶ helping to build and support a local economy
- ▶ helping attract and retain a diverse population.

Sub-tropical design

Development is to be climatically responsive by employing appropriate design principles and strategies that ensure:

- ▶ buildings are orientated to optimise seasonal solar gain and loss, taking into consideration major site views and vistas
- ▶ building form allows for cross ventilation and supports a naturally ventilated and comfortable environment
- ▶ weather protection and sun shading (including eaves and overhangs) is incorporated into façades and roof forms to reduce direct solar heat and provide rain protection appropriate to each façade orientation
- ▶ building design incorporates light and shade, providing well detailed and articulated façades
- ▶ outdoor/semi-outdoor living and ‘indoor to outdoor’ integration is provided by the use of balconies, courtyards, roof gardens and large windows creating open facades.

Community safety and well-being

Crime Prevention through Environmental

Design (CPTED) principles should underpin the design of all development within the UDA.

In particular, regard should be given to the *Crime Prevention through Environmental Design (CPTED) Guidelines* for Queensland.

Development is to incorporate appropriate safety features in line with current standards and best practice guidance including fire safety, emergency vehicle access and flood immunity².

Development must promote community health and well-being through a design³ that supports a health and active lifestyle.

All buildings and public and private spaces will be designed to be inclusive and accessible and to comply with relevant standards⁴.

Development adjacent to an identified public passenger transport corridor must be designed to ameliorate the risks associated with proximity to this corridor.

Development in operational air space must not cause a permanent or temporary obstruction, or potential hazard to aircraft movements.

Character and culture

To help create place identity and a distinctive character for the UDA, development should seek to protect, incorporate, re-use or re-interpret the heritage, character, cultural features and history of the UDA and surrounding area.

Building form

(a) General provisions

Buildings are to be well articulated with external balconies, doors and doorways, windows, shade and screening devices, outdoor planting and mixed use tenancies.

The use of materials and design details are to contribute both individually and collectively to a distinctive Northshore Hamilton character.

Residential building design is to ensure visual and noise privacy, adequate balcony size, adequate storage space, adequate room sizes, functional room relationship, and the provision of useable and well connected common outdoor spaces.

² Refer to State Planning Policy 1/03, section A4.2 and the State Planning Policy 1/03 Guideline, Appendix 5, Table A. The Defined Flood Event (DFE) is the 1% Annual Exceedance Probability (AEP) Flood.

³ For example, the design principles in the “Health by Design Guidelines” (National Heart Foundation, Victoria 2004)

⁴ Including for example disability discrimination legislation and Australian Standard 1428; Smart and Sustainable Home Design Objectives, Department of Public Works (2008)

(b) Ground level detail

Ground level building elements are to introduce a variety of details and finishes.

Entries

Front entries to all buildings are to be emphasised through architectural and landscape treatment, pedestrian paths and awnings so as to be obvious without the need for signage and address requirements for active frontages.

Screening and awnings

Buildings are to respond to local microclimatic conditions by incorporating appropriate weather protection, screening and shading structures on the building facades to channel breezes, filter sunlight, block out night lighting and provide rain protection.

At street level, awnings are to be used to provide all year protection from sun and rain. In particular:

- awnings to primary active frontages must be continuous across the entire street alignment, to a minimum width of 3.0 metres and extend over the footpath to within 0.9 metres of the street kerb
- awnings to secondary frontage commercial and mixed use buildings need not necessarily be continuous but must extend over the footpath to within 0.9 metres of the street kerb for the width of the building's main entry

- buildings on corners should provide an awning over the main entry on each frontage
- for residential buildings where awnings are not provided, street trees are to provide protection from climatic conditions and separate pedestrians from traffic movement.

Landscaping

Landscaping is to contribute to the visual amenity and liveability of Northshore Hamilton.

For residential development, landscaping must constitute 30% of the site area and provide on site recreation opportunities.

For non-residential and mixed use development, landscaping must be designed and located to provide a positive visual and amenity contribution to the public realm.

In general, landscaping is to be designed and located so that it:

- addresses streets and open spaces and contributes to the amenity of the public realm
- does not undermine personal and property security of the surveillance of footpaths and public open space
- does not encroach into pedestrian and cycle pathways or obscure visibility of path users
- deters crime and vandalism
- responds to microclimatic opportunities.

Fences and walls

Except for specific feature walls associated with specific uses, fences or walls to ground floor residential uses must be visually permeable. 50% permeability generally provides an appropriate level of visual permeability.

Storage and bin areas

External storage and bin areas must be contained within the buildings and/or must not be visible from the public realm.

Building design and external storage and bin areas must facilitate the efficient sorting and disposal of waste to maximise recycling opportunities.

Windows to retail tenancies

Window sills to retail tenancies should be within 100 - 300 millimetres above the corresponding footpath level. Floor levels behind the windows can be higher than this on sloping footpaths.

Use of reflective glass in windows is not appropriate.

(c) Upper level detail

The upper level elements of buildings must incorporate appropriate elements such as overhangs and sun shading to detail the top of the building against the skyline.

Balconies

Covered balconies are encouraged in all locations to reflect a sub-tropical character and provide external spaces that can be used

under a variety of weather conditions.

Residential buildings must contain generous balconies attached to major internal living areas overlooking streets and public spaces providing surveillance and connection with the street.

Commercial and mixed use buildings should also feature balconies that overlook streets and public spaces providing surveillance and connection with the street.

In all locations, balconies must be appropriately located and/or screened to maximise privacy between buildings and or to the public realm.

Roof form

Roofs are to be appropriately designed to ensure plant and equipment is integrated with the overall roof design.

Varied roof forms, building heights and massing of elements is encouraged.

(d) Building arrangement

High rise buildings are to employ appropriate key massing techniques to achieve distinct lower, middle and upper sections so as to:

- maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy
- deliver a variety of setbacks on the ground floor to create plazas, outdoor dining areas or open vistas
- create internal communal open spaces

and courtyards in both residential and commercial developments

- reduce the visual bulk of the building
- provide roof forms that are more visible and accentuated so as to enliven the skyline of the Northshore Hamilton UDA.

Where residential uses are located above podiums, it is expected that the tower footprints will be smaller to provide roof-space for terraces, roof gardens etc.

(e) Building frontages

Buildings in the UDA must contribute to an active and safe public realm.

Map 3 identifies the different frontages within the Northshore Hamilton UDA and describes their role for contributing to an active and safe public realm.

For north eastern facing blocks 30% of the frontages should be to a maximum of three storeys to ensure adequate solar access is achieved at street level and overshadowing is minimised. Refer to Map 4.

Primary active frontages

Primary active frontages are the ground level facades which face the street. Within the UDA these frontages are generally concentrated around the three activity centres and plazas.

Buildings on primary active frontages must:

- activate the street for extended hours of the day and night by building up to or near the street edge, generally parallel to the street alignment and supporting a mix of uses

- be visually and physically permeable containing many windows and entrances
- reinforce the priority of the pedestrian by addressing the street, having strongly expressed pedestrian entrances, minimising the number and size of vehicle access points and using appropriate street treatments. If vehicle access points are unavoidable, they should be integrated into the building design to minimise their impact on the safety and amenity of the public realm
- contribute to comfort for pedestrians by delivering continuous awnings providing shelter over footpaths
- incorporate car parking which is either located below ground level or not visible from the public realm
- provide opportunities to overlook the street, increase surveillance and reinforce the active frontage, particularly from upper floors.

Secondary active frontages

Buildings on secondary active frontages need not be activated by retail and commercial uses but must:

- address the street and public realm providing casual surveillance
- provide facades that contain well-detailed and articulated access points at frequent intervals along pedestrian networks, and do not include blank walls
- provide awnings located at key entry points.

Other frontages

Buildings on other frontages must:

- address the street and public realm but may have a wider variety of setbacks to allow for privacy to be maintained between street and dwelling and cater for courtyards, balconies and deep planting areas
- locate basements, where provided, within building footprints and set back from street alignments to allow areas for deep planting
- emphasise entries through architectural and landscape treatment, pedestrian movement paths, awnings and height.

Buildings and public realm relationships

The public realm will provide a network of destination spaces and green links which provide vistas and connections to the Brisbane River and other open space consistent with the structure plan.

The public realm will create a sense of place reflecting the character of the location and the context of its history and uses.

Material and plant selection for the public realm will be appropriate to the location and relative to the sense of place.

Shade trees will be established along streets and within public and private spaces including on-street car parking areas.

Private and public realms will be clearly delineated but integrated.

Buildings and the public realm will have an appropriate climate-based orientation and design, ensuring shade is provided, breezes can be shared and sunlight reaches internal and external spaces.

Setbacks and integration with the public realm will provide for the movement of pedestrians and standing areas for public transport stops.

Continuous awnings in defined locations will be used to provide protection from the rain and sun and will be integrated with street plantings.

At ground level, buildings and the public realm shall be designed to overlap and integrate shopping, dining and other outdoor activities.

Year round weather protection will be located along all buildings that are built to the boundary of the public realm.

Balconies will be provided to enable surveillance and connection with the public realm.

Building and landscape materials will be durable and of a high quality.

Private open space

(a) Common areas

Common private open space must be provided in all residential developments and:

- provide for a mixture of outdoor uses and activities
- be positioned for good solar orientation

- ▶ landscaped appropriately for a subtropical environment
- ▶ minimise water use
- ▶ respect privacy of users and residents, including those on neighbouring properties.

(b) Balconies and other private open space

All residential units must incorporate generous balconies or private open space, attached to major internal living areas and providing room for outdoor private activity and furnishings such as a table, chairs, planting, a BBQ and shade. Balconies should be sized proportionately to the unit size and must not be less than 9m² with a minimum dimension of three metres. However, it is considered desirable that 16m² of private open space or balcony be achieved for all dwelling units.

Balconies must be appropriately located and/or screened to maximise privacy between buildings and/or the public realm without compromising CPTED principles.

Ground floor private open space must provide privacy but still allow overlooking to the street to promote casual surveillance. Fences should be no higher than 1500mm and are to be visually permeable.

Lighting

External lighting should be designed to light up the building, particularly entrances and vegetated areas, without overspilling into other buildings or the sky.

External materials should not cause unreasonable glare.

Riverwalk

The riverwalk will provide continuous public space at the river's edge. It will provide both a linking function as well as being a key linear destination for the UDA.

The design of the riverwalk must ensure that the public space will be accessible to all users of the area, and must create a character that connects to the water's edge.

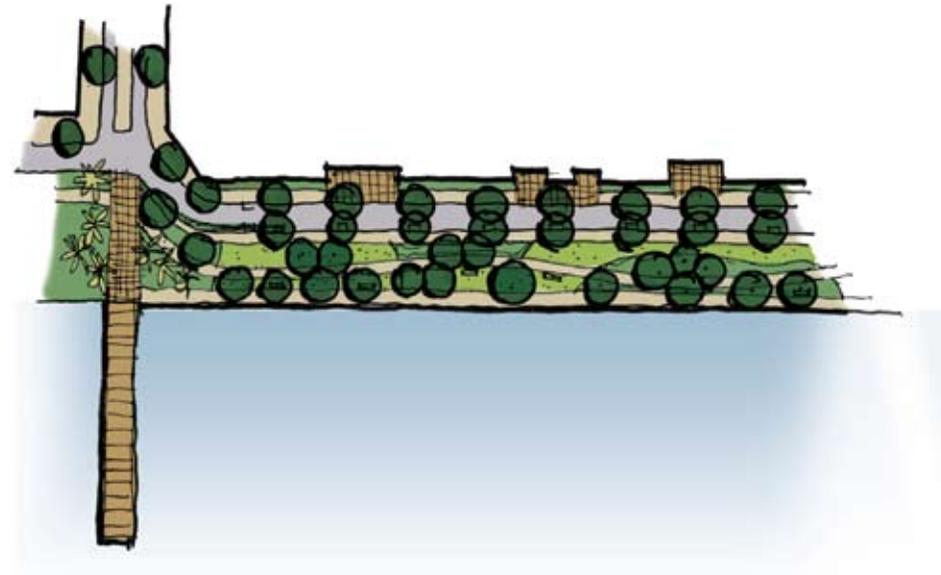
The riverwalk must:

- ▶ provide a continuous pedestrian and cyclist path
- ▶ ensure that pedestrians and cyclists are separated
- ▶ provide shade amenity at appropriate locations along the riverwalk's path
- ▶ provide respite areas away from the movement area
- ▶ provide nodal areas at the end of street alignments
- ▶ provide adequate seating and lighting.

The design of the riverwalk should be similar in nature to other riverwalks in Brisbane⁵.

Figure 3 shows a possible riverwalk outcome for the Northshore Hamilton UDA.

Figure 3: Indicative riverwalk



⁵ The design, construction and quality of the riverwalk should be generally consistent with Brisbane City Council's Public Riverside Facilities Design Manual and AUSTRROADS Standards parts 13 and 14.

3.8 Transport, access, on-site parking and servicing

Public transport

The Northshore Hamilton UDA precincts must be developed at a density that can be serviced by a bus rapid transit service. Floor space limitations have been included in each precinct to achieve this. Sub-precinct plans are to incorporate provisions to give effect to the public transport options indicated on the structure plan (refer to Figure 1).

Priority should be given to pedestrian, cycle and public transport modes, over private vehicle use.

Transport corridors

Development does not unreasonably constrain future provision of public transport infrastructure (including rail, light rail, road, busway and cycleway infrastructure) and does not adversely impact on the function or operation of existing or future public transport corridors including rail, light rail or busway corridors⁶.

⁶ As the planning for the future provision of infrastructure is ongoing, the ULDA may obtain advice from any public sector entity responsible for the planning for or provision of the infrastructure as to whether the proposed development is likely to constrain the provision of future public transport infrastructure or adversely impact on the function or operation of any existing or proposed public transport corridors. The Authority may have regard to any such advice in deciding the development applications.

Car parking

On-site car parking areas, loading bays and service areas are either integrated within or under buildings and sleeved by active frontages, or are located away from the public realm behind buildings.

The use of large blank screens to mask loading areas is not appropriate.

Vehicle service area cross-overs and car parking must not detract from the character of active edges and the public realm.

Co-location of uses and sharing of car parking spaces is encouraged to maximise efficiency.

Development is required to provide car parking (unless otherwise specified in a sub-precinct) in accordance with the following rates⁷ identified in Table 1: Car parking rates.

Where a request is made to provide car parking at a rate exceeding that prescribed for the precinct, the request must be accompanied by a strategy to maximise use of pedestrian, cycle and public transport opportunities over private vehicle use.

Where possible, underground car parking areas are to be naturally ventilated.

Ventilation grills and structures should be integrated into the building design, located away from the primary street facade and oriented away from windows of habitable rooms and private open space.

⁷ Where use is not specified above, car parking will be provided generally consistent with the rates required in the planning scheme for Brisbane City Council

Table 1: Car parking rates

Land Use	Interim period (prior to the provision of first fixed public transport service)	Long term (after the provision of first fixed public transport service)
Commercial	1 space per 50m ² GFA 50% to be provided on site 50% to be provided in a shared centrally located and managed interim car parking facility	1 space per 100m ²
Residential	1.5 spaces per dwelling unit (includes visitor parking) 66% to be provided on site 33% to be provided in a shared centrally located and managed interim car parking facility	1 space per dwelling unit (includes visitor parking)
Retail	1 space per 30m ² GFA 30% to be provided on site 70% to be provided in a shared centrally located and managed interim car parking facility	1 space per 100m ²

Circulation

Development is to support increased accessibility, permeability and movement for pedestrians and cyclists and appropriate movement by vehicles, including emergency vehicles and priority for public transport.

Pedestrian and cycle way paths⁸ and high quality cycling facilities are to be incorporated in new roads within the UDA.

Development is to be designed to include safe and highly visible connections to pedestrian and cycle networks through building siting, landscape design elements and treatments.

End of trip facilities

End of trip facilities for pedestrians and cyclists are to be provided as part of development for non-residential uses including secure, undercover bicycle storage facilities, showers and lockers. Such facilities are to be provided to a standard consistent with AS2890.3.

Bicycle facility targets for apartments are:

- 🔸 residents – to have secure space per dwelling according to AS2890.3
- 🔸 visitors – to have secure space per 400m² according to AS2890.3.

Bicycle facility targets for sites other than apartments are:

- 🔸 workers – to have secure space per 200m² net lettable area (NLA) according to AS2893.0
- 🔸 visitors – to have secure space per 1000m² NLA according to AS2893.0

Bicycle facility targets for sites other than apartments are:

- 🔸 workers – to have secure space per 200m² NLA according to AS2893.0
- 🔸 visitors – to have secure space per 1000m² NLA according to AS2893.0

3.9 Sustainability and the environment

Safety and risk

The following existing activities have the potential to adversely impact development. These activities and their impact areas are:

- 🔸 fuel storage facilities (Map 8)
- 🔸 asphalt and concrete batching plants (Map 9)
- 🔸 chrome plating facility (Map 10)
- 🔸 marine industry activities (Map 11)
- 🔸 aircraft operations⁹.

Development within the impact areas for the listed activities must demonstrate how the development will not be adversely affected

⁹ The impact areas associated with aircraft operations identified under SPP1/02 *Development in the Vicinity of Certain Airports and Aviation Facilities* and the BAC Masterplan.

by the potential environmental impacts associated with the above mentioned ongoing activities¹⁰.

Contaminated land

Development must ensure that all land and groundwater will be fit for purpose.

Remediation will meet Environmental Protection Agency (EPA) guidelines for the assessment and management of contaminated land in Queensland.

Acid sulfate soils (ASS)

The following site works will trigger an acid sulfate soil investigation:

- 🔸 Development areas below 5m Australian Height Datum (AHD) involving the disturbance of greater than 100m³ of soil
- 🔸 Development areas below 5m AHD requiring the placement of greater than or equal to 500m³ of fill material in layer of greater than or equal to 0.5m in average depth
- 🔸 Development areas between 5m AHD and 20m AHD requiring the disturbance of greater than or equal to 100m³ of soil below 5m AHD.

