

Economic Development Queensland



Weinam Creek Priority Development Area Development Scheme

May 2014

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Weinam Creek Priority Development Area Development Scheme

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1.1 Economic Development Act

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

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

1.2 Priority Development Area

The Weinam Creek Priority Development Area (PDA) was declared by regulation on 21 June 2013.

1.3 Application of the development scheme

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

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

1.4 Elements of the scheme

The scheme consists of:

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

The Land use plan regulates development in the PDA and includes a vision, a Structure plan (refer Map 2), Precinct plan (refer Map 3) and a Height plan (refer Map 4).

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

The Implementation strategy describes other strategies and mechanisms that will be used to complement the Land use plan and Infrastructure plan to achieve the outcomes for the PDA.

1.5 State interests

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

¹ For the purposes of addressing state interests in development assessment, the State Assessment and Referral Agency (SARA) online mapping provides guidance in identifying if a state interest is relevant to the assessment of a PDA development application (refer to: <http://www.dsdip.qld.gov.au/about-planning/sara-mapping-online-system.html>). Where the MEDQ delegates development assessment functions and powers, applicants and the delegate should also refer to <http://www.dsdip.qld.gov.au/resources/guideline/pda/practice-note-14-state-interests.pdf> (note: the functions and powers of the MEDQ under the definition of state interest are not delegated).

1.6 Acknowledgements

The scheme was prepared in partnership with Redland City Council. State agencies and other key stakeholders were also consulted during its preparation.

2.1 Location

The Weinam Creek PDA is in Redland Bay on the Moreton Bay foreshore within the Redland City Council Local Government Area.

The total area of the PDA is approximately 42 hectares, including 36 hectares over land and nearly 6 hectares over water within the Moreton Bay Marine Park. The PDA is bounded by Weinam Street to the west and Moreton Bay to the east, Peel Street in the north and Moores Road to the south.

Weinam Creek serves as the main point of departure and arrival for vehicular ferry and passenger ferry services between the mainland and the Southern Moreton Bay Islands. The area incorporates marine activity, residential development and open space areas.

The PDA incorporates the Weinam Creek Marina located at the intersection of Banana Street and Meissner Street.

Map 1: Weinam Creek Priority Development Area boundary



3.1 Operation of the Land use plan

3.1.1 Purpose of the Land use plan

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

3.1.2 PDA vision

The PDA vision in Section 3.3 incorporates:

- (i) a vision statement (section 3.3.1), and
- (ii) structural elements (section 3.3.2).

The location of the structural elements are shown on Map 2 - Structure plan.

3.1.3 PDA development requirements

The PDA development requirements support and provide further information on the delivery of the PDA vision and incorporate:

- (i) PDA-wide criteria (section 3.4), and
- (ii) Precinct provisions (sections 3.5).

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

The Precinct provisions for each precinct apply to:

- (i) land in that precinct (precinct intents and preferred land uses)
- (ii) all development in that precinct (Table 1: Levels of assessment).

The Department of State Development, Infrastructure and Planning (DSDIP) guidelines provide guidance on how to achieve the PDA-wide criteria and Precinct provisions².

3.1.3 Levels of assessment

Table 1: Levels of assessment prescribes for each precinct:

- (i) PDA exempt development (column 1)
- (ii) PDA self-assessable development (column 2)
- (iii) PDA assessable development which is permissible (column 3A)
- (iv) PDA assessable development which is prohibited (column 3B).

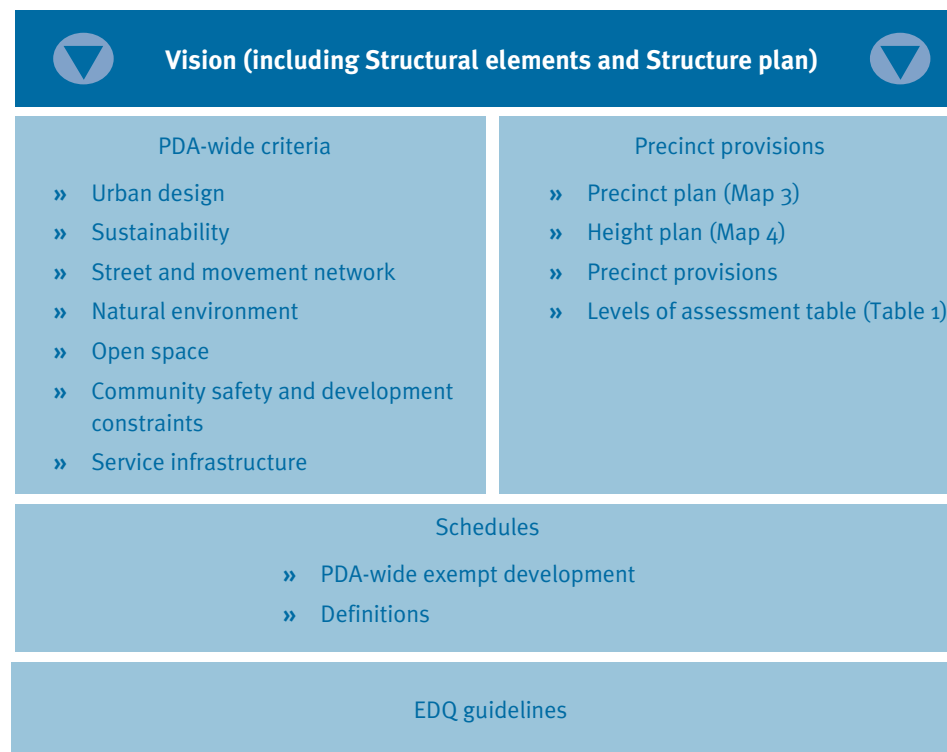
3.1.4 Schedules

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

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

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

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



3.2 Development assessment

3.2.1 Interpretation

Section 33 of the Act defines development.

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

3.2.2 Development application

To the extent the Land use plan, Infrastructure plan, Implementation strategy and the DSDIP guidelines are relevant, they are to be taken into account in the preparation of a PDA development application and the assessment of the application by the MEDQ³.

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

3.2.3 Development approval

A PDA development approval will be required for development identified as Permissible development. A PDA development application must be lodged with the MEDQ for assessment and decision.

Identification of development as Permissible development does not mean that a PDA development approval (with or without

³ Development assessment powers have been delegated by the MEDQ to Redland City Council.

conditions) will be granted. Development must be consistent with the scheme to receive approval.

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

3.2.4 Development consistent with the scheme

Permissible development is consistent with the scheme if:

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

In this section 'grounds' means matters of public interest which include the matters specified as the main purposes of the Act as well as:

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

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

3.2.5 Development inconsistent with the scheme

Under the Act, development that is inconsistent with the scheme cannot be granted approval.

Prohibited development is inconsistent with the scheme.

3.2.6 Demonstrating development is consistent with the scheme

Permissible development must demonstrate how it is consistent with the PDA vision, PDA-wide criteria and Precinct provisions and should demonstrate that development will not compromise or unreasonably prejudice the opportunities for the development of the remaining area in the precinct. Suggested ways applicants may demonstrate this is through a preliminary approval⁴ or Plan of Development (PoD).

Preliminary approval

There is no requirement to obtain a preliminary approval. However, applicants may choose to use preliminary approvals to stage development or to gain approval for a development concept before undertaking detailed planning.

In this regard Preliminary approvals may demonstrate how development achieves the

requirements of the scheme within the broad spatial framework of the Structure plan and Precinct provisions and the individual development proposals and associated Plans of Development (PoDs).

A preliminary approval may include the following:

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

⁴ A preliminary approval is a PDA development approval that approves development subject to conditions, but does not authorise PDA assessable development to take place. A development permit is required in order to carry out PDA assessable development.

3.0 Land use plan: Context

- » addresses additional requirements for development in the precinct
- » addresses other matters specified in a guideline issued by DSDIP.

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

Plan of Development

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

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

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

The PoD cannot include land beyond the boundary of the land the subject of the application, but may cover only part of the land the subject of the application. An applicant may also be required to demonstrate impacts and connections to areas adjoining the subject land in a separate

plan to the PoD.

Under Schedule 1, development approved in accordance with a PoD is exempt development and requires no further development approval under the scheme⁵.

3.2.7 Infrastructure agreements

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

3.2.8 Notification requirements

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

- » includes a proposal for development which does not comply with Map 2, 3 and 4, their intent or the Precinct provisions, or
- » is for development which in the opinion of the MEDQ, may have adverse impacts on the amenity or development potential of adjoining land under separate ownership.

The MEDQ may require public notification in other circumstances if the development application is for a use or of a size or nature which, in the opinion of the MEDQ, warrants public notification.

3.2.9 Relationship with local government planning scheme

⁵ For further advice on preparing a PoD refer to the applicable EDQ practice note available at www.dsdiq.qld.gov.au/resources/priority-development-areas-guidelines-and-practice-notes.html.

and other legislation

The development scheme may apply a provision of a planning instrument or a plan, policy or code made under the *Sustainable Planning Act 2009* (SPA) or another Act. However, the scheme prevails to the extent of any inconsistency with those instruments.