Acid sulfate soils will be treated in accordance with current best practice in

¹⁰ Applicants are required to prepare a safety and risk assessment report for development within the impact area as indicated on Maps 8 - 11. The safety and risk report must detail all proposed buildings, plantings and other physical measures, and operational and management measures to mitigate potential impacts of the listed activities.

Queensland¹¹.

General noise requirements

The design, siting and layout of development must address noise impacts and where necessary incorporate appropriate noise mitigation measures.

Development achieves acceptable noise levels for noise sensitive uses in affected areas¹².

An acoustic report will be required to evaluate and address potential noise impacts and recommend appropriate noise mitigation measures.

General air quality

Development will limit exposure and risk associated with pollutants that could have a potentially adverse affect on human health.

Development for industrial uses will be in accordance with best practice air quality guidelines and standards¹³.

Water management

Development is to demonstrate, to the greatest extent possible, current best practice Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) principles for Australia.

¹¹ Consideration should be given to State Planning Policy SPP2/02 Planning and Management Involving Acid Sulfate Soils and the Queensland Acid Sulfate Soils Technical Manual.

¹² Refer to *Environmental Protection (Noise) Policy 2008*

¹³ Refer to Brisbane City Council's Air Quality Planning Scheme Policy and the Queensland EPA Guidelines on Odour Impact Assessment from Developments.

⁸ See for example Austroads - Guide to Traffic Engineering Practice Standards for Pedestrian and Cycle Pathways.

Biodiversity and habitat

Development must not adversely affect significant vegetation.

Development is to be setback ten metres from the high water mark except where stated otherwise in precincts and sub-precincts.

On-site stormwater management measures must ensure water quality maintains aquatic ecosystem values.

Energy efficiency

Development is to promote energy efficiency by encouraging:

- alternative energy supply through the use of renewable energy sources
- passive thermal design of buildings
- energy efficient plant and equipment
- use of natural light and energy efficient lighting.

Lifecycle costs and material

Development is to encourage sustainable features and smart design to reduce construction and operating costs.

Development is to encourage the efficient use of resources and waste minimisation.

3.10 Lot design

Lots must have an appropriate area and dimension for the siting and construction of the buildings, the provision of outdoor space, the relationship to adjoining development and public realm, safe and convenient vehicle access, servicing and parking.

Lot frontages must address streets and civic and open space. This is to facilitate personal and property security, surveillance of footpaths and public open space and to deter crime and vandalism.

Lot sizes and dimensions must enable buildings to be sited to:

- protect natural and cultural features, including significant vegetation
- address site constraints including slope, soil erosion, flooding and drainage¹⁴
- retain special features such as trees
- ensure that lots are not subject to unreasonable risk, hazard, noise impacts or air quality impacts
- ensure reasonable buffers between existing or potential incompatible land uses
- maximise solar orientation benefits to assist energy rating targets.

3.11 Clean industry, research and technology facilities

Clean industry, research and technology facilities will be developed according to the following principles:

- buildings must contribute to the future character and image of the precinct. Each building must be designed to a high commercial standard
- buildings with more than one frontage must address both streets
- offices and administration components must address the street, and be designed as an integral part of the overall building
- design must be contemporary in style to create an interesting character
- entry points must be highly visible and legible
- car parking, loading area and storage areas must not be visible from road frontages. High quality and densely planted landscape areas must screen these areas.

3.12 Harbour, foreshore and marinas

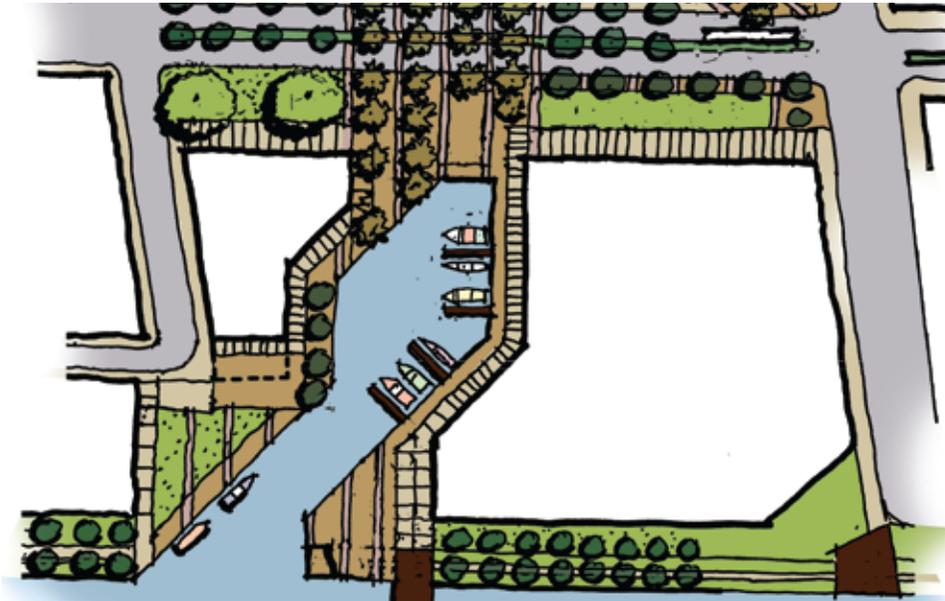
Where proposed:

- a harbour must enhance the appearance and function of the waterfront land
- harbours and marinas must contribute to an efficient marine transport network within the Brisbane River and at broader spatial scales
- harbours must provide safe public access along the foreshore and to maritime facilities
- harbours and marinas must be built in accordance with relevant engineering standards and will not present a hazard to maritime navigation
- harbours and marinas must be designed, constructed and operated to avoid, minimise and mitigate adverse impacts on coastal processes and coastal environmental values
- public access must be maintained.

Figures 4 and 5 show a range of possible harbour outcomes for the Northshore Hamilton UDA.

¹⁴ Having regard to State Planning Policy 1/03: Mitigating the adverse impacts of Flood, Bushfire and Landslide.

Figure 4: Indicative Northshore Urban Village harbour

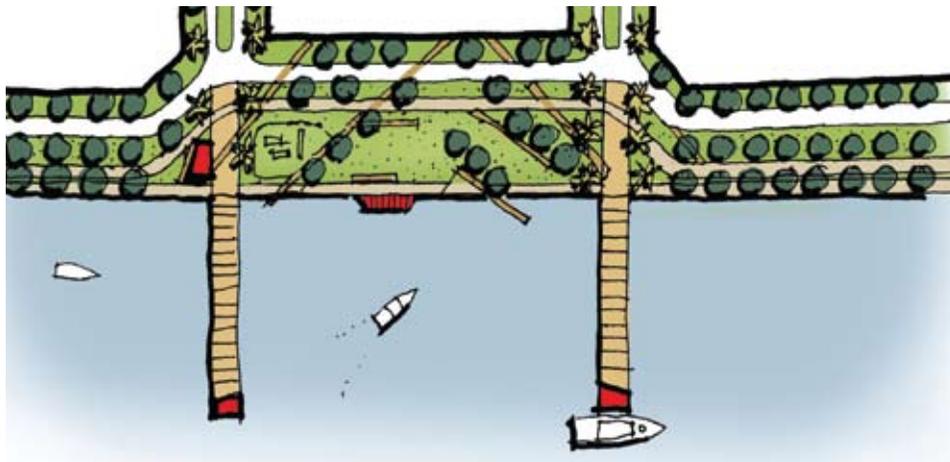


Tidal works (including prescribed tidal work) will be assessed in accordance with the following:

- ▶ the Prescribed Tidal Work Code included in the *Coastal Protection and Management Regulation 2003*
- ▶ the Environmental Protection Agency's operational policy for the Building and Engineering Standards for Tidal Works
- ▶ AS4997-2005 Guidelines for the Design of Maritime Structures.

These requirements do not apply to works carried out on strategic port land.

Figure 5: Indicative marina



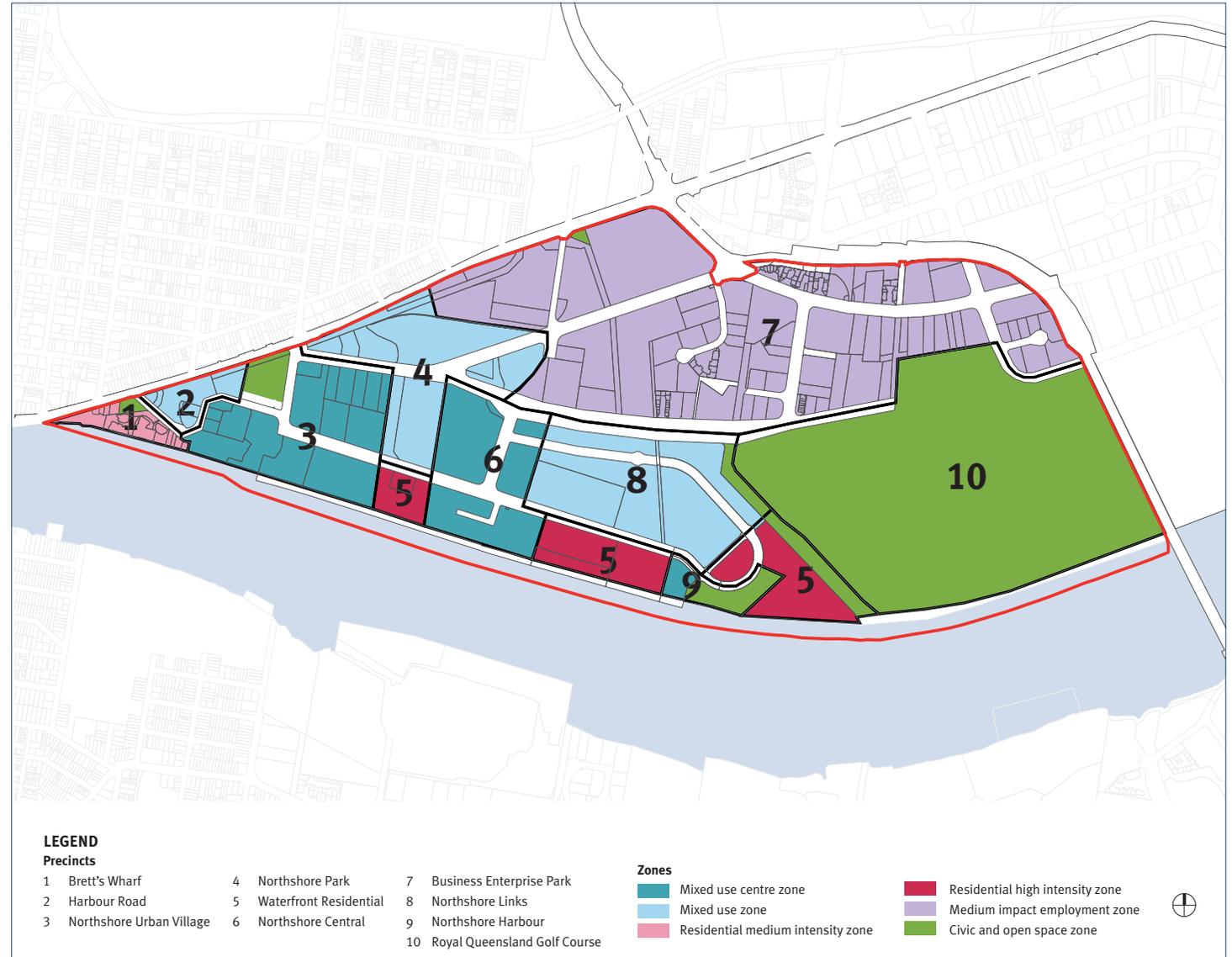
Introduction

The Northshore Hamilton UDA is divided into ten precincts and 14 sub-precincts. Land within the UDA is also allocated a zone.

The location and boundaries of the precinct and sub-precincts are shown in Figure 6: Zoning and precinct plan.

The zones are explained in detail section 3.3 of the land use plan.

Figure 6: Zoning and precinct plan



Precinct 1: Bretts Wharf

Figure 7: Precinct 1

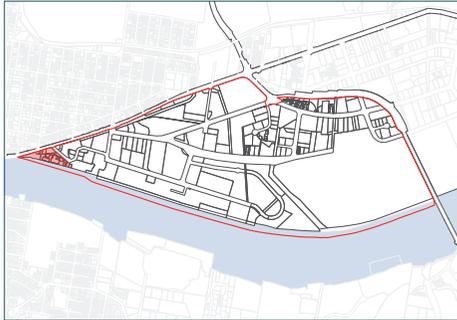
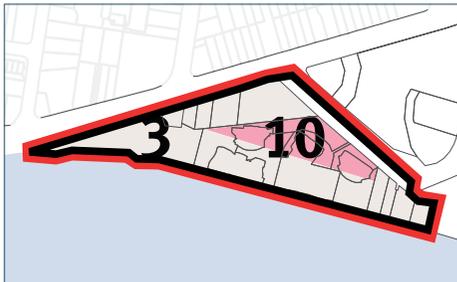


Figure 8: Precinct 1 – building heights plan



Precinct intent

The area bordered by Kingsford Smith Drive, the Brisbane River and the Harbour Road Precinct will consolidate as a residential area of varying densities. It is the entry point to the Northshore Hamilton UDA and functions as the river arrival access for visitors travelling from the Brisbane Airport to the CBD. It is in close proximity to Racecourse Road and to the Bretts Wharf CityCat terminal. Building heights and setbacks to the Brisbane River will be strictly controlled to respect the existing residential amenity associated with this precinct.

The maximum residential¹⁵ GFA for this precinct will be in the order of 40,000m².

The maximum retail GFA for the precinct will be in the order of 1,500m².

Precinct outcomes

The precinct is identifiable as the entry point to the Northshore Hamilton UDA.

New development will be consistent with existing setbacks to the Brisbane River within this precinct.

Heights will range from three to ten storeys.

New development will not prejudice the free flow of traffic on Kingsford Smith Drive, including future road widenings.

¹⁵ The maximum GFA for this sub-precinct includes existing GFA.

A vista at the end of Racecourse Road is to be established through any redevelopment, creating a strong visual and physical relationship with the Brisbane River.

Public access along the Brisbane River will be maintained and enhanced.

Preferred land uses

Precinct wide

- ▶ community facility
- ▶ market.

In the residential medium intensity zone

- ▶ food premises where located at ground level and not exceeding 250m² GFA per tenancy
- ▶ home based business
- ▶ house
- ▶ multiple residential
- ▶ office not exceeding 250m² GFA per tenancy
- ▶ other residential
- ▶ service industry not exceeding 250m² GFA per tenancy
- ▶ shop where located at ground level and not exceeding 250m² GFA per tenancy
- ▶ visitor accommodation.

In the civic and open space zone

- ▶ outdoor sport and recreation
- ▶ park.

Precinct 1: Bretts Wharf level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ▶ sales office and display home or ▶ home based business. 	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable¹ car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> ▶ extractive industry ▶ general industry ▶ heavy industry, or ▶ light industry. <p>In the civic and open space zone only material change of use for:</p> <ul style="list-style-type: none"> ▶ house ▶ multiple residential ▶ other residential, or ▶ relocatable home and caravan park.
<p>¹ As required for the precinct or previously approved.</p>			

Development parameters

<p>Building heights <i>refer to Figure 8: Precinct 1 - building heights plan</i></p>	<p>3 – 10 storeys.</p>
<p>Setbacks</p>	<p>Brisbane River (setback from the high water mark) 20 metres for buildings greater than three storeys. Consistent with adjoining waterfront development for building up to three storeys. Frontage Three metres to Kingsford Smith Drive (after road widening provisions). Three to five metres elsewhere.</p>
<p>Edge treatments <i>refer to Map 4: Edge treatments</i></p>	<p>Dominant built form to be at the corners indicated on edge treatment plan.</p>
<p>Connections <i>refer to Map 5: Key connections</i></p>	<p>A strong visual and physical connection will be provided at the end of Racecourse Road to the Brisbane River.</p>
<p>Road widening</p>	<p>Kingsford Smith Drive road widening as per Brisbane City Council requirements. Future access to development sites will not be obtained directly off Kingsford Smith Drive.</p>
<p>Car parking</p>	<p>Refer to UDA-wide development criteria under section 3.8.</p>

Precinct 2: Harbour Road

Figure 9: Precinct 2

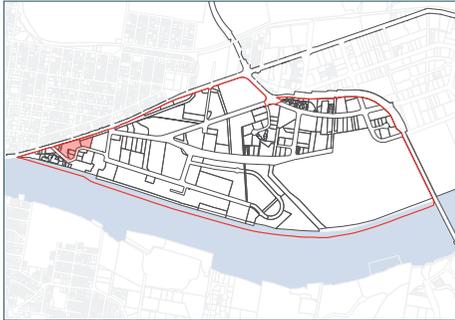
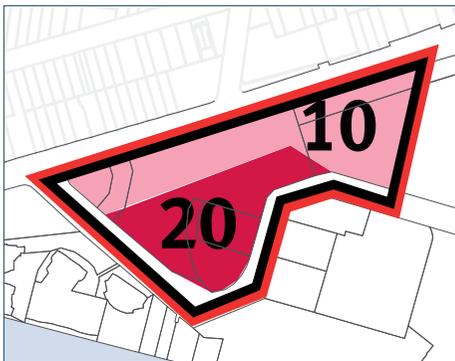


Figure 10: Precinct 2 – building heights plan



Precinct intent

The area bordered by Kingsford Smith Drive and the Bretts Wharf Precinct will consolidate as a mixed use area incorporating a range of residential, commercial and smaller retail uses. Commercial development will act as an appropriate interface to the Kingsford Smith Drive corridor. Development will promote strong connections from the adjoining Bretts Wharf and Northshore Urban Village Precincts.

The maximum residential GFA for this precinct will be in the order of 44,000m².

The maximum commercial GFA for the precinct will be in the order of 40,000m².

The maximum retail GFA for the precinct will be in the order of 4,500m².

Precinct outcomes

Future development of the precinct will create a strong built form entry statement from Kingsford Smith Drive.

Medium density commercial buildings will front Kingsford Smith Drive, creating a strong built edge with high quality landscaping.

Higher density residential buildings will integrate with neighbouring commercial development by way of an active urban realm at ground level.

A new road connection is to be established on Kingsford Smith Drive with a wide road

reserve which preserves the opportunity for a future at-grade public transport corridor.

The precinct will have high exposure to a range of public transport options.

The precinct will contain high quality urban public spaces and streetscapes.

Preferred land uses

- community facility
- food premises where located at ground level and not exceeding 250m² GFA per tenancy
- home based business
- indoor sport and recreation
- market
- multiple residential
- office
- other residential
- service industry not exceeding 250m² GFA per tenancy
- shop where located at ground level and not exceeding 250m² GFA per tenancy
- showroom.

Precinct 2: Harbour Road level of assessment table

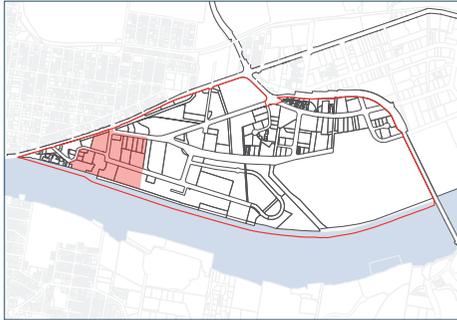
Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ➤ sales office and display home or ➤ home based business. 	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable¹ car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> ➤ extractive industry ➤ general industry ➤ heavy industry ➤ light industry, or ➤ house.
<p>¹ As required for the precinct or previously approved.</p>			

Development parameters

Building heights <i>refer to Figure 10: Precinct 2 - building heights plan</i>	10-20 storeys.
Setbacks	<p>Frontages Three metres to Kingsford Smith Drive (after road widening provisions). Three to five metres elsewhere.</p> <p>Tower separation 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings.</p>
Edge treatments <i>refer to Map 4: Edge treatments</i>	Dominant built form to be at the corners indicated on edge treatment plan.
New and upgraded roads <i>refer to Map 7: Proposed new roads and road upgrades</i>	A new road connection is established to Kingsford Smith Drive with a road reserve width which preserves a future at grade public transport corridor.
Road widening	Kingsford Smith Drive road widening as per Brisbane City Council requirements. Future access to development sites will not be obtained directly off Kingsford Smith Drive.
Car parking	Refer to UDA wide development criteria under section 3.8. As a short term option, the balance of the staged development area or the adjoining Caltex site may be utilised as an interim car park area.

Precinct 3: Northshore Urban Village

Figure 11: Precinct 3



Precinct intent

The Northshore Urban Village Precinct will form one of a series of activity nodes within the UDA. It will provide for a variety of mixed uses and built form outcomes. It will build upon the established Brisbane Cruise Ship Terminal with both density and height defining the precinct. The precinct will contain areas of festival and limited subsistence retail (with a supermarket of up to 1,500m² GFA for the total precinct), offices, community uses and medium to high density residential development. The area will be highly serviced by public transport, pedestrian and cycle connections and will contain a waterfront open space area that marks the commencement of a public river linear park.

This precinct is comprised of four sub-precincts.

Precinct outcomes

The precinct will form the western activity node of the Northshore Hamilton UDA.

Remora Road is framed by an entry park and a strong built edge.

Macarthur Avenue will be established as the main street, connecting Portside with a dedicated public transport corridor.

A public park adjoining the Brisbane River, at the heart of the retail area, will be a focal point.

A mixture of integrated uses will provide a variety of experiences for shopping, entertainment and leisure activities.

Buildings will support high and medium density residential living.

Public transport will be provided through a combination of CityCat services and at-grade rapid transit which will utilise a future dedicated public transport corridor preserved along Macarthur Avenue.

The precinct will benefit from river and city views. Particular focus will be given to ensuring a safe public edge to the waterfront based on CPTED principles.

All buildings will address streets, including residential buildings which will provide entrances to ground floor units.

The precinct has the long-term potential for a harbour to be incorporated in the south-eastern corner. Development must not prejudice navigational safety and effective operation of the existing Brisbane Cruise Ship Terminal and port activities.

Preferred land uses

The preferred land uses for Precinct 3 (unless otherwise specified in a sub-precinct) are:

Precinct wide

- community facility
- market.

In the mixed use centre zone

- child care centre
- community facility
- food premises where located at ground level and not exceeding 250m² GFA per tenancy
- home based business
- indoor entertainment
- indoor sport and recreation
- medical centre
- multiple residential
- office
- other residential
- service industry where not exceeding 250m² GFA per tenancy

- shop where located at ground level and not exceeding 250m² GFA per tenancy
- shopping centre not exceeding 1,500m² GFA
- tourist facility
- visitor accommodation.

In the civic and open space zone

- outdoor sport and recreation
- park.

Sub-precinct criteria

Figure 12: Precinct 3 - sub-precinct plan

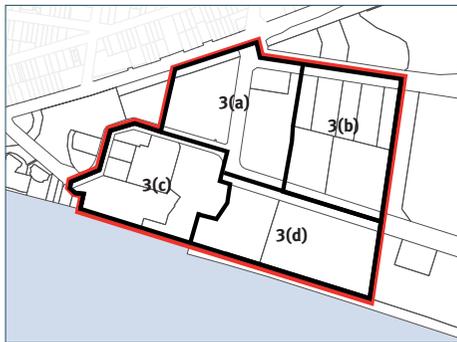
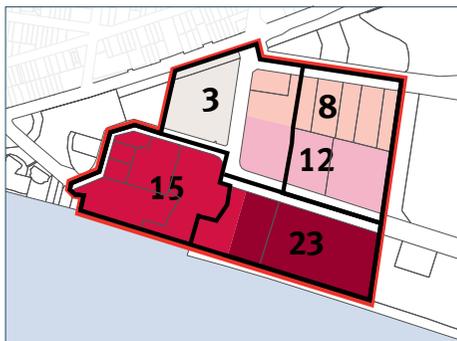


FIGURE 13: Precinct 3 - building heights plan



Sub-precinct 3 (a): Remora Road

Sub-precinct principles

The Remora Road entry will be defined by the park and buildings fronting the street. It will contain a mixture of residential and commercial uses. Particular emphasis must be placed on the delivery of high quality built form, addressing the street edge and the creation of a walkable high amenity streetscape.

The maximum residential GFA for this sub-precinct will be in the order of 24,000m².

The maximum commercial GFA for the sub-precinct will be in the order of 5,000m².

The maximum retail GFA for this sub-precinct will be in the order of 1,400m².

Sub-precinct 3 (b): Central transport

Sub-precinct principles

This sub-precinct will contain a mixture of high density residential and commercial buildings with strong retail edges in the southern area. Densities, heights and ground floor activation will increase towards Macarthur Avenue and adjacent to future public transport infrastructure. A new entry road running north/south will connect Kingsford Smith Drive with a key public transport destination and the Brisbane River.

The maximum residential GFA for this sub-precinct will be in the order of 70,000m².

The maximum commercial GFA for this sub-precinct will be in the order of 6,000m².

The maximum retail GFA for this sub-precinct will be in the order of 1,800m².

Sub-precinct 3 (c): Cruise ship terminal

Sub-precinct principles

This sub-precinct may see the establishment of a second cruise ship berthing facility. The sub-precinct will have excellent pedestrian connections and will seek to incorporate restaurants, entertainment and tourist related uses to create a truly vibrant area. Built edges will front streets and open space. Any development will promote safety and security for all users when cruise ships are berthed, with appropriate areas for wharf operations and stevedoring, passengers, visitors and service vehicles¹⁶. This sub-precinct will also contain medium to high density residential forms, taking advantage of the significant amenity and outlook provided by the Brisbane River.

The relationship between the existing and future development in this sub precinct with future development in Sub-precinct 3(d) River Park, is critical to ensure a consolidated retail centre is delivered and the Northshore Hamilton Urban Village precinct is reinforced as an important activity centre.

The maximum residential¹⁷ GFA for this sub-precinct will be in the order of 125,000m².

The maximum commercial GFA for this sub-precinct will be in the order of 10,000m².

The maximum retail GFA for this sub-precinct will be in the order of 16,000m².

Sub-precinct outcomes

- An east/west active retail link must be established between the existing portside retail area to connect to Sub-precinct 3(d) River Park as indicated Map 3: Active frontages.
- East/west pedestrian and cyclist connections must be established along the river's edge with continuous retail frontages as indicated on Map 3: Active frontages and Map 5: Key connections.
- Continuous awnings must be provided along the footpath of the major retail link/street.
- Commercial or residential uses above the retail uses must overlook the streets and access to these buildings must be via well defined entrances at ground level.
- Visual and physical north/south connections to the river must be established.
- Provision of appropriate access to retail frontages at all times including during cruise ship berthing.

Sub-precinct 3 (d): River Park

Sub-precinct principles

This sub-precinct represents a key retail, leisure and attractor area for the Northshore Hamilton UDA. Macarthur

¹⁶ Future development must comply with the requirements of the *Maritime Transport Offshore Facilities Security Act 2003* (CWLTH).

¹⁷ The maximum GFA for this sub-precinct includes existing GFA.

Precinct 3: Northshore Urban Village Precinct level of assessment table

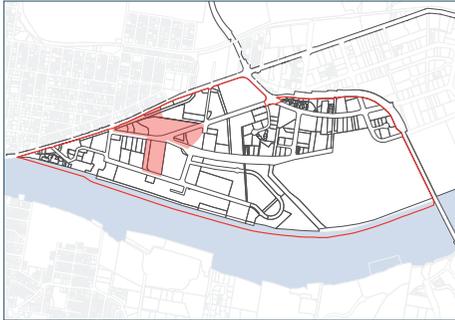
Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ● sales office and display home, or ● home based business. 	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable¹ car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> ● in accordance with an approved sub-precinct plan, or ● where, in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct. <p>Material change of use for:</p> <ul style="list-style-type: none"> ● extractive industry ● general industry ● heavy industry ● light industry, or ● house.
<p>¹ As required for the precinct or previously approved.</p>			

Development parameters

<p>Building heights refer to Figure 13: Precinct 3 - building heights plan</p>	<p>3 – 23 storeys</p>
<p>Setbacks</p>	<p>Brisbane River (setback from the high water mark) 20 metres for all buildings. Frontages Commercial and Retail: 0 metres with up to five metre setback at ground for public activated spaces. Residential and community uses: three to five metres with up to five metres setback at ground for public activated spaces. Three metres to Kingsford Smith Drive (after road widening provisions) Tower separation 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings.</p>
<p>Active frontages refer to Map 3: Active frontages</p>	<p>Primary – 75% active edge – more than 15 premises every 100 metres. Secondary – 40% active edge – at least five premises every 100 metres.</p>
<p>Edge treatments refer to Map 4: Edge treatments</p>	<p>Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.</p>
<p>Connections refer to Map 5: Key connections</p>	<p>North/south connections through Remora Road Park to the existing cruise ship terminal must be promoted. The public realm area between the river park precinct and the future public transport node on the northern side of MacArthur Avenue is a vital link in establishing a functional and sustainable activity centre. The linear, riverside open space must be maintained and promoted.</p>
<p>Open and civic space refer to Map 6: Open and civic space</p>	<p>Network park. Destination park. Connecting park. Civic space.</p>
<p>New and upgraded roads refer to Map 7: Proposed new roads and road upgrades</p>	<p>New roads. Existing road upgrade. Minor improvements.</p>
<p>Road widening</p>	<p>Kingsford Smith Drive road widening as per Brisbane City Council requirements. Future access to development sites will not be obtained directly off Kingsford Smith Drive.</p>
<p>Car parking</p>	<p>Refer to UDA wide development criteria under section 3.8. As a short term option, vacant land in Remora Road could be considered as an interim car park area.</p>

Precinct 4: Northshore Park

Figure 14: Precinct 4



Precinct intent

The Northshore Park precinct is located adjoining Kingsford Smith Drive to provide high profile addresses for corporate and government offices. The precinct takes advantage of future connections and its strategic location to other centres such as Australia TradeCoast and the Brisbane Airport. The focus of this precinct will be primarily commercial development in the north and residential development in the south. The ability to connect the Northshore Hamilton UDA with the Brisbane rail network has been preserved as part of future planning for this precinct. High quality recreational parkland will be provided in this precinct which will service future residents and workers.

This precinct is comprised of three sub-precincts.

Precinct outcomes

The precinct will be identified as a primary economic and office based employment area.

Residential uses are to be predominantly focused towards the southern part of the precinct, adjoining the Northshore Central precinct.

The precinct must establish a defined commercial built frontage to Kingsford Smith Drive.

The precinct includes a new connection road linking the UDA with Kingsford Smith Drive.

A future public transport corridor, linking the precinct with the Brisbane railway network, is preserved.

High quality public transport, cycle and pedestrian connections will be provided.

Community uses may be included within this precinct, to support the adjoining activity centres.

A large public park will cater for the needs of future residents and workers. This parkland can incorporate the future provision of a central energy plant to service the UDA.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

Preferred land uses

The preferred land uses for precinct 4 (unless otherwise specified in a sub-precinct) are:

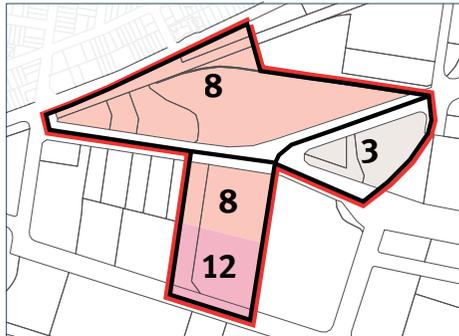
- food premises where located at ground level and not exceeding 250m² GFA per tenancy
- office
- service industry where not exceeding 250m² per tenancy
- shop – where located at ground level and not exceeding 250m² GFA per tenancy.

Sub-precinct criteria

Figure 15: Precinct 4 – sub precinct plan



Figure 16: Precinct 4 - building heights plan



Sub-precinct 4 (a): Kingsford Smith Drive

Sub-precinct principles

This sub-precinct will provide a strong edge to Kingsford Smith Drive. Integrated built and landscaped treatments must promote the creation of a street with strong pedestrian outcomes. Commercial uses within this sub-precinct should maximise the opportunity for exposure on a main route linking the Brisbane CBD to the airport. Limited residential uses may be supported in this sub-precinct where it can be demonstrated that a high level of residential amenity will be achieved.

The maximum residential GFA for this sub-precinct will be in the order of 24,000m².

The maximum commercial GFA for this sub-precinct will be in the order of 117,500m².

The maximum retail GFA for this sub-precinct will be in the order of 1,000m².

Preferred land uses

The preferred land uses in Sub-precinct 4(a) Kingsford Smith Drive (in addition to those stated in precinct 4) are:

- ◉ showroom.

Sub-precinct 4 (b): Central Park

Sub-precinct principles

This sub-precinct will include a large centrally based parkland area which will facilitate local sports and activity to occur. Where appropriate community facilities could be incorporated into this area.

A substation will be required to allow for the distribution of energy within the UDA. The park has the potential to incorporate a central energy plant that will provide an alternative energy source for the UDA. Any future central energy plant must ensure an appropriate level of amenity to park users.

Preferred land uses

The preferred land uses in Sub-precinct 4(b) Central Park (in addition to those stated in precinct 4) are:

Indoor sport and recreation

- ◉ outdoor sport and recreation
- ◉ park
- ◉ utility installation.

Sub-precinct 4 (c): Curtin Avenue South

Sub-precinct principles

This sub-precinct is intended to accommodate a mixture of commercial and residential uses. It will represent a transition area between the residential uses to the south with the commercial uses to the north. This sub-precinct will benefit from its location between the two major activity nodes for the UDA. As such a future public transport corridor linking the UDA with the Brisbane railway network, will be preserved. Any future rail station in this sub-precinct will integrate with other modes of transport.

The maximum residential GFA for this sub-precinct will be in the order of 100,000m².

The maximum commercial GFA for this sub-precinct will be in the order of 7,500m².

The maximum retail GFA for this sub-precinct will be in the order of 500m².

Preferred land uses

- ◉ The preferred land uses in Sub-precinct 4(c) Curtin Avenue South (in addition to those stated in precinct 4) are:
 - ◉ community facility
 - ◉ multiple residential.

Precinct 4: Northshore Park level of assessment table

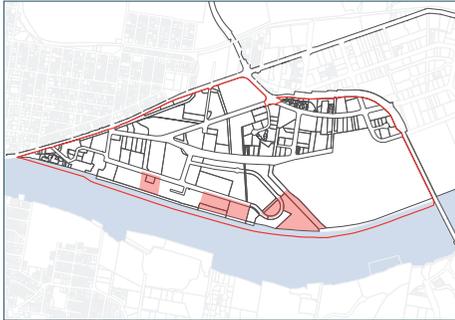
Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> • sales office and display home, or • home based business. 	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable¹ car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> • in accordance with an approved sub-precinct plan, or • where, in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct. <p>Material change of use for:</p> <ul style="list-style-type: none"> • extractive industry • general industry • heavy industry • light industry, or • house.
<p>¹ As required for the precinct or previously approved.</p>			

Development parameters

<p>Building heights refer to Figure 16: Precinct 4 - building heights plan</p>	<p>3 – 12 storeys</p>
<p>Setbacks</p>	<p>Frontages Kingsford Smith Drive: three metres (after road widening). Commercial and retail: 0 metres with up to five metre setback at ground level for public activated spaces. Residential: three to five metres.</p> <p>Tower separation 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings.</p> <p>Significant vegetation 10 metres from the high water mark.</p>
<p>Active frontages refer to Map 3: Active frontages</p>	<p>Primary – 75% active edge – more than 15 premises every 100 metres. Secondary – 40% active edge – at least five premises every 100 metres.</p>
<p>Edge treatments refer to Map 4: Edge treatments</p>	<p>Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.</p>
<p>Connections refer to Map 5: Key connections</p>	<p>North/south connections through precinct to central parkland area and Brisbane River. East/west connections to adjoining Northshore Central and Northshore Urban Village activity nodes.</p>
<p>Open and civic space refer to Map 6: Open and civic space</p>	<p>Network park. Destination park. Civic space.</p>
<p>New and upgraded roads refer to Map 7: Proposed new roads and road upgrades</p>	<p>New roads. Existing road upgrade.</p>
<p>Road widening</p>	<p>Kingsford Smith Drive road widening as per Brisbane City Council requirements. Future access to development sites will not be obtained directly off Kingsford Smith Drive .</p>
<p>Car parking</p>	<p>Refer to UDA wide development criteria under section 3.8.</p>

Precinct 5: Waterfront Residential

Figure 17: Precinct 5



Precinct intent

The Waterfront Residential Precinct has been positioned to take advantage of the significant amenity provided by the Brisbane River. It will be the focus for medium to higher density residential forms that front the Brisbane River and provide a strong edge to Macarthur Avenue.