Other legislation

In addition to assessment against the scheme, development may require assessment against other legislation including for example the *Marine Parks Act 2004*, the *Plumbing and Drainage Act 2002* and the *Sustainable Planning Act 2009*.

3.2.10 Interim use

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

Interim land uses may occur if appropriately developed and operated and where located in areas which will not compromise the precinct provision in the longer term.

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

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

- » a schedule of land supply and projected take-up rates, or
- » plans showing how the development could transition from the proposed

interim use to an appropriate longer term use.

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

Interim uses will only be approved if it can be demonstrated that the use will not prejudice the achievement of the vision for the PDA.

3.3 Vision

The Weinam Creek PDA vision describes the overall outcomes to be achieved in the PDA and is articulated through the vision statement and the structural elements.

Further information on how development will contribute to achieving the PDA vision, is articulated in Map 2 - Structure plan, the PDA-wide criteria, Precinct provisions, Infrastructure plan and Implementation strategy.

3.3.1 Vision statement

Weinam Creek is a point of community focus and a regional Gateway to Moreton Bay and the Southern Moreton Bay Islands. Development supports the potential to stimulate tourism to the islands, improving the Southern Moreton Bay Islands economies and the wider sub regional economy.

The bus stop and ferry interchange are co-located with parking and provide an integral link between the mainland, Southern Moreton Bay Islands (Macleay, Lamb Karragarra and Russell islands) and the Greater Brisbane area.

Water based transport and boating facilities are provided including separate terminals for passenger and vehicle ferries, a marina, boat industries and marine services. The harbour is also utilised for the launch of recreational boats from trailers. Weinam Creek is widened to accommodate passenger and vehicle ferry traffic. Opportunity exists for marine service

industries to expand, utilising Weinam Creek as one of few creeks entering the bay between Southport and the Port of Brisbane.

The area surrounding the marina features a mixture of residential, commercial and retail development with significant areas of open space along the waterfront. Development and public open space areas embrace the indigenous heritage, waterfront location and significant views to Moreton Bay and the Southern Moreton Bay Islands.

Development complements the Redland Bay retail centre and provides appropriate infrastructure including parking that meets market expectations for safety, comfort, convenience, information and service delivery while supporting the needs of the local community and Southern Moreton Bay Islanders, having regard to projected population growth.

Permanent residents of the Southern Moreton Bay Islands will continue to have high levels of access to transport and ferry infrastructure, and throughout the development of the PDA will not be disadvantaged in their access to the ferry terminal, bus interchange or parking areas.

The development and well being of the Weinam Creek PDA is supported through the provision of a range of community facilities and services. Existing community services include Redland Bay Police, Redland Bay Community Hall, the Redland Bay Amateur Fishing Club, the Coast Guard, Sea Cadets and Redlands Sea Dragons. These facilities

are planned and developed to ensure they can evolve with population demographics and thresholds.

New areas of public open space enhance opportunities to enjoy the waterfront and Moreton Bay and support aboriginal stewardship and reconciliation. There is no net loss of public open space from Weinam Creek within the PDA.

Development establishes a strong community identity which benefits from the indigenous heritage, the amenity of Moreton Bay and a mixture of residential, retail, commercial and community uses.

Pedestrians, cyclists and vehicles are afforded safe and efficient movement options which connect with public transport, the waterfront and community focal points. Adequate parking is provided to meet the scale of development and anticipated future growth.

Development respects and values marine and land based ecology and seeks to protect matters of ecological significance.

3.3.2 Structural elements

The structural elements are physical outcomes to be delivered by development in the PDA and are shown on Map 2 - Structure plan. The provision of the structural elements will assist in achieving the PDA vision as described in the vision statement.

Development within the PDA should support the delivery of the following elements as

indicated in Map 2:

- » establishing an accessible and connected place, with efficient traffic circulation, waterfront promenades, pedestrian and cycle paths, supported by new road connections and intersections
- » providing for the new Translink Redland Bay Marina bus station designed to incorporate additional bus bays and upgraded passenger waiting facilities integrated with access to the passenger ferry terminal
- » providing for the passenger ferries and bus services to continue in their current location while allowing for the opportunity to relocate the passenger ferry terminal and Translink Redland Bay Marina bus station upstream into Precinct 3 on the northern side of Weinam Creek. Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided
- » ensuring the co-location of the bus station, passenger ferry terminal and car parking in the short and long term to provide an integrated public transport network
- » promoting the creation of a mixed use node where active retail commercial and cultural uses are located, in proximity to the waterfront with medium density development within and surrounding the mixed use node
- » supporting a mixed use plaza adjoining

3.0 Land use plan: Vision

Neville Stafford Park overlooking the marina area and integrated with the mixed use node

- » providing for community facilities to continue to operate within the PDA serving the needs of existing and future residents and visitors, including marine rescue and enforcement facilities
- » providing for vehicle ferry services to operate in the north of the PDA where traffic conflicts can be minimised
- » making improvements to public open spaces linking Sel Outridge Park to Neville Stafford Park and Weinam Creek
- » providing for the opportunity to create a pedestrian bridge at the end of Weinam Creek to improve north south connections
- » providing a recreational boat ramp in a safe and accessible location, of the same or improved capacity with appropriate provision of car and trailer parking
- » improving access to the waterfront and public open space through pedestrian waterfront links and a new waterfront promenade which is safe, contributes to the open space network, has regard to coastal resources and establishes connections north and south of the PDA
- » providing appropriate infrastructure and car parking facilities in accessible locations that have regard to coastal resources and meet market expectations for safety, comfort, convenience, information and service delivery. The

supply of car parking will be staged, appropriately designed and sufficient to cope with predicted growth on the islands

- » promoting further opportunities for development and efficient dredge spoil disposal through land reclamation and creation of dredge ponds
- » provision of a marina with accompanying marine services, boating industry and car parking.

Map 2 - Structure plan



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

- Existing streets
- Proposed new streets
- Mixed-use plaza
- Mixed-use node
- Indicative preferred location for marina
- Waterfront promenade / pedestrian connection
- Pedestrian bridge
- Cycle path
- Existing passenger ferry terminal
- Vehicle ferry terminals
- Existing Translink Redland Bay Marina bus terminal
- Future Translink Redland Bay Marina bus terminal
- Future passenger ferry terminals
- Recreational boat ramp
- Boat Club
- Existing community facilities
- Neville Stafford Park
- Sel Outridge Park
- Preferred car parking locations
- Indicative preferred locations for land reclamation / dredge spoil disposal
- Priority Development Area

Note. Plan to be read in conjunction with Map 3 - Precinct Plan and Map 4 - Height Plan.

3.4 PDA-wide criteria

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

The PDA-wide criteria support the delivery of the vision in section 3.3 and Map 2 - Structure plan.

The PDA-wide criteria should be read in conjunction with the relevant Precinct provisions.

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

For more detail on how to comply with PDA-wide criteria, refer to the relevant aspects of the State Planning Policy⁶ and supporting documentation as well as the EDQ guidelines.

3.4.1 Urban design

The form, type and arrangement of buildings, streets and public spaces support development and urban design outcomes which:

- » create a community which is compact and walkable, with development generally within a 5 minute walk (400m radius) of a community focal point. A community focal point may include a park, public transport stop, active retail use, community facility or similar
- » deliver building heights which are generally in accordance with the indicative building heights identified in Map 4 and are compatible with surrounding development
- » create an active place characterised by a high quality public realm and safe pedestrian areas which encourage community interaction and support healthy lifestyles
- » provide built form which supports a mix of land uses that support activity during the day and at night
- » appropriately interfaces with existing residential development within and adjoining the PDA boundary and mitigates impacts from density or height by providing:
 - » visual buffers and setbacks or graduation in height
 - » appropriate access arrangements, and
 - » complementary uses

- » ensure all buildings address the street, reinforce streetscapes and integrate with the public realm, with service areas and carparking located to the rear of buildings, in particular promoting building design which reinforces Hamilton and Meissner Streets as the main entrances and gateways into the PDA
- » enhance the relationship with the waterfront
- » contribute to an articulated streetscape along key pedestrian and street connections
- » conserve local site characteristics, settings, places of heritage significance, landmarks, breezes and views
- » uses built form and natural features to provide specific identity, which complements existing local character and cultural heritage
- » maximise north facing orientation of buildings and views to parks and Moreton Bay
- » provide a safe environment through the application of Crime Prevention Through Environmental Design (CPTED) principles such as passive surveillance of public spaces and activated street frontages
- » ensure adequate visual and noise amenity
- » provide for advertising devices which are in accordance with standards set out in the planning scheme⁷

- » ensure sites have sufficient dimensions to accommodate buildings, landscaping, parking, access and circulation areas
- » provide opportunities for Aboriginal stewardship and reconciliation.