The eastern areas of the Waterfront Residential Precinct will contain medium and lower density forms of residential development. Although predominantly residential in nature, other suitable uses such as shops, restaurants and short-term accommodation will be encouraged in appropriate locations where it can be demonstrated that they will not prejudice the function of the adjoining activity nodes. Generous public space along the river will ensure that it remains an asset enjoyed by all residents, workers and visitors.

This precinct is comprised of three sub-precincts.

Precinct outcomes

The precinct will contain multi-unit dwellings and apartments in medium to high density forms. The precinct adjoining the golf course can accommodate lower density residential forms.

Residential design must be of a high standard, providing adequate safety, privacy, comfort and responsiveness to Brisbane's subtropical climate.

The precinct must accommodate high quality parkland and passive recreational areas.

Other uses, such as small scale shops, restaurants and short term accommodation, will support and respect the predominant residential amenity of the area.

All buildings must address streets, including residential buildings which must provide entrances to ground floor units.

Opportunities for maximising river and city views are encouraged throughout this precinct

Building edge treatments, including high quality private open space strips, must reinforce streetscapes.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

Preferred land uses

The preferred land uses for precinct 5 (unless otherwise specified in a sub-precinct), are:

- community facility
- food premises where located at ground level and not exceeding 250m² GFA per tenancy
- home based business
- multiple residential
- other residential
- shop where located at ground level and not exceeding 250m² GFA per tenancy.

Sub-precinct criteria

Figure 18: Precinct 5 - sub-precinct plan

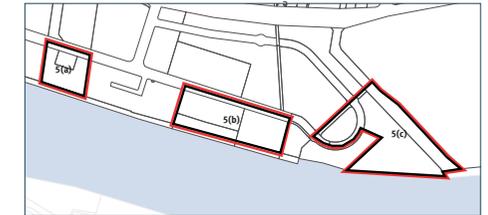
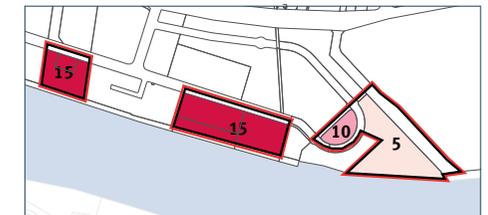


Figure 19: Precinct 5 - building heights plan



Sub-precinct 5 (a): Riverfront Residential West

Sub-precinct principles

Development within this sub-precinct must seek to share the views of the Brisbane River and the city. Building forms must front all streets with backs of buildings located centrally within blocks. The riverfront residential area will incorporate significant green space and urban open spaces, increasing the association with the river and providing substantial relief within a high density environment. Built edges to

Macarthur Avenue and the street fronting the river are critical to the creation of a defined urban environment.

The maximum residential GFA for this sub-precinct will be in the order of 47,500m².

The maximum retail GFA for this sub-precinct will be in the order of 500m².

Sub-precinct 5 (b): Riverfront Residential Central

Sub-precinct principles

Development within this sub-precinct should seek to share the views of the Brisbane River and the city. Building forms must front all streets with backs of buildings located centrally within blocks. The riverfront residential area will incorporate significant green space and urban open spaces, increasing the association with the river and providing substantial relief within a high density environment.

The maximum residential GFA for this sub-precinct will be in the order of 100,000m².

The maximum retail GFA for this sub-precinct will be in the order of 1,000m².

Sub-precinct 5 (c): Riverfront Residential East

Sub-precinct principles

This sub-precinct can accommodate a mixture of residential forms that take advantage of the amenity provided by adjoining open space and the Brisbane River. Low density residential building forms will be appropriate adjoining the golf course.

The maximum residential GFA for this sub-precinct will be in the order of 105,000m².

The maximum retail GFA for this sub-precinct will be in the order of 1,000m².

Preferred land uses

The preferred land uses in Sub-precinct 5(c) Riverfront Residential East (in addition to those stated in precinct 5) are:

- house.

Precinct 5: Waterfront Residential level of assessment table

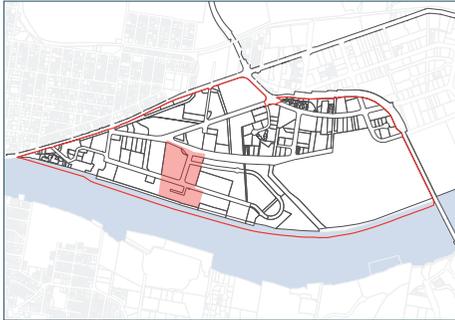
Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
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<p>¹ As required for the precinct or previously approved.</p>			

Development parameters

<p>Building heights refer to Figure 19: Precinct 5 - building heights plan</p>	<p>5 – 15 storeys</p>
<p>Setbacks</p>	<p>Frontages Retail: 0 metres with up to five metre setback at ground for public activated spaces. Residential: three to five metres. Tower separation 18 metres between residential buildings. 18 metres between residential and commercial buildings. Brisbane River Setback (from the high water mark) 20 metres for all buildings. Significant Vegetation 10 metres from the high water mark.</p>
<p>Edge treatments refer to Map 4: Edge treatments</p>	<p>Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.</p>
<p>Connections refer to Map 5: Key connections</p>	<p>North/south connections through the eastern river park to the wetland park in the Northshore Links Precinct must be promoted. Connections must be reinforced on the north/south streets to promote accessibility to the river’s edge. East/west connections along the linear, riverside open space must be maintained and promoted.</p>
<p>Open and civic space refer to Map 6: Open and civic space</p>	<p>Network park. Destination park. Connecting park. Civic space.</p>
<p>New and upgraded roads refer to Map 7: Proposed new roads and road upgrades</p>	<p>New roads. Existing road upgrade. Minor improvements.</p>
<p>Car parking</p>	<p>Refer to UDA wide development criteria under section 3.8.</p>

Precinct 6: Northshore Central

Figure 20: Precinct 6



Precinct intent

The Northshore Central Precinct is located in the centre of the Northshore Hamilton UDA and will be a key focal point of activity.

It will provide for a variety of mixed uses and built form outcomes. It will compliment the other activity nodes and will include higher order retail uses (including a district sized supermarket) commercial, community uses and medium to high residential development.

Its proximity to public transport, open space and the Brisbane River will make it an attractive location for businesses looking for a high level of integration with other uses. Generous public space along the river will ensure that it remains an asset enjoyed by all residents, workers and visitors.

The precinct has the long term potential for a harbour to be incorporated in the south-eastern corner where it does not prejudice navigational safety.

This precinct is comprised of two sub-precincts.

Precinct outcomes

The precinct will become identifiable as an economic and office based employment centre for the Northshore Hamilton UDA.

Higher order retail and residential uses, in appropriate locations, will be integrated and provide activity to the area.

The precinct will establish a defined built frontage and strong connections to MacArthur Avenue, Barcham Street and the Brisbane River.

Increased densities are promoted adjoining future public transport infrastructure.

The area will establish high quality urban public spaces and streetscapes that promote pedestrian activity and access.

Future marina development is considered appropriate in this location.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

Preferred land uses

The preferred land uses for precinct 6 (unless otherwise specified in a sub-precinct) are:

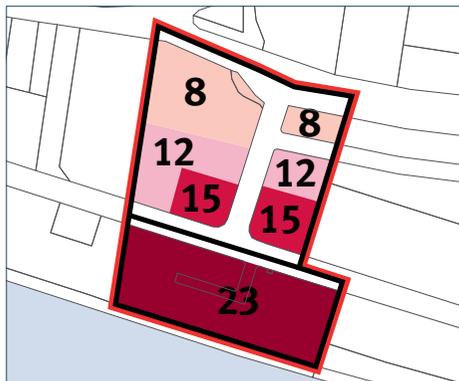
- child care centre
- community facility
- food premises where located at ground level and not exceeding 250m² GFA per tenancy
- home based business
- indoor entertainment
- indoor sport and recreation
- medical centre
- multiple residential
- office
- other residential
- service industry not exceeding 250 m² GFA per tenancy
- shop where located at ground level and not exceeding 250m² GFA per tenancy
- shopping centre
- tourist facility
- visitor accommodation.

Sub-precinct criteria

Figure 21: Precinct 6 - sub-precinct plan



Figure 22: Precinct 6 - building heights plan



Sub-precinct 6 (a): Barcham Street

Sub-precinct principles

This sub-precinct will include a vibrant mix of restaurants, cafes, convenience retail and a district size supermarket for the UDA. It will include a variety of building forms and heights and will have a high quality public realm. The sub-precinct will be highly serviced by public transport and a pedestrian friendly environment.

Large floor-plate retail will be sleeved by small scale shops, food premises and businesses to ensure activity and visual interest on streets and to civic and open space.

The maximum residential GFA for this sub-precinct will be in the order of 40,000m².

The maximum commercial GFA for this sub-precinct will be in the order of 30,000m².

The maximum retail GFA for this sub-precinct will be in the order of 30,000m².

Preferred land uses

The preferred land uses in Sub-precinct 6(a) Barcham Street (in addition to those stated in precinct 6) are:

- educational establishment
- shopping centre.

Sub-precinct 6 (b): Macarthur Central

Sub-precinct principles

This sub-precinct will have a strong relationship with the Brisbane River and MacArthur Avenue as the main street within the UDA. It will accommodate high density built form with a range of mix uses including retail, commercial and residential. The sub-precinct will be highly serviced by public transport and contain a waterfront open space area for events and destination activities along the public river linear park.

The maximum residential GFA for this sub-precinct will be in the order of 35,000m².

The maximum commercial GFA for this sub-precinct will be in the order of 43,000m².

The maximum retail GFA for the Sub-precinct will be in the order of 10,000m².

Precinct 6: Northshore Central level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> • sales office and display home, or • home based business. 	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable¹ car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> • in accordance with an approved sub-precinct plan, or • where, in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct. <p>Material change of use for:</p> <ul style="list-style-type: none"> • extractive industry • general industry • heavy industry • light industry, or • house.
<p>¹ As required for the precinct or previously approved.</p>			

Development parameters

<p>Building heights refer to Figure 22: Precinct 6 - building heights plan</p>	<p>8 – 23 storeys</p>
<p>Setbacks</p>	<p>Frontages Commercial and retail: 0 metres with up to five metre setback at ground for public activated spaces. Residential: three to five metres. Tower separation 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings. Brisbane River (setback from the high water mark) 20 metres for all buildings. Significant vegetation 10 metres from the high water mark.</p>
<p>Active frontages refer to Map 3: Active frontages</p>	<p>Primary – 75% active edge – more than 15 premises every 100 metres. Secondary – 40% active edge – at least five premises every 100 metres.</p>
<p>Edge treatments refer to Map 4: Edge treatments</p>	<p>Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.</p>
<p>Connections refer to Map 5: Key connections</p>	<p>North/south connections through Barcham Street spine to adjoining Northshore Park precinct. Connections must be reinforced on the north/south streets to promote accessibility to the river’s edge. East/west connections along the linear, riverside open space must be maintained and promoted.</p>
<p>Open and civic space refer to Map 6: Open and civic space</p>	<p>Network park. Destination park. Connecting park. Local park. Civic space.</p>
<p>New and upgraded roads refer to Map 7: Proposed new roads and road upgrades</p>	<p>New roads. Existing road upgrade.</p>
<p>Car parking</p>	<p>Refer to UDA wide development criteria under section 3.8.</p>

Precinct 7: Business Enterprise Park

Figure 23: Precinct 7

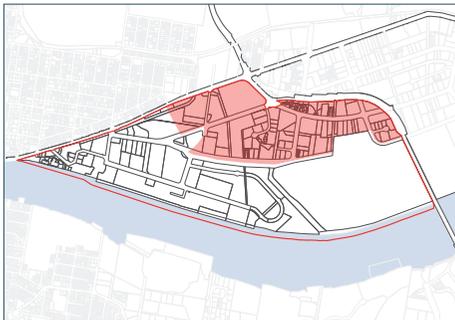
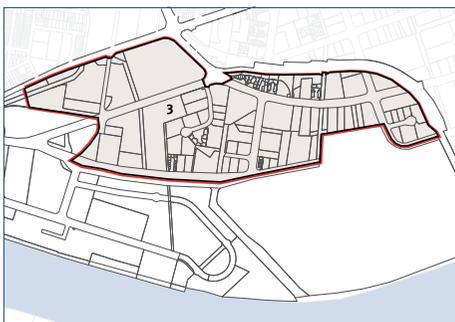


Figure 24: Precinct 7 - building heights plan



Precinct intent

This area will continue to be dominated by industrial uses however there is the potential for future commercial development to occur in this area. Intensification of existing and new heavy or highly incompatible industries will not be supported.

Appropriate forms of new development could include cleaner industry and research and technology facilities associated with the Smart State Strategy¹⁸.

The maximum commercial GFA for this sub-precinct will be in the order of 360,000m².

The maximum retail GFA for this sub-precinct will be in the order of 750m².

Precinct outcomes

This sub-precinct will be promoted over time to cleaner, more urban compatible industries.

Industries and businesses within this sub-precinct will have a clean and high amenity image.

Site planning, building and operational parameters must be of a high standard to ensure minimal environmental impacts on surrounding uses. Industrial uses must not present significant risks to people, property and the environment.

Levels of emissions must be sensitive to surrounding uses. The interface areas between the industrial area and adjoining sensitive receptors will be appropriately managed.

The Government's Smart State Strategy will be promoted.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

Preferred land uses

The preferred land uses for precinct 7 (unless otherwise specified in a sub-precinct) are:

In the Medium impact employment zone:

- food premises where located at ground level not exceeding 250m² GFA per tenancy
- light industry
- office
- research and technology facility
- service industry
- service station
- shop where located at ground level and not exceeding 250m² GFA per tenancy
- showroom.

In the Civic and open space zone:

- outdoor sport and recreation
- park.

¹⁸ Refer to *The Smart State Strategy – Queensland's Smart Future 2008-2012* at www.smartstate.qld.gov.au/strategy/index.shtml

Precinct 7: Business Enterprise Park level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1.	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable¹ car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	All other development not specified in Column 1, Column 2 or Column 3B.	<p>Material change of use for:</p> <ul style="list-style-type: none"> • community facilities • extractive industry • general industry • heavy industry • house • multiple residential • other residential, or • relocatable home and caravan park.

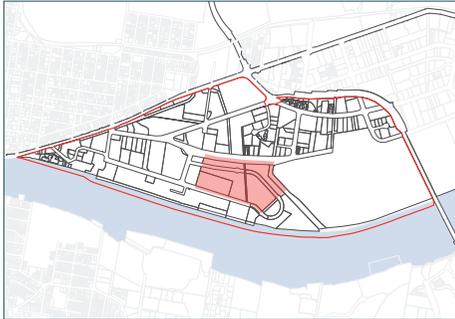
¹ As required for the precinct or previously approved.

Development parameters

Heights <i>refer to Figure 24: Precinct 7 - building heights plan</i>	3 storeys
Setbacks	<p>Frontages Kingsford Smith Drive: three metres (after road widening). Commercial: 0 to three metres. Industrial: 3-5 metres.</p> <p>Significant vegetation 10 metres from the high water mark.</p>
Connections <i>refer to Map 5: Key connections</i>	North/south connections to Northshore Links Precinct and Brisbane River. Possible future connection to Gateway Motorway.
New and upgraded roads <i>refer to Map 7: Proposed new roads and road upgrades</i>	New roads. Existing road upgrade.
Car parking	Refer to UDA wide development criteria under section 3.8.
Road widening	Kingsford Smith Drive Road as per Brisbane City Council requirements. Future access to development sites will not be obtained directly off Kingsford Smith Drive.

Precinct 8: Northshore Links

Figure 25: Precinct 8



Precinct intent

The Northshore Links Precinct will provide a more open, park-like setting suitable for business, high technology industry and research facilities.

In the short term its high quality open space environment will provide an appropriate buffer and transition from the industrial area to the north. Over time, as environmental conditions improve through industrial technological improvements, other mixed use forms, such as residential, may be appropriate in this precinct where it can be sufficiently demonstrated that risk hazard, air quality, odour and nuisance impacts can be appropriately mitigated.

This precinct is comprised of two sub-precincts.

Precinct outcomes

Businesses must be located within high quality landscaped environments.

Physical connections and visual access to open space areas must be promoted.

Buildings must address road frontages incorporating high quality landscaped areas and building entrances.

Where appropriate, residential forms of development are predominantly focused towards the southern part of the precinct, adjoining the Waterfront Residential, Northshore Central and Northshore Harbour precincts.

An environmental wetland park will be located in the north-east corner of this precinct which will provide important water storage capacity for the UDA. This will promote the retained mangrove vegetation as well as focusing on educational opportunities associated with water quality, flood catchments and natural tidal ecosystems.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

High quality public transport, cycle and pedestrian connections will be provided in this precinct.

Preferred land uses

The preferred land uses for precinct 8 (unless otherwise specified in a sub-precinct) are:

- food premises where located at ground level and not exceeding 250m² GFA per tenancy
- light industry
- office
- research and development facility
- service industry
- shop where located at ground level and not exceeding 250m² GFA per tenancy.

Sub-precinct criteria

Figure 26: Precinct 8 - sub-precinct plan

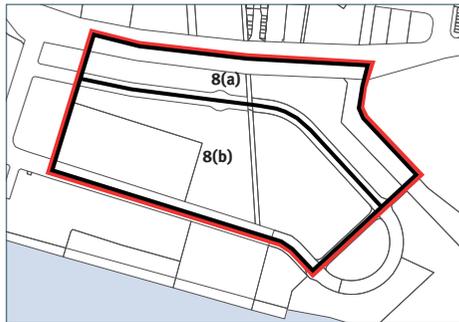
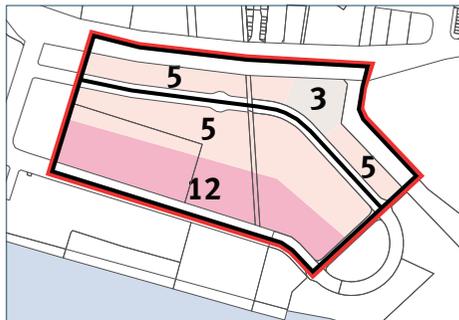


Figure 27: Precinct 8 - building heights plan



Sub-precinct 8 (a): Macarthur North

Sub-precinct principles

This sub-precinct will be critical in providing a transition zone from the Business Enterprise Precinct through to the Macarthur South Sub-precinct. Knowledge, research and development industries and businesses are encouraged in this area, reflecting the change in nature from the existing industrial uses. The eastern portion of the sub-precinct should take advantage of the significant amenity provided by the Royal Queensland Golf Club and open space system. A comprehensive development adjoining the environmental wetland park must incorporate a well designed built outcome surrounding a central open space area.

The maximum residential GFA for this sub-precinct will be in the order of 22,000m².

The maximum commercial GFA for this sub-precinct will be in the order of 64,500m².

Preferred land uses

The preferred land uses in Sub-precinct 8(a) Macarthur North (in addition to those stated in precinct 8) are:

- community facility (where associated with the environmental wetland park).

Sub-precinct 8 (b): Macarthur South

Sub-precinct principles

Business uses will be promoted in the medium term. Over time, as environmental conditions improve, residential forms of development may be considered appropriate in the southern part of this sub-precinct where it can be sufficiently demonstrated that matters relating to risk hazard, air quality, odour and nuisance impacts can be appropriately mitigated. Development at the southern part of this sub-precinct must ensure that it provides a high quality interface with the waterfront residential precinct.

The maximum residential GFA for this sub-precinct will be in the order of 80,000m².

The maximum commercial GFA for this sub-precinct will be in the order of 80,000m².

The maximum retail GFA for this sub-precinct will be in the order of 400m².

Preferred land uses

The preferred land uses in Sub-precinct 8(b) Macarthur South (in addition to those stated in precinct 8) are:

- multiple residential (where it can be sufficiently demonstrated that matters relating to risk hazard, air quality, odour and nuisance impacts can be appropriately mitigated).

Precinct 8: Northshore Links level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ● sales office and display home, or ● home based business. 	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable¹ car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>All development within a sub-precinct unless:</p> <ul style="list-style-type: none"> ● in accordance with an approved sub-precinct plan, or ● where, in the opinion of the ULDA, a sub-precinct plan is not required as the development will not compromise the principles and outcomes of the sub-precinct and will not unreasonably prejudice the opportunities for the development of the remaining area in the sub-precinct. <p>Material change of use:</p> <ul style="list-style-type: none"> ● extractive industry ● general industry ● heavy industry, or ● house.
<p>¹ As required for the precinct or previously approved.</p>			

Development parameters

<p>Building heights <i>refer to Figure 27: Precinct 8 - building heights plan</i></p>	<p>3 – 12 storeys</p>
<p>Edge treatments <i>refer to Map 4: Edge treatments</i></p>	<p>Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.</p>
<p>Setbacks</p>	<p>Frontages Commercial: 0 to three metres. Residential: three to five metres. Tower separation 12 metres between commercial buildings. 18 metres between residential buildings. 18 metres between residential and commercial buildings. Significant vegetation 10 metres from the high water mark.</p>
<p>Connections <i>refer to Map 5: Key connections</i></p>	<p>North/south connections to Business Enterprise Precinct and Brisbane River. East/west connections to adjoining Northshore Central Precinct. Open space connections between wetland park and riverside parkland.</p>
<p>Open and civic space <i>refer to Map 6: Open and civic space</i></p>	<p>Destination park. Connecting park. Local park.</p>
<p>New and Upgraded Roads <i>refer to Map 7: Proposed new roads and road upgrades</i></p>	<p>New roads. Existing road upgrade.</p>
<p>Car parking</p>	<p>Refer to UDA wide development criteria under section 3.8.</p>

Precinct 9: Northshore Harbour

Figure 28: Precinct 9

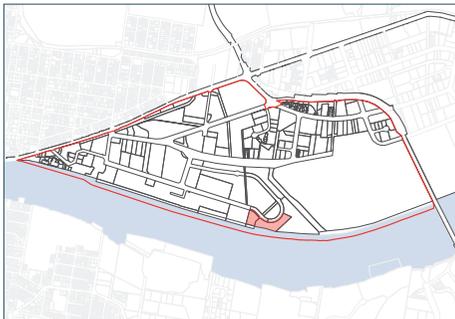
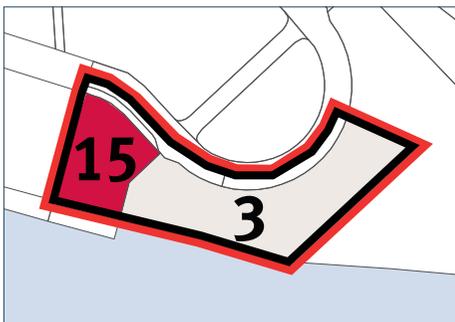


Figure 29: Precinct 9 - building heights plan



Precinct intent

The Northshore Harbour Precinct is the smallest of the centres within the UDA. It will provide for a variety of mixed uses and built form outcomes and will have a strong relationship with the existing Northshore Riverside Park located at the end of MacArthur Avenue.

Due to its strong relationship with the Brisbane River and the adjoining park, there is an excellent opportunity to incorporate a harbour style development as a longer term option. Marina development in this precinct will be supported as well as complementary uses such as cafes, restaurants and destination activities. The precinct will have a generous public space along the river which will ensure that it remains an asset enjoyed by all residents, workers and visitors.

The maximum residential GFA for this sub-precinct will be in the order of 12,500m².

The maximum retail GFA for this sub-precinct will be in the order of 2,000m².

Precinct outcomes

The precinct will function as a destination centre capitalising on the adjoining Brisbane River and Riverside Park.

Small scale retail uses, in appropriate locations, are integrated and provide activity to the precinct.

The precinct has a defined built frontage and strong connections to MacArthur Avenue, Northshore Riverside Park and the Brisbane River.

Increased densities are promoted adjoining future public transport infrastructure.

The precinct contains high quality urban public spaces and streetscapes that promote pedestrian activity and access, particularly along the Brisbane River.

Future marina development, including the long-term potential for a harbour, is considered appropriate in this precinct.

Preferred land uses

The preferred land uses for precinct 9 are:

Precinct wide

- community facility
- food premises where located at ground level and not exceeding 250m² GFA per tenancy
- market
- tourist facility.

In the Mixed use centre zone

- civic and open space zone
- home based business
- indoor entertainment
- multiple residential
- office
- other residential
- shop where located at ground level and not exceeding 250m² GFA per tenancy
- visitor accommodation.

In the Civic and open space zone

- outdoor sport and recreation
- park.

Precinct 9: Northshore Harbour level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> ➤ sales office and display home, or ➤ home based business. 	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable¹ car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for</p> <ul style="list-style-type: none"> ➤ extractive industry ➤ general industry ➤ heavy industry ➤ light industry, or ➤ house.
<p>¹ As required for the precinct or previously approved.</p>			

Development parameters

Building heights <i>refer to Figure 29: Precinct 9 - building heights plan</i>	3 – 15 storeys
Setbacks	<p>Frontages Commercial and retail: 0 metres with up to five metres setback at ground for public activated spaces. Residential: three to five metres.</p> <p>Tower separation 18 metres between residential buildings. 18 metres between residential and commercial buildings.</p> <p>Brisbane River (setback from the high water mark) 20 metres for all buildings.</p>
Active frontages <i>refer to Map 3: Active frontages</i>	Primary – 75% active edge – more than 15 premises every 100 metres.
Edge treatments <i>refer to Map 4: Edge treatments</i>	Dominant built form to be at the corners indicated on edge treatment plan. 30% of frontages a maximum of three storeys where indicated.
Connections <i>refer to Map 5: Key connections</i>	Connections must be reinforced on the north/south streets to promote accessibility to the river's edge. East/west connections along the linear, riverside open space must be maintained and promoted. This includes a strong connection from the precinct to the adjoining Northshore Riverside Park.
Open and civic space <i>refer to Map 6: Open and civic space</i>	Network park. Connecting park. Civic space.
New and upgraded roads <i>refer to Map 7: Proposed new roads and road upgrades</i>	New roads. Existing road upgrade.
Car parking	Refer to UDA wide development criteria under section 3.8.

Precinct 10: Royal Queensland Golf Club

Figure 30: Precinct

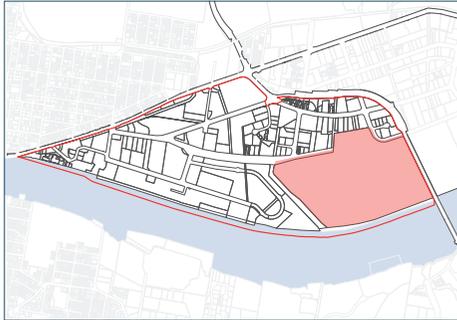


Figure 31: Precinct 10 - building heights plan



Precinct intent

This precinct contains the Royal Queensland Golf Club which is intended to remain in its current form. The existing mangrove lines drainage system on the precinct’s western boundary is to be protected.

Precinct outcomes

The golf course use will continue.

Significant vegetation is to be retained unless there is a demonstrated public benefit. If public benefit is determined, consideration will be given to minimisation of loss and management of impacts.

Preferred land uses

The preferred land uses for precinct 10 are:

- ▶ club
- ▶ food premises not exceeding 250m² GFA per tenancy
- ▶ indoor sport and recreation
- ▶ outdoor sport and recreation
- ▶ shop not exceeding 250m² GFA per tenancy.

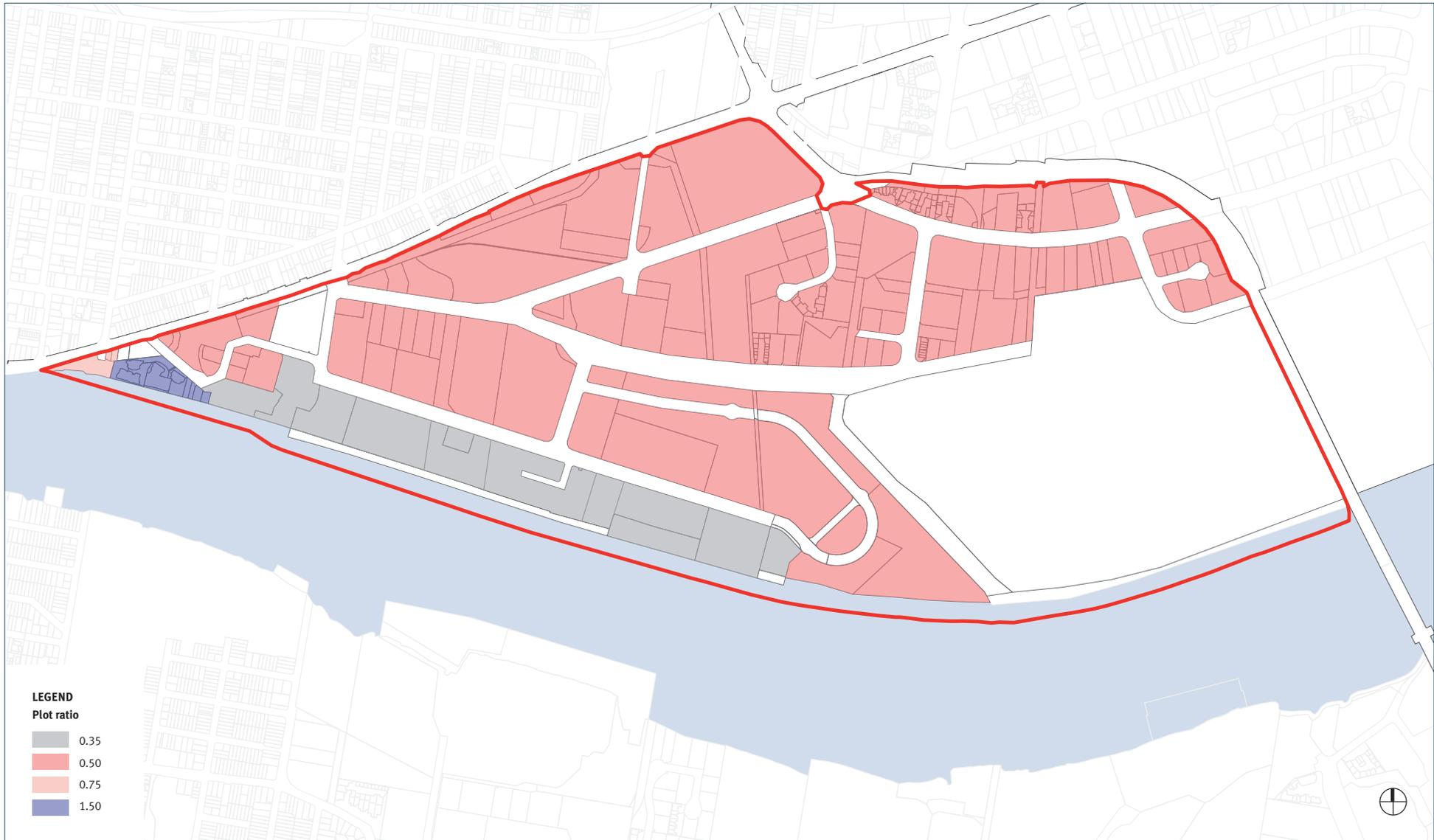
Precinct 10: Royal Queensland Golf Club level of assessment table

Column 1 Exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1.	<p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>.</p> <p>Material change of use for a “preferred land use” where not involving building work and complying with the applicable¹ car parking ratios.</p> <p>Operational work in accordance with the agreed standards as stated in a UDA development approval.</p>	All other development not specified in Column 1, Column 2 or Column 3B.	<p>Material change of use for:</p> <ul style="list-style-type: none"> ▶ extractive industry ▶ general industry ▶ heavy industry, or ▶ light industry.
<p>¹ As required for the precinct or previously approved.</p>			

Development parameters

Building heights <i>refer to Figure 31: Precinct 10 - building heights plan</i>	Three storeys
Setbacks	<p>Brisbane River (setback from the high water mark) 20 metres for all buildings.</p> <p>Significant vegetation 10 metres from the high water mark.</p>
Car parking	Refer to UDA wide development criteria under section 3.8.