3.4.2 Sustainability

Development supports sustainable outcomes which:

- » ensure landscaping and building design are of a high standard, providing adequate safety, privacy, comfort and responsiveness to the sub tropical climate and coastal hazards
- » provide a range of community facilities and services within the PDA and support the ongoing operation of existing community facilities. New facilities are planned in accordance with standards of service of various agencies and Redland City Council
- » ensure development has regard to environmental and landscape values
- » ensure ecosystems and natural physical processes are maintained and incorporated as features in the overall urban form
- » minimise potable water usage where possible and enhance the visual amenity of the locality and streetscape

⁶ Applicants should have regard to the State Planning Policy (SPP) December 2013, associated guidance and supporting material including mapping.

⁷ Refer to Redland City Council planning provisions.

- » utilise energy efficient, climatically responsive design including appropriate solar orientation, shading, cross ventilation, natural lighting and passive cooling techniques⁸.

3.4.3 Street and movement network

Development delivers a well designed street and movement network which:

- » provides for the co-location of parking, bus and passenger ferry services
- » provides appropriately designed car parking to service identified parking requirements in accordance with the Redlands Planning Scheme having regard to projected population growth
- » ensures the delivery of new parking is coordinated with the staging and delivery of development to provide no net loss in access to parking during construction
- » creates an attractive and appealing place for residents, workers and visitors, with a street pattern which facilitates safe and efficient movement of private vehicles, buses, cyclists and pedestrians and is permeable, legible and connected to surrounding areas
- » ensures development does not unreasonably constrain future provision and operation of public transport infrastructure and does not adversely impact on the function or operation of existing or future public transport corridors and ensures potential public transport routes (land or water based) are constructed to a standard appropriate to accommodate these services, including footpaths and pavements
- » promotes physical and visual connectivity through the site with connections which align with the mixed use node, public transport services and access to ferry services
- » has regard to location and design of passenger and vehicle ferry parking requirements, including overnight and worker spaces and car queuing requirements which seek to minimise conflicts between different users of the site by locating car queuing areas away from residential and mixed use activity
- » provides efficient and safe street and road networks for all users and appropriately separates pedestrian, vehicle, trailer and bus traffic
- » connects to and takes into consideration impacts to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic
- » delivers a waterfront promenade through Precincts 1, 2 and 3 which supports pedestrian and cycle connections north and south of the PDA and between Sel Outridge Park and the passenger ferry terminal
- » ensures the waterfront promenade is designed to provide opportunities for the public to access and enjoy the waterfront
- » provides a safe and pleasant movement network for pedestrians, cyclists and vehicles that has a clear structure and maximises walking, cycling and public transport effectiveness
- » supports improvements to pedestrian and cycle connections within the site which link to the broader network and support movement to key district and local destinations such as shops, schools, parks and community facilities which may be external to the PDA
- » provides a safe and pleasant environment through lighting, pavement treatment and materials, clear sight lines and landscaping and retains existing mature trees, where possible, in streets
- » delivers the specific road connections identified in the Precinct provisions
- » provides parking spaces generally in accordance with the Redlands Planning Scheme and makes adequate provision for on site car and trailer parking
- » locates off site parking generally in accordance with Map 2 - Structure plan
- » ensures car parking areas are appropriately designed, not visually dominant and do not detract from the building's relationship with the street whether at-grade or in a multi deck configuration. On key pedestrian and movement linkages and within the mixed use node, car parks are suitably sleeved by active frontages or located away from the public realm
- » upgrades existing footpaths along the new waterfront esplanade between the Hamilton Street and Meissner Street extensions to be a high quality shared path suitable for pedestrian and cyclist movement
- » improves pedestrian facilities and connections to existing and identified future locations of transport services
- » supports provision of on-road cycle services where appropriate and has regard to intersection treatment requirements⁹
- » provides end of trip facilities¹⁰ for pedestrians and cyclists, including secure undercover bicycle storage facilities, showers and lockers are to be provided as part of development
- » provides appropriate levels of access to the marina and associated facilities.

⁸ Development may employ the use of a ratings tool to demonstrate compliance with sustainability criteria.

⁹ Refer to Austroads: *Cycling Aspects of Austroads Guides (March 2011)* where active transport enters the on-road environment.

¹⁰ Refer to the Queensland Development Code 4.1 - *Sustainable Buildings*.

3.4.4 Natural environment

The design, siting and layout of development has regard to the environment and:

- » seeks to first avoid, then minimise and mitigate impacts arising from development within the PDA to sensitive ecological values and Matters of State Environmental Significance within and

3.0 Land use plan: PDA-wide criteria

adjoining the PDA¹¹, including flying fox habitat, intertidal mudflats, mangroves, seagrass beds and fisheries

- » seeks to achieve a net gain in marine habitat through the use of compensatory offsets
- » establishes linear corridors through the PDA which support open space connections between community focal points
- » incorporates landscaping with endemic species with a preference towards retaining existing vegetation where possible
- » utilises planting strategies which are site responsive and reflect the subtropical nature of South East Queensland
- » maintains and improves water quality and the functioning and characteristics of the existing hydrological network (including surface and groundwater interactions) and addresses overland flow paths¹²
- » minimises adverse impacts on receiving waters and appropriately manages stormwater including use of total water

¹¹ Refer to the DSDIP State Planning Policy Interactive Mapping System

¹² Refer to Department of Environment and Heritage Protection's Environmental Protection (Water) Policy 2009.

cycle management and water sensitive urban design principles.

3.4-5 Open space

Development delivers parks and civic spaces which:

- » protects the functioning of existing parks and ensures no net loss of public open space within the PDA
- » provide for multiple purposes and uses including recreational, sporting, ecological and stormwater management functions
- » contribute to the achievement of an integrated, high quality open space network that caters for a variety of recreation functions and experiences to meet the needs of residents and visitors
- » provide opportunities to connect to public open space areas within and adjoining the PDA and delivers parks identified in Map 2 - Structure plan
- » provide opportunities for the community to engage with the heritage and coastal habitats of Moreton Bay through new and improved areas of waterfront public open space
- » are accessible for all users
- » ensures the waterfront promenade is designed to contribute to the public open space network and provide opportunities for the public to access and enjoy the waterfront
- » incorporate existing natural features

to the greatest extent possible having regard to the achievement of natural environment criteria in Section 3.4.4

- » are landscaped to assist in creating neighbourhood identity and wayfinding and link park areas in the PDA through vegetated corridors planted with native flora
- » are designed and embellished to suit their anticipated use
- » incorporate appropriate erosion and sediment control techniques
- » may act as buffers between residential development and incompatible uses
- » promote innovative and efficient use of energy and water in open spaces.

3.4.6 Community safety and development constraints

Development employs a risk management approach and will:

- » be sited, designed and constructed to avoid, minimise or withstand the incidence of a development constraint
- » mitigate impacts from erosion prone areas
- » mitigate impacts from contaminated land
- » minimise soil erosion and siltation during construction
- » ensure that people and property are safe from potential hazards including acid sulfate soils, coastal hazards,

flooding, bushfire and landslide¹³ through assessment of risk and avoiding or mitigating adverse impacts

- » have regard to the projected impacts of a variable climate
- » manage and minimise noise from transport corridors¹⁴
- » have regard to maritime uses within the PDA and will mitigate impacts from noise, dust, light or odour through design and siting of development, avoiding the use of noise barriers
- » minimise adverse impacts on amenity during construction
- » ensure stormwater runoff at the PDA boundary does not exceed that which presently exists, and there is no net worsening of flood conditions at the PDA boundary.

3.4.7 Service infrastructure

Development will protect existing or planned trunk infrastructure and ensure infrastructure and services are:

- » provided in a timely, orderly, integrated and coordinated manner to support urban uses and works
- » available or capable of being

¹³ A minimum RL level across the PDA may be set to ensure the risk of storm surge and flooding is minimised.

¹⁴ Refer to the Department of Transport and Main Roads Traffic Noise Management: Code of Practice with respect to external road traffic noise levels and the Queensland Development Code and Section MP4.4 *Buildings in a Transport Noise Corridor*.

made available (including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications)

- » designed to allow for future developments in information technology
- » located and designed to maximise efficiency and ease of maintenance.

3.0 Land use plan: Precincts

3.5 Precinct provisions

3.5.1 Introduction

Precinct provisions seek to provide guidance on outcomes and where land uses within the PDA are preferred.

Precinct provisions should be read in conjunction with the vision at section 3.3, Map 2 - Structure plan and the PDA-wide criteria. Map 3 - Precinct plan shows the location and boundaries of precincts in the PDA. Map 4 - Height plan shows the general heights permissible within the PDA.

Inclusion of land within a precinct does not imply that all such lands can be developed for urban purposes. Some land may not be available or appropriate to be developed due to local site conditions such as coastal hazards, stormwater management, vegetation or other constraints including the need to provide roads or open space etc. This will need to be addressed through a development application.

Where relevant, development will need to have regard to and ensure it is designed to interface appropriately with adjoining precincts.

Where there is doubt, if an application incorporates a proposal over two precincts, the Precinct provisions of the substantive area should prevail, having regard to the intent of the other precinct.

Development should also have regard to the PDA-wide criteria, Infrastructure plan and Implementation strategy.