Map 2: Northshore Hamilton UDA plot ratios under Brisbane City Council's *Brisbane City Plan 2000*



Map 3: Active frontages



Map 4: Edge treatments



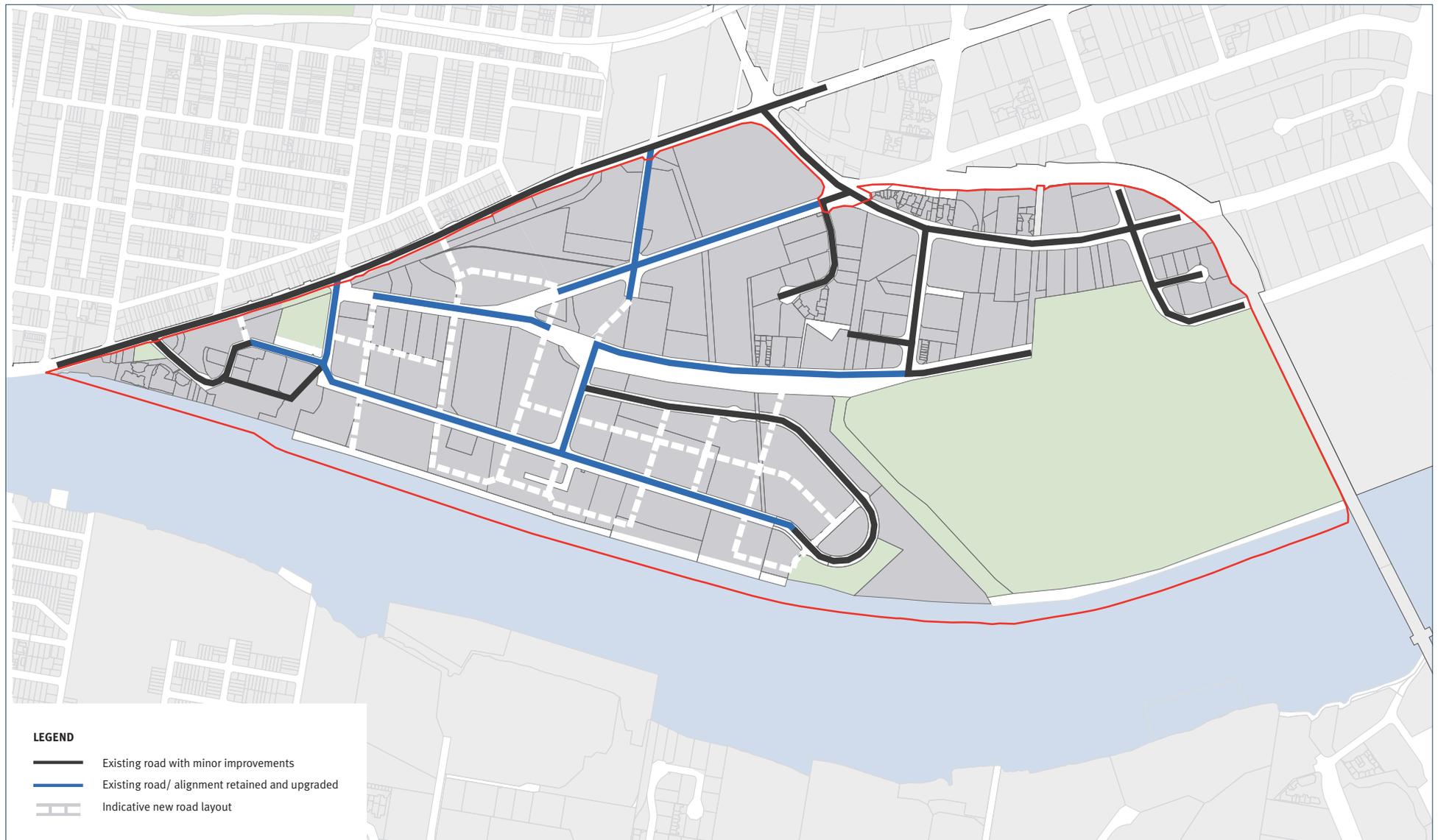
Map 5: Key connections



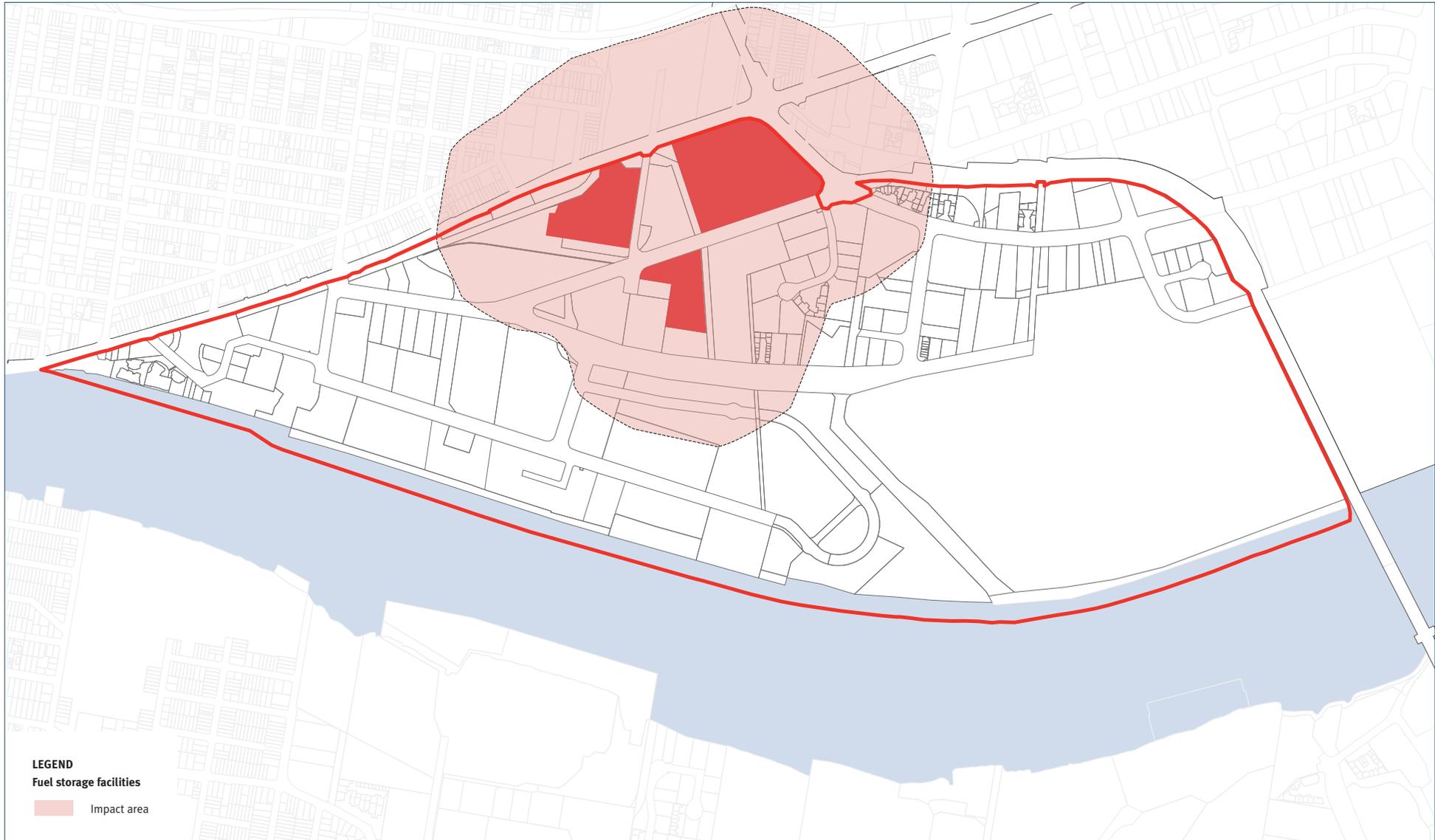
Map 6: Open and civic space



Map 7: Proposed new roads and road upgrades



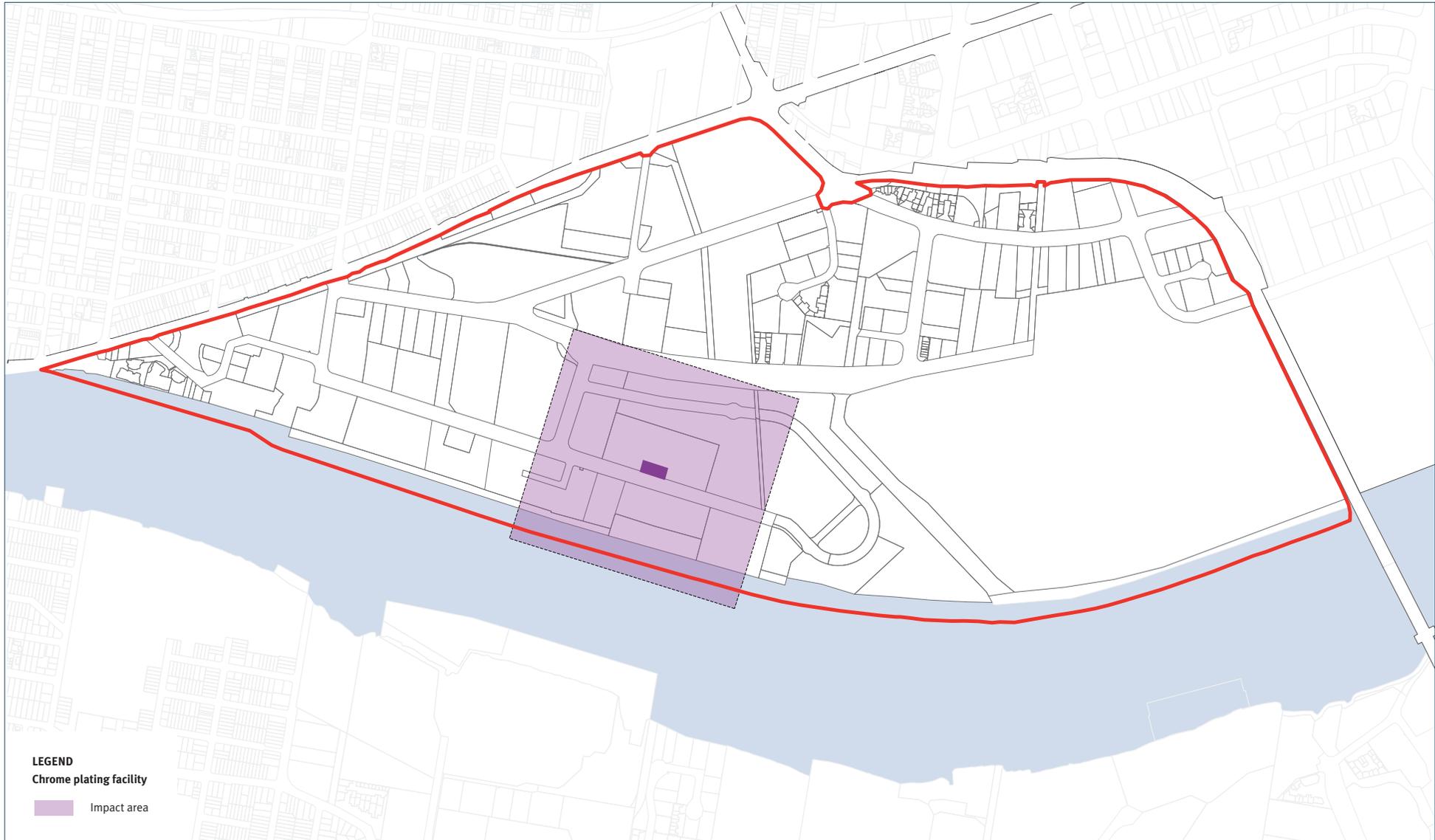
Map 8: Fuel storage facilities



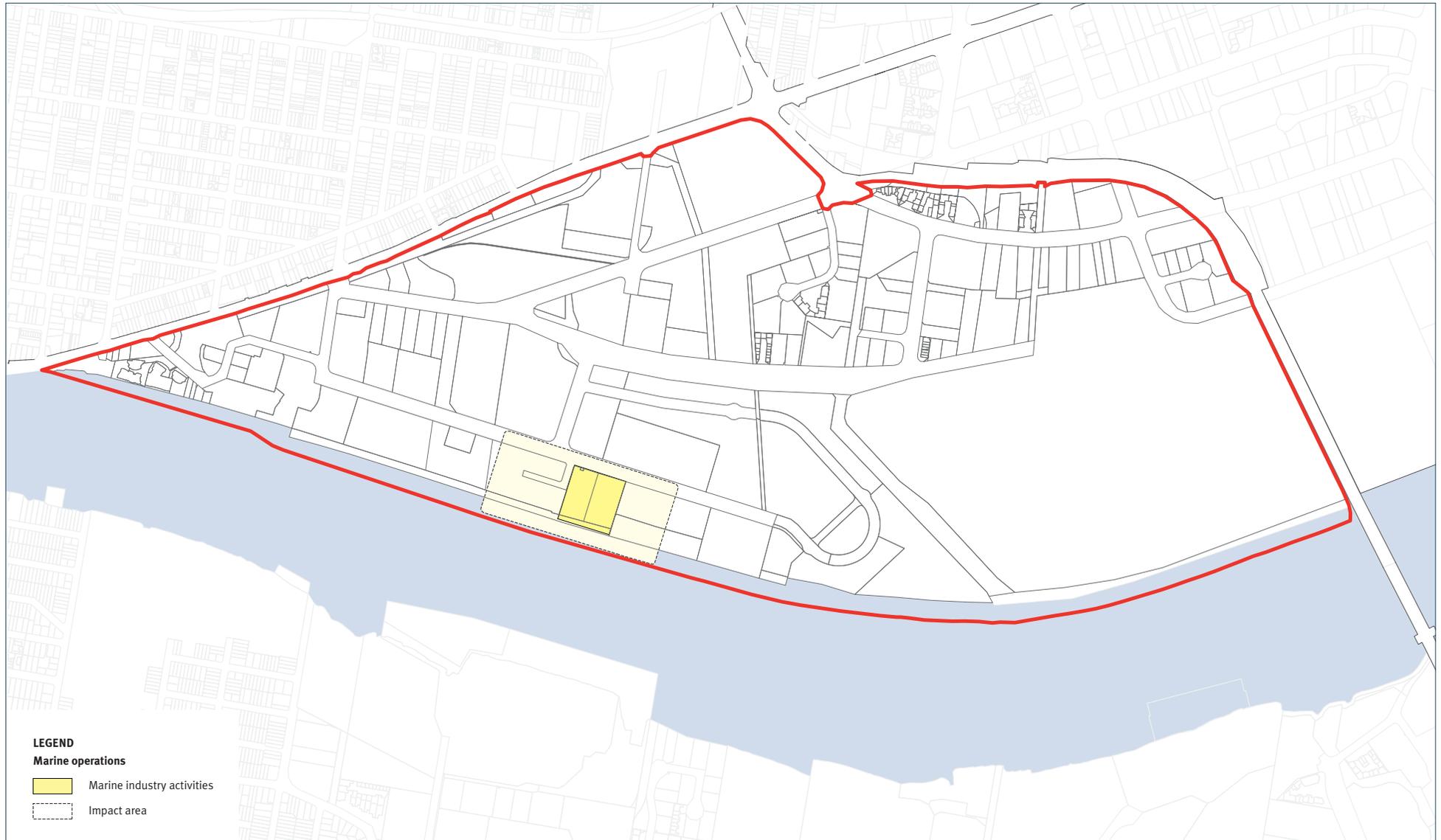
Map 9: Asphalt and concrete batching plants



Map 10: Chrome plating facility



Map 11: Marine industry activities



Listed below is the infrastructure required to be delivered in order to achieve the ULDA’s vision for the Northshore Hamilton UDA.

The funding mechanisms to achieve the delivery of this infrastructure are detailed in Chapter 5.0 Implementation Strategy.

Proposed catalyst infrastructure	
Infrastructure	Description of works
Road and street improvements	<ul style="list-style-type: none"> Remora Road upgrade including road construction, drainage works, intersection upgrade and landscaping treatment. MacArthur Avenue part upgrade including road construction, drainage works, street lighting, landscaping treatment and roadside bus stop infrastructure. New Kingsford Smith Drive link road (adjoining the Harbour Road Precinct) including road construction, drainage works, intersection works, street lighting and landscaping treatment.
Parkland works	<ul style="list-style-type: none"> Construction of new waterfront park and upgrade to Remora Road park.

Proposed infrastructure improvements	
Infrastructure	Description of works
Road and street improvements	<ul style="list-style-type: none"> MacArthur Avenue (progressive upgrade). New Kingsford Smith Drive link road (adjoining Northshore Park Precinct). Theodore Street widening and new Barcham Street link road to Northshore Central Precinct. Cullen Avenue extension linking Gateway Motorway with Northshore Park Precinct.

Proposed water and sewer infrastructure	
Infrastructure	Description of works
Water and sewer	<ul style="list-style-type: none"> Water and sewer networks within the UDA will be upgraded at the time of developments being undertaken.

Proposed community facilities, transport and affordable housing	
Infrastructure	Description of works
Transport	<ul style="list-style-type: none"> Investigations for dedicated rapid transit system. Ferry terminals.
Community facilities	<ul style="list-style-type: none"> Multi-purpose community facility.

5.1 Introduction

As described in earlier sections of the development scheme, the purpose of the ULDA Act is to facilitate:

- (i) the availability of land for urban purposes
- (ii) the provision of a range of housing options to address diverse community needs
- (iii) the provision of infrastructure for urban purposes
- (iv) planning principles that give effect to ecological sustainability and best practice urban design
- (v) the provision of an ongoing availability of affordable housing options for low to moderate income households.

The mission formulated by the ULDA to achieve the purposes of the Act is to create vibrant inclusive communities and to:

Create sustainable world class precincts all Queenslanders can be proud of. These outstanding new urban communities will incorporate best practice urban design principles and a range of affordable housing options.

In achieving that vision, the values the ULDA seek to exhibit in its achievement of that outcome are:

- bold leadership
- collaboration and partnership
- creativity and innovation
- sustainability
- integrity.

Consequently, the implementation strategy and actions of the ULDA need to address aspects broader than the Act's purposes and need to address, not only what is to be achieved, but also how it is to be achieved.

In many aspects this implementation strategy will be a living document, responding to circumstances as they arise, learning from the lessons as the UDA develops and adopting innovation arising from technological change and innovation from industry.

However, the following section provides a framework, indicating the implementation strategy elements, desired outcomes and planned actions formulated at this time to give effect to the Act's purposes and the ULDA's mission.

The key elements determined as essential in the achievement of the ULDA's mission are indicated below and detailed in the following sections:

- urban land availability for development
- housing options
- ecological sustainability
- best practice urban design
- urban infrastructure provision.

All elements in each section must be achieved to the greatest extent practical having regard to each of the other elements of the implementation strategy.

However, the ULDA also recognises that there are other aspects to the creation of development in the UDA that bear recognition. In particular leadership and place making.

Leadership

The ULDA has been provided with an Act that allows for a 'blank slate' approach to urban development. This blank slate allows the ULDA to try alternative methods of delivering successful urban development outcomes.

The ULDA recognises that while it has the ability to have a direct impact on outcomes within the UDA, it also has the potential to have an indirect outcome by way of demonstration of the impact of alternative approaches.

Consequently, if successful, the processes, provisions or systems put in place may be suitable for adoption by other authorities in the State.

Place making

The ULDA recognises that the creation of successful urban spaces starts with establishing a vision for the UDA which is meaningful, respects the location and site's characteristics and is likely to find acceptance by the wider community, and in particular the development community so that development occurs. The land use plan and infrastructure strategy provide the main means of achieving good urban spaces.

However, the ULDA recognises that there are other, more subtle aspects that need to be considered to create truly special places that do not neatly fit into the following structure, namely:

- the arrangement and type of uses within spaces
- the role of the community in the development and change of spaces over time
- event management to enliven and activate spaces.

These aspects are not addressed in this section but will be instituted as part of the ULDA's activities as the UDA develops.

5.2 Urban land availability for development

The development scheme, to be successful and achieve the ULDA's aims, needs to lead to development on the ground, rather than be just a planning document. For landowners and the development industry, the development scheme's provisions need to create an environment where commercially viable development projects are fostered.

A measure of this success will be the willingness of private industry to seek to develop sites within the UDA.