3.5.2 Precinct 1 - Mixed use village

Precinct intent

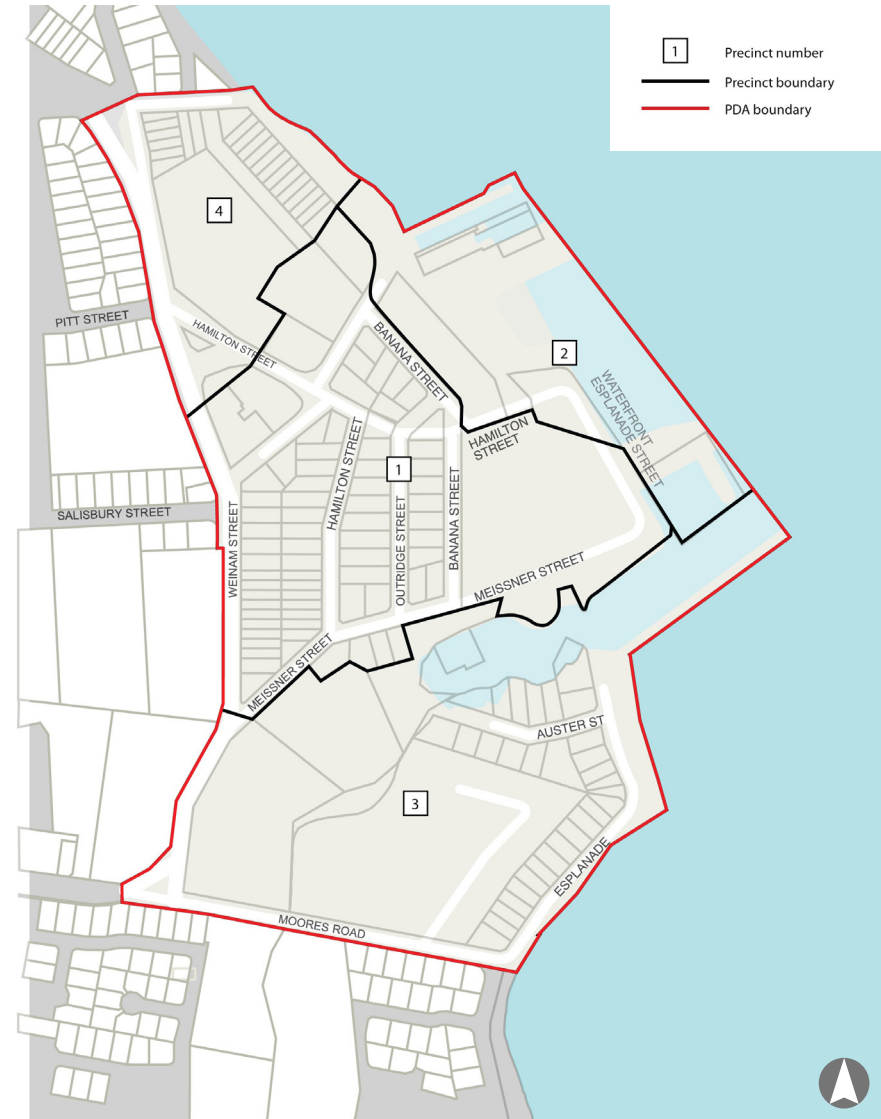
Precinct 1 is at the centre of the PDA and will provide for mixed use residential, retail and commercial development as well as transport services, parking areas and community uses. Development in Precinct 1 is anticipated to provide early development opportunities in the PDA which will support further development in the area.

Transport services will include a new Translink Redland Bay Marina bus station integrated with the passenger ferry terminal. Development will allow for the opportunity to relocate the Translink Redland Bay Marina bus station upstream into Precinct 3 on the northern side of Weinam Creek in the longer term. Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided. Development will ensure the co-location of the bus station, passenger ferry terminal and car parking in the short and long term to provide an integrated transport network.

Throughout the precinct, surrounding and above retail uses, a variety of residential solutions will be supported which will allow for increased density in proximity to the marina in Precinct 2.

The new street connections delivered in Precinct 1 will be integral to the movement network for the PDA and in enhancing access to the waterfront.

Map 3 - Precinct plan



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

Development will need to have regard to how it interfaces with Sel Outridge Park in Precinct 4 and contributes to activating Neville Stafford Park in Precinct 2.

The intent of Precinct 1 has been broken into two elements which are Mixed use development and Street and movement network.

Mixed use development

Development in Precinct 1 will support residential development, community uses and health care services and the creation of the mixed use node. Residential uses are appropriate throughout the precinct where not in conflict with other desired outcomes. Retail and commercial uses should seek to locate within the mixed use node.

There are a number of existing community facilities within the Precinct along the southern boundary of Precinct 1 and the north of Weinam Creek. This area will be retained for community facilities.

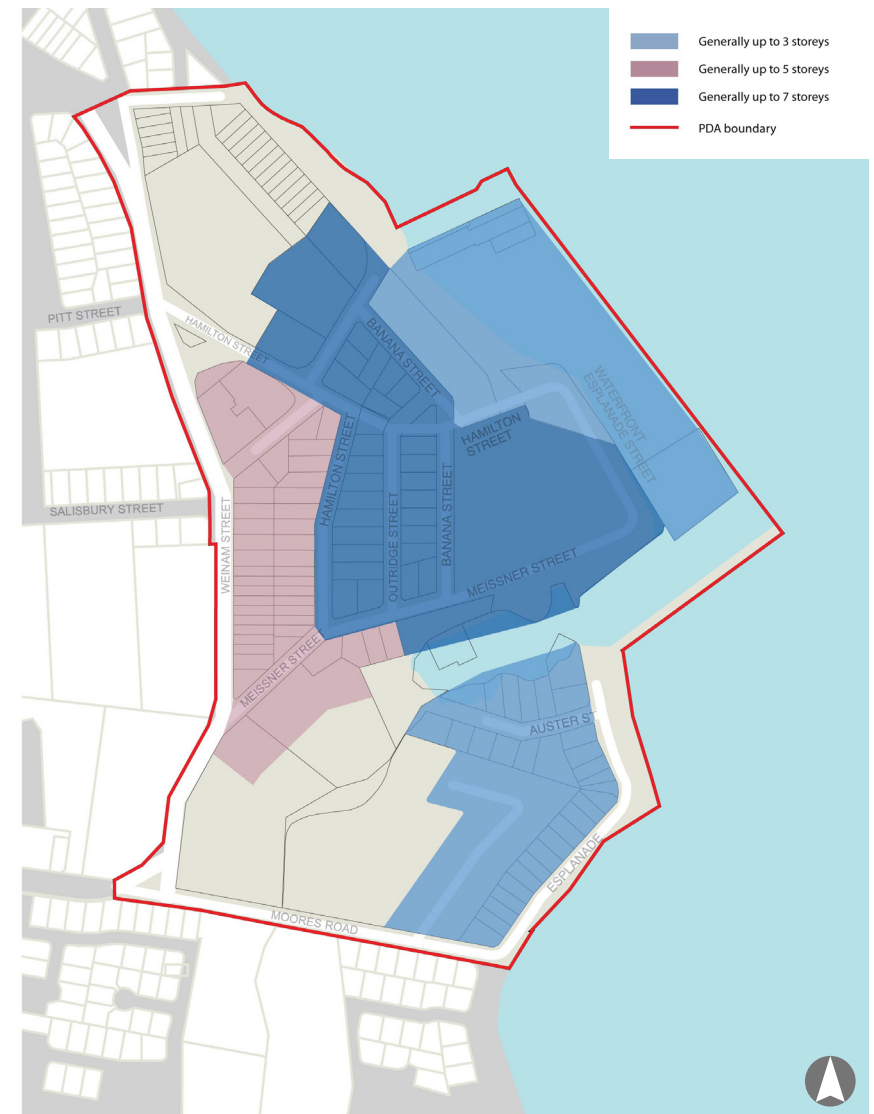
Development in Precinct 1 will ensure residential, community and mixed use design and land uses:

- » provide a diversity of housing types
- » promote the creation of a mixed use node along the waterfront and adjoining Neville Stafford Park in Precinct 2, where active retail and commercial uses are located within the PDA
- » support the mixed use node providing convenience retail and commercial uses such as shops and professional offices

as well as other non retail functions such as child care, cafes and restaurants to service visitors, southern Moreton Bay Island (SMBI) residents and the Redland Bay community

- » activate the public realm and deliver the highest density of development and activities in the mixed use node, with upper levels which are predominantly residential in order to benefit from access to transport services and an outlook onto the marina area and Moreton Bay
- » establish buildings which reinforce Hamilton and Meissner Streets as the main entrances and gateways into the PDA and contribute to creating a strong pedestrian connection along the Meissner Street extension between the mixed use node and Precinct 3
- » contribute to an articulated streetscape with active frontages in the mixed use node along key pedestrian and street connections and fronting community focal points, which provide continuous awnings along footpaths and support zero setbacks of building facades
- » ensure active frontages are built up to or near the public realm edge, are visually and physically permeable and do not incorporate blank walls, plant rooms, parking areas or rows of fire escapes
- » ensure areas for parking are protected to the east of Banana Street and west of the new waterfront esplanade street with parking areas appropriately sleeved by mixed use development

Map 4 - Height plan



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

3.0 Land use plan: Precincts

- » provide for community facilities to continue to operate in the Precinct which are accessible and close to public transport facilities and support improved amenity and access to the waterfront
- » support office and residential uses above ground floor retail development in the mixed use node
- » support on-land development opportunities associated with the marina in Precinct 2
- » provide for generally up to 4,500m² GFA of neighbourhood scale active retail uses including a supermarket of up to 1,000m² which serve mainly the convenience shopping needs of the local catchment and Southern Moreton Bay Islands and complement the Redland Bay Activity Centre
- » provides for generally up to 4,500m² GFA of commercial uses which complement the Redland Bay Activity Centre.

Development applications seeking to exceed the GFA limits specified above will be assessed under Section 3.2.4 (ii) of the scheme.

Street and movement network

Precinct 1 will continue to act as the main transport and interchange hub within the PDA. The precinct will support the delivery of a new Translink Redland Bay Marina bus station which will be integrated with the passenger ferry terminal and improve

transport interchange efficiency.

Development will support the potential for the bus station to move upstream on the northern side of Weinam Creek into Precinct 3 in the longer term. Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided.

New road connections will be delivered in Precinct 1 to improve pedestrian, cycle and traffic movement within the PDA and to create a connection with the mixed use node and waterfront. Areas of road reserve which are no longer required will be amalgamated and incorporated into land available for mixed use development.

It will also be important for the street and movement network to support public transport movement and interchange opportunities to reduce the need for private vehicle use.

Development in Precinct 1 will contribute to a street and movement network which:

- » provides for the operation of passenger ferries, the Translink Redland Bay Marina bus station and community uses and allows for long term opportunity to relocate these upstream into Precinct 3 after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided
- » creates a strong pedestrian connection along Meissner Street between the mixed use node and Precinct 3

- » delivers the extension of Hamilton Street from Weinam Street to the waterfront to create a direct link through Precinct 4 and 1 to the mixed use node, marina and waterfront
- » extends Meissner Street to connect to the waterfront and the current passenger ferry terminal
- » delivers a new waterfront esplanade street between the Hamilton Street and Meissner Street extensions creating a loop road which allows for a one way public transport movement
- » supports the development of a multi-deck car park to the west of the new esplanade street, providing short-term parking associated with the ferry services and retail uses and appropriately sleeved with mixed use development in the mixed use node
- » utilises Outridge Street to provide vehicle access points to development fronting Hamilton and Banana Streets
- » provides for an upgrade of the intersections of Meissner and Weinam Streets and Moores Road and Meissner Street to provide a workable, alternative southern access option to the PDA
- » supports road connections which improve functionality and legibility of the road network and improve public transport connections with the passenger ferry terminal
- » supports road connections which have regard to and reduce conflicts between

vehicle ferry traffic and general traffic movements including pedestrians and cyclists

- » provides parking facilities which service passenger ferry and retail services within the PDA.

Preferred land uses

- » car park
- » child care centre
- » community use
- » dual occupancy
- » educational establishment
- » food and drink outlet (where located at ground level)
- » health care services
- » home based business
- » hotel
- » indoor entertainment
- » indoor sport and recreation
- » landing
- » marine industry
- » multiple dwelling
- » office
- » port services
- » residential care facility
- » retirement facility
- » shop (where located within a mixed use building)
- » shopping centre (where located within a mixed use building)
- » short term accommodation

- » utility installation (for the purposes of transport services).

3.5.3 Precinct 2 - Marina and vehicle ferries

Precinct intent

Precinct 2 will cater for marine based development, areas of open space and opportunities to connect with the waterfront. This will include land reclamation opportunities, vehicle ferry services, delivery of a waterfront promenade, enhancement to Neville Stafford Park and the preferred location for a new marina.

A key consideration for any development in Precinct 2 will be how it interfaces with development in Precinct 1 as development in both precincts is seeking to maximise the amenity of and access to the waterfront.

The intent of Precinct 2 has been broken into 4 elements including Land reclamation, Vehicle ferry services, Open space and Marina development.

Land reclamation

Land reclamation in this area will contribute to dredge spoil disposal and create opportunities for new land which will support areas of parking, open space, port services and a mixed use plaza in the PDA.

Development in Precinct 2:

- » supports the creation of new land, which extends from and is directly connected to a development parcel in Precinct 1 and

forms part of a contiguous parcel

- » establishes a mixed use plaza on the waterfront at the end of the extension of Hamilton Street and the northern end of the new esplanade road, which is integrated with and forms part of the mixed use node
- » enhances land available for use as part of Neville Stafford Park through the filling of the existing dredge pond
- » allows for land reclamation to occur which extends from the existing vehicle ferry services to the north of the marina, for use as parking associated with the marina and dredge spoil disposal
- » forms the northern edge of the marina from land reclamation and fenced dredge spoil disposal areas, which can used for marina parking
- » has regard to the treatment and or disposal of dredge spoil
- » ensures any new land created prevents or appropriately mitigates impacts to land and/or water based movement.

Vehicle ferry services

Vehicle ferry services will continue to operate in their current location and development will protect the opportunity for at least two ferry operators and associated facilities and parking to be located within the precinct.

The location of the vehicle ferries in the north of the PDA will assist in minimising conflicts between car ferry movements and other boating activities, as well as between

pedestrians and vehicles seeking to access the ferry services.

Development will:

- » provide for the operation of vehicle ferry services of at least two ferry operators and associated parking and car queuing areas
- » seek to minimise conflicts between vehicles and pedestrians or cyclists where adjoining parking areas for the car ferry services
- » have regard to the treatment and or disposal of dredge spoil
- » support visual and physical connections between Sel Outridge Park in Precinct 4 and Neville Stafford Park in Precinct 2.

Open space

Precinct 2 will cater for key areas of open space adjoining the waterfront.

Neville Stafford Park will be enhanced as an area of public open space and will incorporate new areas of land created from the filling of the existing dredge spoil pond.

The park will create a connection between the mixed use node in Precinct 1 and the marina and enhance the amenity offering for development within Precinct 1. The park will also provide an opportunity for the community to interact with the marine environment.

To celebrate Redlands heritage, an opportunity exists for an iconic building overlooking the memorial space. The

building will provide access for multiple community facilities. Located close to public transport, this building will be situated south of the memorial cenotaph on the eastern side of Banana Street, overlooking the foreshore. The building will be fringed by cafes and small retailers and face onto Neville Stafford Park increasing casual surveillance of the Park.

The precinct will also contribute to the delivery of the waterfront promenade and boardwalk which will become a memorable aspect of Weinam Creek and facilitate connection with marina based activities.

Development in Precinct 2:

- » supports the enhancement of the Neville Stafford Park as an early development opportunity within the precinct which enhances amenity to development in Precinct 1
- » ensures the design of Neville Stafford Park utilises CPTED principles, creates legible access and addresses Banana Street and the extension of Hamilton Street to the waterfront and supports visual and physical access to adjacent development in Precinct 1
- » supports active uses locating on the edges of Neville Stafford Park along Banana Street and the extension of Hamilton Street to the waterfront
- » provides a formalised memorial space as part of Neville Stafford Park through streetscape design, street furniture and landscaping improvements

3.0 Land use plan: Precincts

- » creates an iconic building overlooking the memorial space with opportunities for mixed use development
- » supports the creation of a tidal area in Neville Stafford Park to provide opportunities for the community to interact with the marine environment
- » enhances the streetscape presence and formal setting for Neville Stafford Park to create opportunities for a diversity of activities to occur in the park
- » supports the creation of a waterfront pedestrian and cycle promenade which promotes a north south pathway along the eastern boundary of the PDA and contributes to civic open space through integration with Neville Stafford Park and the marina.

Marina development

The marina will be designed to enable gradual expansion and will support a range of recreational activities available in the PDA and seek to attract a broader range of visitors and residents. Residential and mixed use development in Precinct 1 will overlook the marina and create a relationship with the waterfront.

The delivery and design of the marina:

- » is located adjacent to Precinct 1, to the north of the Weinam Creek mouth and passenger ferry terminal
- » enhances amenity and enjoyment of the waterfront within the PDA
- » supports the opportunity for

- development of a staged marina of up to 400 berths and associated marine services
- » accommodates a variety of vessels with a variety of depths and widths
- » ensures ease of access from land or water
- » prevents or mitigates the impacts of exposure to wave environments
- » minimises dredging requirements and has regard to the treatment and or disposal of dredge spoil
- » minimises the impact of vessels on the environment including impacts to air quality, water quality, marine habitat, marine fauna and bank stability
- » ensures parking demand and traffic impacts resulting from marina development are consistent with desired performance standards or impacts are able to be mitigated
- » provides boating service facilities such as fuel, water, toilet facilities or sewage pump out where practicable and where such facilities are not available.