Element	Measure	Actions
Urban land availability for development	Development occurs within the UDA.	<p>A development scheme that:</p> <ul style="list-style-type: none"> • includes development requirements that allow a commercial outcome • provide certainty of development potential (uses and yield) • responds to changes in market conditions • allows for alternative design solutions. <p>An infrastructure strategy that:</p> <ul style="list-style-type: none"> • ensures necessary infrastructure is co-ordinated and constructed to facilitate development • does not require development contributions that are so high that land owners have no incentive to redevelop their properties • has a charging regime that balances upfront costs with payments over time, and recognises the importance of time of payments to the industry • has a transparent and easily calculable development contribution schedule. <p>An approval system that:</p> <ul style="list-style-type: none"> • minimises time delay to the developer • highlights early the level of detail required for a specific development application • allows for consideration of alternative solutions in an expeditious manner • allows a development proponent to be provided with a degree of certainty, early in the process so that a development proposal will be acceptable • provides consistency from the pre-lodgement process, through approval to project commencement. <p>The ULDA will seek to facilitate development in specific areas by:</p> <ul style="list-style-type: none"> • working with landowners to find solutions to specific issues • building catalyst infrastructure where it will lead to early development within a precinct • brokering discussions with government agencies where required to facilitate resolution of issues • working with government agencies to bring land to the market where the land is surplus to their requirements • undertaking studies to address area wide issues.

5.3 Housing options

There has been a decline in housing affordability in Queensland which has been exacerbated by increases in interest rates and strong growth in the economy until market events in 2008. Declining housing affordability is particularly pronounced in the inner suburbs of Brisbane as a result of inner urban gentrification.

The ULDA Act specifically states that one of the main purposes of the Authority is to facilitate the provision of ‘an ongoing availability of affordable housing options for low to moderate income households’.

Consequently, the ULDA seeks to achieve the development of diverse and inclusive communities by improving housing delivery, affordability, design and choice and specifically the ULDA will seek to increase the provision of affordable, appropriate and accessible housing for low to moderate income earners.

A measure of this success will be:

- achieving a minimum of 15% of all dwellings built in the UDAs as affordable to people on low to moderate incomes
- achieving a mix of incomes, tenures and price points in all UDAs and within a number of precincts within the UDAs including social, affordable rental and affordable owner occupier housing.

Elements	Measure	Actions
Housing options	<p>Achieving a minimum of 15% of all dwellings across the UDAs as affordable.</p> <p>Achieving a diversity in housing options.</p>	<p>Implement the following strategies to deliver affordable housing in the UDAs:</p> <p><i>Development contribution: sharing uplift of land value</i></p> <p>In private development in the UDAs where there is significant uplift of land value arising from the development scheme, a development contribution towards affordable housing will be required (refer to infrastructure strategy).</p> <p><i>Development contributions: housing diversity requirements</i></p> <p>In all residential developments through appropriate design, reduction in unit and lot sizes, and changes to building practices, residential product will be required to provide diverse housing options.</p> <p>In addition, a minimum 5% of residential product will be required to be affordable to rent by the target market, i.e. able to be rented spending no more than 30% of gross household income for households earning the median level income in the BCC statistical district.</p> <p><i>Facilitating Not for Profit housing (NFP)</i></p> <p>This will occur through ensuring a timely development approval process and in some circumstances reduced requirements through the development scheme.</p> <p><i>ULDA development activities</i></p> <p>The ULDA Act allows the ULDA to develop land. Surplus income generated from these activities will be utilised for the purposes of funding the ongoing operations of the ULDA and to deliver additional affordable housing outcomes.</p> <p><i>Provision of social housing (subject to DoH funding):</i></p> <p>The provision of social housing in all UDAs which is funded by the Department of Housing (DoH) and managed by the department or a Not for Profit (NFP) community housing organisation and meets the needs of the lowest income and highest need households on the housing register.</p> <p><i>Facilitating social housing</i></p> <p>The ULDA is working closely with DoH to facilitate the provision of social housing through their standard purchase program.</p>

5.4 Ecological sustainability

The provisions of the land use plan and infrastructure plan reflect an ecological sustainable balance that integrates:

- protection of ecological processes and natural systems at local, regional, state and wider levels
- economic development
- maintenance of the cultural, economic, physical and social wellbeing of people and communities.

Element	Measure	Actions
Ecological sustainability		<p>The ecological sustainability principles within the land use plan are enforced.</p> <p>Preparation of additional guidelines to promote and facilitate incorporation of ecological sustainable principles in projects within the UDA.</p> <p>The development industry is encouraged to better the land use plan’s provisions and obtain an exemption from the payment of the component of the uplift of land value identified to be applied to ecological sustainability.</p> <p>Expenditure of the funds collected from the uplift of land value component on ecological sustainability projects within the UDA.</p> <p>Establishment of a close working relationship with tertiary institutions and private industry to identify projects demonstrating ecological sustainable outcomes to be instituted in the UDA.</p> <p>Documentation and promotion of ecological sustainable examples developed within the UDA.</p>

5.5 Best practice urban design

The land use plan and infrastructure plan have been prepared to result in urban design outcomes of a high standard.

A measure of this success will be the acceptance by the industry and community of the resulting built form.

Element	Measure	Actions
Best practice urban design	Built form outcome is accepted by the industry and community.	<p>The vision for the UDA and its precincts, and the principles contained within the structure plan are protected through the development approval process.</p> <p>The development requirements are continually assessed and reviewed for their relevance and appropriateness.</p> <p>Design innovation and alternative outcomes are encouraged with an incentive program to be developed to reward excellence in design.</p> <p>ULDA review panels provide a multi-disciplinary review of development proposals.</p> <p>Establishment of a close working relationship with tertiary institutions and private industry to identify projects demonstrating superior design outcomes to be instituted in the UDA.</p> <p>Documentation and promotion of good design outcomes developed within the UDA.</p>

5.6 Urban infrastructure provision

Funding principles to facilitate development

Prudent investment in infrastructure is necessary to facilitate the increase in development intensity required to deliver the vision for the UDA.

Contributions towards the delivery of this infrastructure will be shared as the funding of the required infrastructure is not commercially viable for any one developer, owner or government entity due to the fragmentation of land ownership or the overall sizeable costs of some of the infrastructure works.

The use of public funds as the primary source of funding to pay for the necessary infrastructure, resulting in a significant increase in development yield and hence a windfall gain to private land owners, is not considered appropriate.

Consequently, redevelopment of areas within the UDA are not likely to occur unless a specific infrastructure funding package can be developed, which is acceptable to landowners, the industry and government.

The overarching infrastructure funding principles proposed to facilitate redevelopment are:

- (i) infrastructure funding will be based on ensuring that the vision of the UDA can be achieved
- (ii) infrastructure and activities will be funded in a fair and equitable manner and will be based on the most appropriate mechanism. These include:
 - user charges
 - special rates and charges
 - state and federal funding
 - conditions for the provision of infrastructure
 - state infrastructure agreements and
 - negotiated infrastructure agreements
- (iii) where infrastructure can be fairly apportioned to users, infrastructure charges as per the *Integrated Planning Act 1997* will be used. Impact mitigation payments may be imposed if unanticipated development occurs
- (iv) special rates and charges will be used generally for maintaining infrastructure and for infrastructure / projects / activities / services where there is a direct nexus between development within the UDA and the item(s) that are being charged. In some instances special rates and charges will be used for establishing strategic infrastructure and services
- (v) land value uplift will be captured and expended on infrastructure and projects that are of a strategic nature and have a community benefit. This may include part funding some of the items captured under the infrastructure charges schedule or special rates and charges or infrastructure not included in these charging mechanisms. This could

include funding affordable housing, shortfalls or gaps in funding required for infrastructure provision and / or strategic projects of a broad nature for community assets and high level shared infrastructure.

Financing of works

Network infrastructure

The funding of network infrastructure will be achieved through an Infrastructure Contribution Schedule (ICS).

The ICS will cover the following items:

- water
- sewer
- waterways
- transport
- community facilities.

The methodology to calculate the rates for these items will be consistent with the *Integrated Planning Act 1997* methodology.

These contributions will be required to be paid prior to development commencing.

Major infrastructure and affordable housing

The major infrastructure works, affordable housing and ecologically sustainable outcomes will be funded by way of the sharing of the land value uplift arising from the ULDA's development scheme. To ensure transparency and simplicity the land value uplift will be at a rate determined for the UDA or a precinct within the UDA and equate to a charge applied for every square metre of

additional GFA in excess of that shown on Map 2 or in a development approval.

This rate will be determined by considering various development scenarios and developing a business model, using standard industry assumptions and using this information to then determine the residual land value.

The contribution will apply as per section 3.5.3 of the land use plan.

Local area improvement works

In addition to major infrastructure and affordable housing, the ULDA will identify key infrastructure considered necessary to initiate the redevelopment of the UDA. This may include works such as new or upgraded streets and roads, improved road connections and improved public transport access.

The infrastructure plan in the development scheme identifies those local area works that are proposed to be constructed by the ULDA within the first five years to catalyse development (the catalyst works).

Infrastructure contributions

Charges for infrastructure will be determined and reviewed from time to time and be published in the ULDA's infrastructure contributions framework.

Where special rates and charges are proposed consultation with the local community will assist in determining the contribution area and scope and scale of works.

Schedule 1: Exempt development

Building work
Carrying out building work associated with a material change of use that is a UDA exempt development.
Minor building work or demolition work.
Material change of use of premises
Making a material change of use of premises implied by building work, plumbing work, drainage work or operational work if the work was substantially commenced by the State, or an entity acting for the State, before 31 March 2000.
Making a material change of use of premises for a class 1 or 2 building under the Building Code of Australia (BCA), part A3 if the use is for providing support services and short term accommodation for persons escaping domestic violence.
Reconfiguring a lot
Reconfiguring a lot under the <i>Land Title Act 1994</i> , if the plan of subdivision necessary for the reconfiguration is:
(a) a building format plan of subdivision that does not subdivide land on or below the surface of the land
(b) for the amalgamation of two or more lots
(c) for incorporation, under the <i>Body Corporate and Community Management Act 1997</i> , section 41, of a lot with common property for a community titles scheme
(d) for the conversion, under the <i>Body Corporate and Community Management Act 1997</i> , section 43, of lessee common property within the meaning of that Act to a lot in a community titles scheme
(e) in relation to the acquisition, including by agreement, under the <i>Acquisition of Land Act 1967</i> or otherwise, or land by:
(i) a constructing authority, as defined under that Act, for a purpose set out in paragraph (a) of the schedule to that Act, or
(ii) an authorised electricity entity
(f) in relation to land held by the State, or a statutory body representing the State and the land is being subdivided for a purpose set out in the <i>Acquisition of Land Act 1967</i> , schedule, paragraph (a) whether or not the land relates to an acquisition
(g) for the reconfiguration of a lot comprising strategic port land as defined in the <i>Transport Infrastructure Act 1994</i>
(h) for the <i>Transport Infrastructure Act 1994</i> , section 240
(i) in relation to the acquisition of land for a water infrastructure facility.
Subdivision involving road widening and truncations required as a condition of development approval.
Operational work
Carrying out operational work associated with a material change of use that is UDA exempt development.
Clearing of vegetation:
(a) other than significant vegetation as defined in Schedule 2
(b) carried on by, or on behalf of Brisbane City Council or a public sector entity, where the works being undertaken are authorised under a state law
(c) in accordance with the conditions of a UDA development approval for a material change of use or reconfiguring a lot.

Tidal works:
(a) that will be used for port authority operations or marine operations including navigation and safety by, for or safeguarded by Queensland Transport or a port authority, or
(b) for creating or changing the configuration or characteristics of a navigational channel.
Filling or excavation:
(a) to a depth of one vertical metre or less from ground level on land to that is not referred to in Brisbane City Plan's Acid Sulphate Soil Code, Wetland Code and/or Waterway Code and where the site is not listed on the Contaminated Land Register or Environmental Management Register, or
(b) where top dressing to a depth of less than 100 vertical millimetres from ground level on land that is not referred to in Brisbane City Plan's Wetland Code and/or Waterway Code.
Erecting no more than one satellite dish on a premises, where the satellite dish has no dimension greater than 1.8 metres.
Placing an advertising device on premises.
Operational work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a state law to carry out the work.
Plumbing or drainage work
Carrying out plumbing or drainage work.
All aspects of development
All aspects of development a person is directed to carry out under a notice, order or direction made under a state law.
All aspects of development including maintenance that are incidental to and necessarily associated with the golf club activities and operations.
All aspects of development including maintenance that are incidental to and necessarily associated with a park.
All aspects of development for an activity authorised under the <i>Petroleum Act 1923</i> or the <i>Petroleum and Gas (Production and Safety) Act 2004</i> (or other than an activity relating to the construction and operation of an oil refinery).
All aspects of development undertaken by the State, or a statutory body representing the State, for the purposes of social housing.
All aspects of development including maintenance that are incidental to and necessarily associated existing with port facilities.

Development for a utility installation, being an undertaking for the supply of water, hydraulic power, electricity or gas, of any development required for the purpose of that undertaking by way of:

- (a) development of any description at or below the surface of the ground
- (b) the installation of any plant inside a building or the installation or erection within the premises of a generating station of any plant or other structures or erections required in connection with the station
- (c) the installation or erection of an electricity distribution or supply network (and any components of such a network) which operates at voltages up to and including 33 kilovolts, excluding new substations
- (d) the installation or erection of a new electrical transmission line on land on which such a line has already been erected and which is identified as a future line on Plan No: A4H303666-Powerlink Electricity Network and Plan No: 7775-A4/A-Energex 110kV Feeder Network
- (e) the augmentation of a Powerlink substation identified on Plan No: A4-H-303666-Powerlink Electricity Network and of any Energex substation existing as at the date this clause took effect
- (f) the placing of pipes above the surface of the ground for the supply of water, the installation in a water distribution system of booster stations and meter or switchgear houses - any other development not specifically referred to above except where it involves erection of new buildings or reconstruction or alteration of existing buildings that would materially affect their design or external appearance
- (g) any other development not specifically referred to above except where it involves erection of new buildings or reconstruction or alteration of existing buildings that would materially affect their design or external appearance.

This exemption does not apply for a utility installation, where it involves:

- (i) the erection of new buildings
- (ii) power generation plant where burning 100kg or more of fuel an hour
- (iii) reconstruction or alteration of existing buildings that would materially affect their design or external appearance
- (iv) waste handling, treatment and disposal facility.

All aspects of development involving the construction, maintenance or operation of roads, busways and rail transport infrastructure, and things associated with roads, busways and rail transport infrastructure by or on behalf of, or under contract with the ULDA, Brisbane City Council or the Queensland Government.

Things associated with roads, busways and rail transport infrastructure include but are not limited to:

- ▶ activities undertaken for road construction
- ▶ traffic signs and controls
- ▶ depots
- ▶ road access works
- ▶ road construction site buildings
- ▶ drainage works
- ▶ ventilation facilities, including exhaust fans and outlets
- ▶ rest area facilities and landscaping
- ▶ parking areas
- ▶ public passenger transport infrastructure
- ▶ control buildings
- ▶ toll plazas
- ▶ rail transport infrastructure.

Schedule 2: Definitions

Use definitions

Commercial

- Home based business
- Medical centre
- Office
- Sales office and display home
- Veterinary clinic
- Veterinary hospital

Industrial

- Extractive industry
- General industry
- Heavy industry
- Light industry
- Research and technology facility
- Service industry

Residential

- House
- Multiple residential
- Other residential
- Relocatable home and caravan park

Retail

- Bulk landscape supplies
- Fast food premises
- Food premises
- Garden centre
- Hardware and trade supplies
- Market
- Outdoor sales or hire yard
- Produce store
- Roadside stall
- Service station
- Shop
- Shopping centre
- Showroom
- Warehouse
- Wholesale plant nursery

Rural

- Agriculture
- Animal keeping and husbandry
- Aquaculture
- Forestry
- Winery

Service, community and other

- Car park
- Cemetery
- Child care centre
- Community facility
- Crematorium
- Educational establishment
- Emergency services
- Environmentally relevant activities
- Funeral parlour
- Hospital
- Landing
- Marina
- Place of assembly
- Utility installation

Sport, recreation and entertainment

- Club
- Indoor entertainment
- Indoor sport and recreation
- Outdoor sport and recreation
- Park

Tourism

- Tourist facility
- Visitor accommodation

Administrative terms

- Affordable housing
- Authority
- Basement
- Building height
- Bus rapid transit
- Clean industry
- Development scheme
- Filling or excavation
- Ground level
- Gross floor area
- High water mark
- Mezzanine
- Minor building or demolition work
- Noise sensitive use
- Plot ratio
- Podium
- Private open space
- Public benefit
- Public realm
- Root zone
- Setback
- Significant vegetation
- Site cover
- Storey
- Sub-precinct plan
- Tidal works
- Land value uplift
- Urban design

Use definitions

Commercial

(a) Home based business

House or multiple residential unit used for an occupation or business activity as a secondary use where:

- the floor area used specifically for the home business does not exceed 50m²
- any visitor accommodation does not exceed 4 visitors
- there is no hiring out of materials, goods, appliances or vehicles
- there is no repairing, servicing, cleaning or loading of vehicles not normally associated with a house
- the maximum height of a new building, structure or object does not exceed the height of the house and the setback is the same as, or greater than, buildings on adjoining properties.

(b) Medical centre

Premises used for the medical care and treatment of persons not resident on the site. The term includes medical centres, dental clinics, pathology labs, naturopath clinics, chiropractic clinics, natural medicine practices, counselling rooms, psychiatric and psychological consulting rooms, premises used for nursing services, and the like. The term does not include home-based businesses, hospitals, retirement villages or aged care facilities.

(c) Office

Premises used primarily for administration, clerical, technical or professional activities, where any goods or materials made, sold or hired on the premises are ancillary to the primary activity.

(d) Sales office and display home

Premises, including a caravan or relocatable home structure, used for the promotion and/or sale of land and/or buildings within an estate, where such premises are located within the estate which is proposed to be promoted or sold.