Preferred land uses

- » car park
- » club
- » community use
- » emergency services
- » food and drink outlet

- » function facility
- » hotel
- » indoor sport and recreation
- » landing
- » outdoor sport and recreation
- » park
- » port services
- » utility installation (for the purposes of transport services).

3.5.4 Precinct 3 - Weinam Creek

Precinct intent

Weinam Creek will continue to provide for a diverse range of recreational and marine service activities associated with the bay and islands including the existing breakwater and park area on the southern side of Weinam Creek. Development in Precinct 3 will provide for boating access from Weinam Creek into Moreton Bay, and associated parking requirements as well as opportunity for residential and marine industry development.

Development will enhance pedestrian access through the continuation of the waterfront promenade and pedestrian connections through the site. Connectivity across the creek will be investigated including potential for a pedestrian bridge at the end of the creek connecting the north and south of the precinct and providing links to the residential areas, southern waterfront and proposed long term parking.

Development in Precinct 3 will allow for the opportunity to relocate the Translink Redland

Bay Marina bus station, from Precinct 1 upstream on the northern side of Weinam Creek into Precinct 3. Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided.

Development in Precinct 3 will:

- » provide for residential development
- » provide for marine industry development and boat parking facilities to the east of the recreational boat ramp, adjoining the waterfront, where impacts including traffic, air, noise and odour emissions are able to be readily mitigated
- » minimise dredging requirements and has regard to the treatment and or disposal of dredge spoil
- » maintain the existing breakwater and park area on the southern side of Weinam Creek
- » support the opportunity for relocation of the passenger ferry terminal and Translink Redland Bay Marina bus station upstream of Weinam Creek on the northern side
- » provide opportunities for convenient longer term parking with good connections to the ferry and into the mixed use node. Ensures adequate car parking is provided to meet the scale of development and anticipated growth
- » ensure the location of the boat ramp has regard to the safety of all boat users and the operational requirements of ferries
- » provide for the relocation of the boat

ramp to the end of Weinam Creek on the southern side

- » make provision for parking associated with the boat ramp on the southern side of Weinam Creek, which reduces conflicts between trailer boats and pedestrian and vehicle traffic in the rest of the PDA
- » ensure parking areas are designed to appropriately interface with adjoining uses
- » allow for a pedestrian bridge towards the end of Weinam Creek to improve north south connectivity in the precinct
- » deliver a new north south connection from Moores Road to the recreational boat ramp, providing access to parking, the boat ramp, residential and marine industry development
- » provide an upgrade of the Meissner Street and Moores Road intersection to provide for development in the south of the precinct
- » ensures access minimises impacts of vehicle and trailer movements adjoining residential development
- » ensure the safety of pedestrians and cyclists moving through the area and seeks to separate vehicle, trailer and people movements
- » contribute to creating a strong pedestrian connection along Meissner Street between the waterfront and Precinct 3 and extend the waterfront promenade and pedestrian connection through the Precinct to connect to areas to the south

of the PDA.

Preferred land uses

- » car park
- » dual occupancy
- » dwelling unit
- » home based business
- » landing
- » low impact industry
- » marine industry
- » multiple dwelling
- » port services
- » service industry
- » utility installation (for the purposes of transport services).

3.5.5 Precinct 4 - Sel Outridge Park

Precinct intent

Precinct 4 incorporates Sel Outridge Park which will continue to provide active recreational choices for the community and enhance the public space offering within the PDA. Ultimately it will attract visitors as a key destination on the waterfront promenade.

The park will provide opportunities to interact with the marine ecology and habitat areas and the eastern edge of the park will support public access to the waterfront.

A key consideration for this precinct is how the park edges are designed to appropriately interface with adjoining precincts.

For Precinct 2 this will include consideration

of how the park relates to parking areas within Precinct 2 which service the car ferry service to minimise conflicts between cars and pedestrians or cyclists, as well as promoting a visual and physical connection with Neville Stafford Park.

Development in precinct 4 will ensure urban design and land uses:

- » supports the development of a major designation all abilities playground and picnic area as a participatory project in conjunction with people with a disability and their families, schools and service providers
- » delivers landscaping improvements
- » provides pedestrian and cycle corridors and small picnic areas
- » establishes vegetated corridors through the site
- » ensure the safety of pedestrians and cyclists moving through the area and seeks to separate vehicle and people movements.

Preferred land uses

- » community facility
- » park
- » outdoor sport and recreation.

3.0 Land use plan: Precincts

Table 1: Levels of assessment

Column 1 Exempt development	Column 2 PDA self assessable development	Column 3 – PDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
In all precincts			
1. development specified in schedule 1 2. development for Home based business 3. development for a sales office where not greater than 150m² GFA 4. material change of use if in accordance with an approved Plan of Development (PoD) 5. operational work or building work in accordance with an approved PoD.	Nil	All development, including development not defined in Schedule 2, other than development mentioned in Schedule 1 or Column 1, 2 or 3B.	Development for: 1. High impact industry 2. Medium impact industry 3. Noxious and hazardous industry.

Infrastructure plan

Infrastructure requirements to achieve the vision for the PDA will be determined through the development assessment process, conditioned as part of a PDA development approval for development and delivered as part of the building and operational works on the site.

Conditions for supplying infrastructure will be based on development infrastructure identified in Schedule 3 of the *Sustainable Planning Act 2009*. Contributions towards infrastructure shall generally be drawn from development contributions from development within the PDA.

Infrastructure charges will be based on Redland City Council's applicable infrastructure charging document for the area or an Infrastructure Agreement.

Infrastructure delivered as part of the development may be credited against the monetary contribution that would otherwise apply.

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

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

Listed below is infrastructure currently identified for the Weinam Creek PDA.

Infrastructure	Description of works
Community infrastructure	Provide for a network of community services and facilities which develop connections and contribute to a strong community including Redland Bay Police, Redland Bay Community Hall, the Redland Bay Amateur Fishing Club, the Coast Guard, Sea Cadets and Redlands Sea Dragons.
	Support the development of an integrated community, health and recreation precinct that addresses the needs of the emerging community in the southern Redlands, whilst servicing the catchments of Southern Moreton Bay Islands and Mount Cotton.
Marine	Undertake capital dredging to widen Weinam Creek and ensure safe movement of boats and ferries.
	Provide for cyclic maintenance dredging of Weinam Creek.
	Provide for a staged marina and develop an associated marine engineering and dredge spoil disposal strategy.
	Provide for new land through land reclamation and dredge spoil disposal.
Open space	Provide a recreational boat ramp in a safe and accessible location, of the same or improved capacity with appropriate provision of car and trailer parking.
	Enhance Neville Stafford Park through landscaping improvements.
	Deliver improved access to the waterfront and marina, through pedestrian and cycle corridors, small picnic areas, seating and large sporting areas, including a connections delivered through land reclamation.
	Support the development of a major destination all-abilities playground and picnic area in Sel Outridge Park as a participatory project in conjunction with people with a disability and their families, schools and service providers.
Pedestrian/cycle networks	Deliver improvements to Neville Stafford Park including a formalised memorial park, street furniture and streetscape and landscaping improvements.
	Establish improved pedestrian and cycle connections within the PDA creating connections within and between precincts and linking the PDA to the broader network.
	Establish pedestrian and cycle connections along the waterfront, contributing to the open space network, opening up the area currently occupied by car parking and providing access along the southern edge of Weinam Creek.
	Support the delivery of a pedestrian and cycle connection to the south of the Weinam Creek by way of a pedestrian/cycle bridge.

4.0 Infrastructure plan

Infrastructure	Description of works
Roads and transport	Make adequate provision for the nature and number of vehicles expected having regard to projected population growth including:
	» parking associated with the passenger and vehicle ferry terminals close to these facilities in a decked arrangement to save on valuable land,
	» parking areas along Meissner Street and Moores Road, in addition to the boat ramp and associated facilities,
	» segregated facilities for marina parking, as required by the operation of this land use, and
	» other parking required by the operation of the land use.
	Upgrade the Meissner Street / Weinam Street intersection.
	Upgrade the Meissner Street / Moores Road intersection.
	Upgrade Weinam and Banana Streets.
	Extend Hamilton Street east from Banana Street to connect to the waterfront.
	Extend Meissner Street east from Banana Street to connect to the waterfront.
	Create a new north south waterfront esplanade road between the Hamilton Street and Meissner Street extensions, that facilitates a loop road between Hamilton Street, Weinam Street and Meissner Streets which supports bus movements.
	Upgrade Hamilton and Meissner streets to include cycle paths.
	Delivers a new road connection from Moores Road to the boat ramp which provides access to the recreational boat ramp and associated parking facilities.
Stormwater management	Provide for the co-location of bus, passenger ferry and parking facilities.
	Support the opportunity to relocate the passenger ferry terminal and Translink Redland Bay Marina bus station from Precinct 1 to Precinct 3 upstream and on the north side of Weinam Creek, with bus services to use the Hamilton, Banana and Meissner Street loop route. Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided.
	Establish new drainage and water quality infrastructure to manage stormwater requirements in accordance with Council's standards and/or approved detailed studies with consideration of coastal hazards, using water sensitive urban design principles.
	Establish new or upgrade existing drainage infrastructure to manage stormwater discharge in accordance with Council's standards and/or approved detailed studies with consideration of coastal hazards, using water sensitive urban design principles.
Water and sewerage	Establish stormwater quality infrastructure that achieves stormwater quality requirements in accordance with Council's standards and/or approved detailed studies with consideration of coastal hazards, using water sensitive urban design principles.
	Water and sewerage services for the development are established generally in accordance with Council's existing standards. Any development in excess of the planned network demand, as determined by Council at the time of development, may trigger an assessment of surrounding infrastructure to determine any requirement for infrastructure upgrades.

5.1 Introduction

The *Economic Development Act 2012* (the Act) requires a development scheme to include an Implementation strategy to "achieve the main purposes of the Act for this area, to the extent that they are not achieved by the Land use plan or the plan for infrastructure".

The Implementation strategy for the Weinam Creek PDA Development Scheme (the scheme) fulfils this requirement by identifying a suite of actions that support the achievement of the vision for the Weinam Creek PDA and support the delivery of economic development and development for community purposes within the PDA. This strategy focuses on:

1. *Development staging strategy* - Redland City Council and the Queensland Government will work together to facilitate catalyst development in the Weinam Creek PDA. This strategy identifies key priorities and opportunities.
2. *Development in the Moreton Bay Marine Park* - Any development within the Moreton Bay Marine Park will require approval under the *Marine Parks Act 2004*. This strategy seeks to identify key actions to facilitate development approvals under this act.
3. *Sustainability* - All development within the PDA is encouraged to promote sustainability in design and delivery. This strategy includes guiding principles for sustainability.

5.0 Implementation strategy

5.2 Development staging strategy

Development within the Weinam Creek PDA provides an opportunity to locate a mix of retail, office and residential uses in a unique harbour side location.

Due to this unique opportunity Redland City Council in partnership with EDQ will actively seek to drive economic development and attract investment to the site through the sale and release of catalyst sites within the PDA owned by Council and or the state.

Development within the PDA should seek to facilitate private sector partnerships and this strategy identifies key actions which will seek to support the delivery of these outcomes.

Alternative staging may be proposed, provided the development does not conflict with the PDA vision and there are sufficient grounds to justify the approval of the development, in accordance with Section 3.2.4 Development consistent with the scheme.

The actions	Desired outcomes
Catalyst project	
Enhance Neville Stafford Park through landscaping improvements and mixed-use development on sites adjacent to the park.	Business attraction: provision of positive perceptions of Weinam Creek PDA and development in the heart of the Weinam Creek PDA. Stimulates growth: attraction of development to Precinct 1.
Short term	
Intensification of development adjacent to Neville Stafford Park, through mixed use and residential development opportunities, and rationalisation of existing community facilities.	Stimulates growth: improved viability of many existing opportunities to invest within the PDA. Staged delivery: development intensifies on sites adjacent to Neville Stafford Park.
Redevelopment of existing residential sites and mixed use.	Stimulates growth: development intensifies across all precincts as catalyst projects and key vehicle infrastructure is complete.
Development of key vehicle infrastructure such as carparks and road networks.	Stimulates growth: development intensifies across all precincts as catalyst projects and key vehicle infrastructure and is complete.
Support improved access and transportation options within the PDA including: <ul style="list-style-type: none"> » delivering the Translink Redland Bay Marina bus station » relocating the existing boat ramp to the southern side of the creek » establishing a new pedestrian bridge link across the creek » relocating the Sea Scouts to the edge of Weinam Creek to share the existing boat ramp with the Coast Guard » providing for an additional vehicle ferry operator to improve competition and capacity at Weinam Creek 	Stimulates growth: unlocks valuable land throughout the PDA site for redevelopment. Land use and transport integration: improved bus interchange facility, ferry and parking arrangements. Improved services: additional vehicle ferry operator improves services.
Development of large land parcel on the edge of Moreton Bay for an intense mixed-use development outcome.	Stimulates growth: unlocks a significant development parcel on the edge of Moreton Bay. Delivery of mixed use: integrates a new esplanade street and associated car parking arrangements at the core of the PDA.

The actions	Desired outcomes
Short term (continued)	
<p>Provide transport upgrades associated with short term development within the PDA:</p> <ul style="list-style-type: none"> » upgrade the Meissner Street / Weinam Street intersection » upgrade the Meissner Street / Moores Road intersection » upgrade Weinam and Banana Streets » extend Hamilton Street east from Banana Street to connect to the waterfront » extend Meissner Street east from Banana Street to connect to the waterfront » create a new north south waterfront esplanade road between the Hamilton Street and Meissner Street extensions, that facilitates a loop road between Hamilton Street, Weinam Street and Meissner Streets which supports bus movements » upgrade Hamilton and Meissner streets to include cycle paths » delivers a new road connection from Moores Road to the boat ramp which provides access to the recreational boat ramp and associated parking facilities » construct Parking areas along Meissner Street and Moores Road, in addition to the boat ramp and associated facilities » establish Hamilton, Banana and Meissner Street loop route » improve Pedestrian safety throughout the PDA, utilising Crime Prevention Through Environmental Design (CPTED) principles. 	<p>Connectivity and accessibility: provides additional vehicle connectivity through the PDA.</p>
<p>Support the opportunity to relocate the passenger ferry terminal and Translink Redland Bay Marina bus station from Precinct 1 to Precinct 3 upstream and on the north side of Weinam Creek, with associated long term parking provided. Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided.</p>	<p>Stimulates growth: unlocks valuable land throughout the PDA site for redevelopment.</p> <p>Land use and transport integration: improved bus interchange facility, ferry and parking arrangements.</p> <p>Improved services: additional vehicle ferry operator improves services.</p>

5.0 Implementation strategy

The actions	Desired outcomes
Long term	
Develop marina and undertake land reclamation.	<p>Delivers vision: marina delivery will be a transformative addition to Weinam Creek PDA.</p> <p>Land reclamation: provides for additional development opportunities while efficiently addressing dredge spoil disposal.</p>
Expand the marina: eastern growth of marina to form a larger marina basin, additional residential buildings and extended marine services areas.	Marina development and dredging strategy: development occurs gradually through the ongoing disposal of dredge spoil and balance cut and fill.

5.3 Development in the Moreton Bay Marine Park

Development within the Weinam Creek PDA provides an opportunity to locate a mix of retail, office and residential uses in a unique harbour side location connecting to the Southern Moreton Bay Islands.

The PDA includes areas of water within a General Use Zone and a Habitat Protection Zone of Moreton Bay Marine Park and therefore any development proposed within these areas will require assessment and approval under the *Marine Parks Act 2004*.

Proposals incorporating major works that are likely to have a significant impact on the marine park, such as marinas, breakwaters, reclamation and capital dredging require the declaration of a designated 'works area' prior to assessment and approval.

The actions	Desired outcomes
<p>The Department of National Parks, Recreation, Sport and Racing (DNPRSR) will work with Redland City Council, government agencies, potential developers and other organisations, as required, to develop strategies that facilitate the development assessment process while protecting the marine park.</p> <p>In particular DNPRSR will work with stakeholders to develop a strategy to:</p> <ul style="list-style-type: none"> » declare a 'works area'. This will require an assessment of the social, cultural, financial and environmental outcomes of the proposed development of the area, an analysis of the potential adverse impacts associated with the development and a description of how these impacts may be avoided, minimised or offset » protect and enhance the marine environment within and surrounding the PDA having regard to considerations such as: <ul style="list-style-type: none"> » the location and impact to marine plants and other benthic habitats (e.g. mud, rocky rubble, coral) within the PDA and the surrounding area » the habitat requirements of animals that occur at the sites and in the surrounding area (including migratory species) and their sensitivity to changes in habitat, including ongoing activities associated with the use of the site post development » how development may directly and indirectly impact the integrity of these habitats, and their dependent fauna, through edge effects and fragmentation. 	<ul style="list-style-type: none"> » Declaration of a 'works area': The Marine Parks (Moreton Bay) Zoning Plan 2008 is amended to declare a designated 'works area' prior to lodgement of development applications for major development within the marine park » Protection of the marine environment: Development has sought to minimise impacts to the natural and cultural values of the marine park within the PDA and surrounding area and where appropriate, mitigation methods including opportunity for offsets have been investigated and have sought to enhance and protect marine park values.

5.4 Sustainability

The Land use plan requires development to address sustainability which has been shown to lead to longer term reduced development and housing costs including ongoing living costs. Energy, transport, water and access to services are major cost burdens on all household budgets.

A key aspect of this is how development addresses sustainability which is also an important driver for economic development and development for community purposes. Ecological sustainability will be addressed in this PDA by setting goals for a range of long term sustainability aspirations.

The Land use plan is supported by guidelines which provide development standards to ensure the minimisation of adverse impacts on ecological processes and natural systems.