(e) Veterinary clinic

Premises used for the veterinary care, surgery and treatment of animals, whether or not provision is made for the overnight short stay accommodation of the animals on the premises. The term does not include animal keeping and husbandry or veterinary hospital.

(f) Veterinary hospital

Premises used for the treatment of sick or injured animals where such animals are accommodated overnight, or for long stay periods on the premises. The term does not include animal keeping and husbandry or veterinary clinic.

Industrial

(a) Extractive industry

Premises used for extraction of sand, gravel, soil, rock, stone or similar substance from land. The term includes ancillary storage, loading or cartage and any crushing, screening, washing, blending or other treatment processes of material extracted from the site.

(b) General industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste where potential impacts exist. The use includes but is not limited to the following:

- fuel burning
- boat maintenance
- battery recycling
- water treatment
- beverage production
- bottling and canning
- concrete batching
- tyre retreading
- metal forming
- edible oil processing
- seafood processing
- milk processing.

(c) Heavy industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods or treating waste of significant impacts which are likely to be noxious and/or hazardous and require isolation or significant buffering from other buildings and uses. The use includes but is not limited to the following:

- alcohol distilling
- boiler making
- metal recovery
- sugar milling or refining
- meat processing
- crushing, milling and grinding
- rendering
- pet, stock or aquaculture food manufacturing
- textile manufacturing
- tyre manufacturing
- chemical manufacturing, processing or mixing
- chemical storage
- coke producing
- gas producing
- paint manufacturing
- crude oil or petroleum product storage (excluding service stations)
- oil refining or processing
- fuel gas refining or processing

- ▶ metal works, surface coating and foundry
- ▶ mineral processing
- ▶ battery manufacturing
- ▶ manufacturing of plastic, plaster, pulp or paper
- ▶ sawmilling or wood chipping or chemically treating timber chemical or oil recycling.

This use does not include any other industrial uses or service station.

(d) Light industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste of a small scale and low impact similar to those activities set out below and ancillary activities that support the industrial use such as administration offices or sales and display areas for products. The use includes but is not limited to the following:

- ▶ printing
- ▶ all industrial activities not environmentally relevant activities, except where defined.

(e) Research and technology facility

Premises used for scientific or technological research development or testing.

(f) Service industry

Premises used for a small scale, low impact industrial activity which is intended to

provide services to the general public or is similar to those activities set out below and ancillary activities that support the industrial use such as administration offices or sales and display areas for products manufactured, assembled or finished on the site including:

- ▶ making of the following:
 - ▶ artificial flowers
 - ▶ bread, cakes and pastry
 - ▶ dental prostheses
 - ▶ fashion accessories
 - ▶ garments
 - ▶ jewellery
 - ▶ optical goods, being spectacles and the like
 - ▶ soft furnishings
 - ▶ toys.
- ▶ assembling the following from components manufactured elsewhere:
 - ▶ aids and appliances for people with a disability
 - ▶ audio-visual equipment
 - ▶ barbeques
 - ▶ blinds
 - ▶ furniture
 - ▶ portable domestic electrical appliances
 - ▶ domestic light fittings and accessories
 - ▶ scientific instruments

- ▶ sports equipment, other than ammunition, vehicles and watercraft
- ▶ television and video equipment.
- ▶ repairing and servicing the following:
 - ▶ blinds
 - ▶ cameras or other photographic equipment
 - ▶ canvas goods, tents and camping soft goods
 - ▶ computers and computer equipment
 - ▶ electronic instruments and equipment
 - ▶ garments
 - ▶ mowers, including motor mowers and portable gardening equipment
 - ▶ optical goods, being spectacles and the like
 - ▶ domestic electrical appliances
 - ▶ power and other tools
 - ▶ scientific instruments.
- ▶ providing the following services:
 - ▶ book binding
 - ▶ car washing
 - ▶ document duplicating or copying or photocopying
 - ▶ engraving by hand
 - ▶ laboratory facilities
 - ▶ locksmith services
 - ▶ photographic film processing
 - ▶ picture framing
 - ▶ plan printing

- ▶ restoration of small articles of a personal or domestic nature, works of art
- ▶ studio facilities for film, theatre or television.

The term does not include any other industrial use.

Residential

(a) House

Premises used for residential purposes where freestanding on its own lot used as one self contained dwelling.

(b) Multiple residential

Premises used for residential purposes if there are two or more dwelling units on any one lot. Multiple residential dwelling units may be contained on one lot or each dwelling unit may be contained on its own lot subject to Community Title Schemes. The term multiple residential does not include a house, as defined herein.

(c) Other residential

Premises used for the accommodation and care of aged and retired people, small groups of disadvantaged persons or persons who are being nursed, require ongoing supervision/support, or are convalescing. This term may include but is not limited to ancillary dining and recreation facilities, administration offices, laundries, kitchens, ancillary medical facilities and residential accommodation for management and staff.

(d) Relocatable home and caravan park

Premises used for the parking or location of relocatable homes, caravans, self contained cabins, tents and similar structures for the purpose of providing residential accommodation.

The term includes ancillary facilities such as amenities, laundries, kitchens, a kiosk and recreation facility residential accommodation for persons associated with the development. It also includes a manager's office and residence.

Retail**(a) Bulk landscape supplies**

Premises used for the bulk storage and sale of landscaping, gardening or rural materials and supplies including soil, soil additives, gravel, seeds, fertilisers, potting mix, mulch, agricultural chemicals and fertilisers and irrigation supplies, where the majority of materials sold from the premises are not in pre-packaged form. The term also includes the cultivation of plants for sale on the site where ancillary to the other landscape supplies.

(b) Fast food premises

Premises used for the preparation and sale of food to the public generally for immediate consumption off the premises. The term may include drive through facilities and ancillary facilities for the consumption of food on the premises.

(c) Food premises

Premises used for the preparation and sale of food and drink to the public for consumption on or off the site. The term includes a café, restaurant, coffee shop, bistro, tea room, milk bar, snack bar, kiosk and take-away, but does not include fast food premises as separately defined.

(d) Garden centre

Premises used for the display and retail sale of gardening and landscape products and supplies. The term includes the propagation and sale of plants and the sale of seeds, pots, gardening tools, pre-packaged landscaping products (such as fertilisers, potting mix, mulch and stones) outdoor furniture and lighting, letterboxes, garden ornamentation and literature on gardening. The use may include an ancillary coffee shop or café.

(e) Hardware and trade supplies

Premises used for the display, sale and hire of hardware and trade supplies household fixtures, timber, tools, paint, wallpaper, plumbing supplies and the like.

(f) Market

Premises used for the display and sale of goods to the public on a regular but infrequent basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use includes ancillary food and beverage sales

and ancillary entertainment provided for the enjoyment of customers.

(g) Outdoor sales or hire yard

Premises used for the display, sale, hire or lease of any construction or industrial plant and equipment, agricultural machinery, motor vehicles, boats, trailers, other demountable or transportable structures and the like, to the public, where the use is conducted wholly or predominantly outdoors. The term includes the ancillary maintenance and repair of any of the items to be sold, hired or leased and the ancillary sale or hire of portable tools, machinery or equipment.

(h) Produce store

Premises used for the display and sale of goods which are normally used in carrying out agricultural uses, including animal fodder, chemical fertilisers for primary production, seeds, bulk veterinary supplies, saddlery, other stock and pet supplies, small scale farm and garden equipment, and the like.

(i) Roadside stall

Premises used for the display and retail sale of agricultural products grown on the premises or on adjoining land which is owned or occupied by the stall operator. The stall is to be no greater than 50m² in gross floor area.

(j) Service station

Premises used for the retail sale of fuel

including petrol, liquid petroleum and automotive distillate to refuel motor vehicles.

(k) Shop

Premises used for the display, sale or hire of goods to the public. The term includes the incidental storage of goods on the premises and the ancillary or incidental preparation of food. It also includes hairdressing, minor appliance repairs, alterations, retail dry cleaning, liquor store, department store, discount department store, discount variety store and betting agencies. The term does not include the types of repairs as separately defined by light industry.

(l) Shopping centre

Premises used for display, sale or hire of goods comprising two or more individual tenancies, comprising primarily shops and which function as an integrated complex.

(m) Showroom

Premises used for the display and sale of goods primarily of a bulky nature and of a similar or related product line, where the gross floor area exceeds 250m², including but not limited to large electrical goods, furniture, floor coverings, toys, bulk stationery supplies, motor vehicles, motor accessories, caravans, boats, sporting equipment and apparel, computer hardware and software, building and construction supplies, pools, spas and camping equipment. The term includes the ancillary

and incidental sale of spare parts for such goods.

(n) Warehouse

Premises used for the storage of goods whether or not in a building, including self-storage facilities or storage yards.

(o) Wholesale plant nursery

Premises used for the purpose of growing plants, shrubs, trees or other vegetation for wholesale purposes.

Rural

(a) Agriculture

Premises used for commercial purposes for the:

- ◉ growing and harvesting of trees, crops, pastures, flowers, fruit, turf, vegetables and the like for commercial or business purposes. The definition includes the storage and packing of produce grown on the subject site and the repair and servicing of machinery and other ancillary activities, or
- ◉ breeding, keeping, rearing, training, boarding or stabling of animals.

(b) Animal keeping and husbandry

Premises used for the keeping, depasturing, grazing or stabling of any animal, bird, insect and reptile. The term includes the use of land for keeping, breeding, stabling, training or boarding animals.

(c) Aquaculture

Premises used for the cultivation of live fisheries resources (where such resources are defined in the *Fisheries Act 1994*).

(d) Forestry

Premises used for the management, planting, growing or harvesting of trees as a commercial forestry production, including in a plantation or native forest. The term may include the ancillary use of the premises for:

- ◉ the onsite processing and removal of either native or exotic tree species for the primary purpose of producing and extracting fibre or non fibre products and services
- ◉ the management, harvesting and primary processing of the trees grown upon the land to produce products such as pulp, piles, poles, posts, sawlogs, see, leaf or bark
- ◉ the ancillary storage of milled or processed timber
- ◉ limited impact secondary processing such as portable sawmilling and kiln drying.

(e) Winery

Premises used for the purpose of manufacturing and retailing wine. The term also includes ancillary uses that support the primary function of the premises.

Service, community and other

(a) Car park

Premises used for the parking of motor vehicles where such parking is not ancillary to some other development on the same site.

(b) Cemetery

Premises used for the interment of the dead. The term does not include a crematorium or funeral parlour.

(c) Child care centre

Premises used for the minding or care, but not residence of children generally under school age. The use includes but is not limited to a kindergarten, crèche or early childhood centre.

(d) Community facility

Premises used for social or community purposes, such as a community centre, library, public building or the like.

(e) Crematorium

Premises used for cremating human corpses after death. The term does not include a funeral parlour or cemetery.

(f) Educational establishment

Premises used for systematic training and instruction, including any other ancillary facility. This definition includes prep facilities, primary school, secondary school, college,

university, technical institute, academy or other educational centre.

This term may include residential accommodation and other ancillary uses provided for the employees and the students of such premises.

(g) Emergency services

Premises used for services which respond to community need in an emergency.

(h) Environmentally relevant activities

As defined in the *Environmental Protection Act 1994*.

(i) Funeral parlour

Premises used for arranging and conducting funerals, memorial services and the like, but does not include burial and cremation. The definition includes the storage and preparation of bodies for burial or cremation and includes a mortuary and funeral chapel. The term does not include a cemetery or crematorium.

(j) Hospital

Premises used for the medical or surgical care or treatment of persons accommodated on the premises to receive this care or treatment.

The use includes care or treatment of persons such as emergency patients or out-patients not residing on the premises.

(k) Landing

Structure for mooring or launching boats and / or for passengers to embark and disembark.

(l) Marina

A shared landing structure intended to accommodate multiple vessels. The term includes any land-based buildings or works used in association with the marina or in the repair and maintenance of boats and facilities servicing these activities.

(m) Place of assembly

Premises used for worship and activities of a religious organisation, community or association.

(n) Utility installation

Premises used for the purpose of providing utility or telecommunications services, which does not fall within the Schedule of Facilities and Areas under the *Telecommunications Act 1997*. The term may include but is not limited to:

- ◉ a telecommunications tower more than 5m in height
- ◉ an equipment shelter of more than 7.5m² in area and 3m in height.

Sport, recreation and entertainment**(a) Club**

Premises used by persons associated (whether incorporated or not) for social, literary, political, sporting, athletic or other similar purposes to which the general public may also resort and which is, or intends to be, subject to a club licence under the *Liquor Act 1992*. The premises may also include the provision of food and beverages, limited live or recorded entertainment and gaming machines.

(b) Indoor entertainment

Premises used for public entertainment predominantly within a building. The term includes facilitates commonly described as convention centres, amusement and leisure centres, cinema, nightclub, adult entertainment, theatre and hotel.

(c) Indoor sport and recreation

Premises used for leisure, sport or recreation conducted wholly or mainly indoors, such as indoor sports and fitness centres, gyms, bowling alleys, squash courts and the like.

(d) Outdoor sport and recreation

Premises used for any sporting or recreational activity, or other leisure past time, which is conducted wholly or mainly outside of a building.

The term includes such typical premises as (outdoor) public swimming pools, golf courses and driving ranges, outdoor courts and sportsgrounds, and the like. The term also includes the provision of a clubhouse and other ancillary facilities.

(e) Park

Premises used by the public for free recreation and enjoyment, but used infrequently for events.

Facilities for park users may include children's playground equipment, informal sports fields, vehicle parking and other public conveniences.

Tourism**(a) Tourist facility**

Premises used, or intended to be used, for providing entertainment, recreation or similar facilities for the general touring or holidaying public. The term includes associated short term accommodation or facilities providing meals.

(b) Visitor accommodation

Premises used for short term accommodation for the general touring, holidaying or visiting public. The term includes associated facilities providing meals.

Administrative terms**(a) Affordable housing**

Affordable housing is housing which can be reasonably afforded by low to moderate income households. Housing can reasonably be afforded by low income households, if the household spends no more than 30% of its combined annual gross income on rent or 35% of its combined annual gross income on home ownership.

Affordable housing encompasses:

- ◉ private rental housing and home purchase options (including housing aimed at the first home owners market)
- ◉ social housing (including public and community housing).

(b) Authority

The Urban Land Development Authority.

(c) Basement

A storey either below ground level or where the underside of the ceiling projects no more than one metre above ground level.

(d) Building height

The maximum vertical distance between the natural ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.

(e) Bus rapid transit

Non-rail based, distinctive, high passenger capacity vehicle which can operate in shared right-of-way with general road traffic or on its own right-of-way.

(f) Clean industry

Industrial uses that have minimal air, noise or waste emissions.

(g) Development scheme

As defined in the *Urban Land Development Authority Act 2007*.

(h) Filling or excavation

Operational work for filling or excavating that materially affects premises or their use.

(i) Ground level

The levels on a site which precede development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

(j) Gross floor area

The total floor area of all storeys of a building, including mezzanines, measured from the external walls or the centre of a common wall, excluding areas used for:

- building services
- ground floor public lobby
- a public mall in a shopping complex

- the parking, loading and manoeuvring of motor vehicles
- private balconies whether roofed or not.

(k) High water mark

Refers to the ordinary high water mark at spring tides.

(l) Mezzanine

An intermediate floor within a room.

(m) Minor building or demolition work

- internal building or demolition work
- external building work up to 25m² for roofs over existing decks or paved areas, sun hoods, carports and the like
- building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this development scheme
- raising a house where the resultant height does not exceed 8.5m, or
- external demolition of post-1946 additions, alterations, extensions or outbuildings or pre-1946 free standing outbuildings at the rear of the building.

(n) Noise sensitive use

Means any of the following:

- house, multiple residential, other residential
- childcare centre, community facility, hospital or place of assembly

- park.

(o) Plot ratio

The ratio between the gross floor area of a building and the total area of the site.

(p) Podium

A continuous projecting base of a building.

(q) Private open space

An outdoor area for the exclusive use of occupants.

(r) Public benefit

Refers to an outcome that benefits the wider community rather than local, site specific or land ownership desires.

(s) Public realm

Refers to spaces that are used by the general public including streets, squares, parks and environmental areas.

(t) Setback

The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary lot.

(u) Significant vegetation

Vegetation whether living or dead including their root zone¹ that:

- maintains biodiversity
- preserves natural landforms
- contributes to the character of the landscape
- has cultural or historical value
- has amenity value.

Significant vegetation in the UDA includes:

- all marine plants along the Brisbane River and in and adjacent to the internal drainage system
- all trees greater than 60cm in diameter and one metre above the ground level where located in Hamilton Park
- all trees greater than 60cm in diameter and one metre above the ground level where located in Hercules Street Park
- all trees greater than 60cm in diameter and one metre above the ground level where located in Theodore Street Park
- all trees greater than 60cm in diameter and one metre above the ground level where located in Royal Queensland Golf Club

¹ The zone of the soil and roots described by the vertical projection of the foliage limit of the tree to the depth of one metre and including buttress roots on and above the soil surface.

- ▶ all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 3 SP104140
- ▶ all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 736 SL3919
- ▶ all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 863 SL4592
- ▶ all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 1 RP852694
- ▶ all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 796 SP163872
- ▶ all trees greater than 60cm in diameter and one metre above the ground level where located on Lot 16 RP898828.

Note the term all trees does not include species listed as pest vegetation.

(v) Site cover

The proportion of the site covered by buildings including roof overhangs.

(w) Storey

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not mean:

- ▶ a space that contains only:
 - ▶ a lift shaft, stairway or meter room
 - ▶ a bathroom, shower room, laundry, toilet or other sanitary compartment
 - ▶ accommodation intended for not more than 3 vehicles
 - ▶ a combination of the above, or
- ▶ a mezzanine.

(x) Sub-precinct plan

Refer to sub-precinct development requirements in section 3.2.6 of the land use plan.

(y) Tidal works

As defined in the *Coastal Protection and Management Act 1995*.

(z) Uplift of land value

The increase in development yield or land value arising from the ULDA development scheme.

(aa) Urban design

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.



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