The actions	Desired outcomes
<p>EDQ will work with Redland City Council, government agencies, developers, utility providers and other organisations to develop strategies that enhance the natural environment and ensure efficient use of resources including through the development of site Total Energy and Water Plans (addressing demand and supply side strategies):</p> <p>Develop strategies for:</p> <ul style="list-style-type: none"> » community education to promote the protection and enhancement of the natural environment » demand optimisation for water and energy efficiency and demand management strategies, including builder education » grid friendly local and or renewable generation that addresses peak demand » maximising water self containment » reducing, recycling and reusing demolition, construction and household waste » addressing urban heat island effect to ensure urban amenity and lower energy use in dwellings and buildings » continue providing and promoting access to public transport services. 	<p>Water: reduced potable water use by 20 per cent compared to regulatory requirements.</p> <p>Community: reduced reliance on motor vehicles and increased walking, cycling and use of public transport as well as access to community facilities and safe and accessible buildings.</p> <p>Biodiversity and ecosystems: development has sought to protect or enhance the health and sustainability of natural systems and encourage biodiversity and rehabilitation of degraded sites.</p> <p>Waste: significant measures have been taken to reduce waste generation and reuse or recycle 60 per cent of construction and demolition waste.</p> <p>Energy: reduced peak energy demand by greater than 30 per cent and reduced greenhouse gas production by greater than 20 per cent compared with minimum compliance.</p> <p>Materials: environmentally responsible materials have been used to lower environmental impacts.</p>

Schedule 1: Exempt development

Development prescribed in Schedule 4 of the *Sustainable Planning Regulation 2009*, other than Table 2, item 2 and Table 5, item 14.

Building work

Minor building and demolition work.

Carrying out building work associated with a material change of use that is PDA exempt or self-assessable development.

Carrying out building work associated with an approved material change of use.

Material change of use of premises

Making a material change of use of premises for a Park.

Reconfiguring a lot

Subdivision involving road widening and truncations required as a condition of development approval.

Operational work

Erecting no more than one (1) satellite dish on premises, where the satellite dish has no dimension greater than 1.8 metres.

Filling or excavation where:

- (a) not exceeding 50m³ in volume or
- (b) top dressing to a depth of less than 100 vertical millimetres from ground level.

Carrying out operational work if consistent with an approved Plan of Development (PoD).

Carrying out operational work associated with a material change of use that is PDA exempt development (excluding Park).

Carrying out operational work associated with an approved material change of use.

Carrying out operational work associated with an approved reconfiguration of a lot.

Carrying out operational work associated with the decontamination of land.

Carrying out operational work that is clearing of vegetation:

- (a) other than Significant vegetation, or
- (b) Significant vegetation where:
 - » the clearing is consistent with an approved PoD
 - » carried out by or on behalf of Redland City Council or a public sector entity, where the works being undertaken are authorised under a state law
 - » in accordance with the conditions of a PDA development approval for a material change of use or reconfiguring a lot.

Carrying out operational work that is the placing of advertising devices that:

- » do not exceed 5m² for office, industrial, recreational or entertainment use
- » are attached to a front fence or facade of a main building
- » do not project more than 150mm from front facade or front fence
- » are not illuminated
- » contain the name of business or operator, the use of premises, the contact details or name and address of building and
- » comprise no more than two signs.

Plumbing or drainage work

Carrying out plumbing or drainage work.

All aspects of development

Development undertaken for the purposes of public housing.

Development for the purposes of Community Infrastructure.

Development for a Home based business.

Development consistent with an approved PoD.

Development undertaken for the purposes of a dwelling house where extending or replacing an existing dwelling house, where complying with the acceptable solutions in the Queensland Development Code MP1.1 - Design and siting standards for single detached housing and MP1.2 - Design and siting standards for single detached housing.

Schedule 2: Definitions

Use definitions

Commercial use category

Car park

Premises used for parking vehicles where the parking is not ancillary to another use.

Hardware and trade supplies

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

Health care services

Premises for medical, paramedical, alternative therapies and general health care and treatment of persons that involves no overnight accommodation.

Office

Premises used for an administrative, secretarial or management service or the practice of a profession, where no goods or materials are made, sold or hired and where the principal activity provides for the following:

- » business or professional advice
- » service of foods that are not physically on the premises
- » office based administrative function of an organisation.

Sales office

The temporary use of premises for displaying

a land parcel or buildings that can be built for sale or can be won as a prize. The use may include a caravan or relocatable dwelling or structure.

Veterinary services

Premises used for veterinary care, surgery and treatment of animals that may include provision for the short-term accommodation of the animals on the premises.

Industrial use category

Extractive industry

Premises used for the extraction and processing of extractive resources and associated activities, including their transportation to market.

High impact industry

Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more of the following attributes:

- » potential for significant impacts on sensitive land uses due to off site emissions including aerosol, fume, particle, smoke, odour and noise
- » potential for off site impacts in the event of fire, explosion or toxic release
- » generates high traffic flows in the context of the locality or the road network
- » generates a significant demand on the local infrastructure network

- » the use may involve night time and outdoor activities
- » on site controls are required for emissions and dangerous goods risks.

Landing

A structure for mooring, launching, storage and retrieval of vessels where passengers embark and disembark.

Includes boat ramp, jetty or pontoon but does not include marina.

Low impact industry

Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more the following attributes:

- » negligible impacts on sensitive land uses due to off site emissions including aerosol, fume, particle, smoke, odour and noise
- » minimal traffic generation and heavy-vehicle usage
- » demands imposed upon the local infrastructure network consistent with surrounding uses
- » the use generally operates during the day (e.g. 7am to 6pm)
- » off site impacts from storage of dangerous goods are negligible
- » the use is primarily undertaken indoors.

Marine industry

Premises used for waterfront based marine industries involved in any activity relating to the manufacturing, storage, repair or servicing of vessels and maritime infrastructure.

The use may include the provision of fuel and disposal of waste. Includes boat building, boat storage and dry dock but does not include marina.

Medium impact industry

Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more of the following attributes:

- » potential for noticeable impacts on sensitive land uses due to off site emissions including aerosol, fume, particle, smoke, odour and noise
- » generates high traffic flows in the context of the locality or the road network
- » generates an elevated demand on the local infrastructure network
- » potential for offsite impacts in the event of fire, explosion or toxic release
- » on site controls are required for emissions and dangerous goods risks
- » the use is primarily undertaken indoors
- » evening or night activities are undertaken indoors and not outdoors.

Noxious and hazardous industry

Premises used for industrial activities that

include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more of the following attributes:

- » potential for extreme impacts on sensitive land uses due to off site emissions including aerosol, fume, particle, smoke, odour and noise
- » potential for off site impacts in the event of fire, explosion or toxic release
- » on site controls are required for emissions and dangerous goods risks
- » the use generally involves night time and outdoor activities
- » the use may involve the storage and handling of large volumes of dangerous goods
- » requires significant separation from non-industrial uses.

Port services

Premises used for the following:

- » the arrival and departure of vessels;
- » the movement of passengers or goods on or off vessels;
- » any ancillary activities directly serving the needs of passengers and visitors or the housing, servicing, maintenance and repair of vessels.

Includes marina and ferry terminal but does not include landing.

Research and technology industry

Premises used for innovative and emerging technological industries involved in research design, manufacture, assembly, testing, maintenance and storage of machinery, equipment and components.

This use may include emerging industries such as energy, aerospace, and biotechnology.

Service Industry

Premises used for industrial activities that have no external air, noise or odour emissions from the site and can be suitably located with other non-industrial uses.

Warehouse

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

The use may include sale of goods by wholesale where ancillary to the storage. The use does not include retail sales from the premises.

Residential use category

Caretaker's accommodation

A dwelling provided for a caretaker of a non-residential use on the same premises.

Community residence

Any dwelling used for accommodation for

a maximum of six persons who require assistance or support with daily living needs, share communal spaces and who may be unrelated. The use may include a resident support worker engaged or employed in the management of the residence.

Dual occupancy

Premises containing two dwellings on one lot (whether or not attached) where the use is primarily residential.

Dwelling house

A residential use of premises for one household which contains a single dwelling.

The use includes out-buildings and works normally associated with a dwelling and may include a secondary dwelling.

Dwelling unit

A single dwelling within a premises containing non residential use(s).

Home based business

A dwelling used for a business activity where subordinate to the residential use.

Hostel

Premises used for the accommodation of more than one household where each resident:

- » has a right to occupy one or more rooms
- » does not have a right to occupy the whole of the premises in which the rooms are situated

- » does not occupy a self contained unit
- » shares communal rooms, or communal facilities outside of the resident's room, with one or more of the other residents.

It may include:

- » rooms not in the same premises; or
- » provision of a food or other service; or
- » on site management or staff and associated accommodation.

This includes off-site student accommodation.

Multiple dwelling

Premises which contains three or more dwellings where the use is primarily residential.

Relocatable home park

Premises used for relocatable dwellings (whether they are permanently located or not) that provides long-term residential accommodation.

The use may include a manager's residence and office, food and drink outlet, kiosk, amenity buildings and the provision of recreation facilities for the exclusive use of residents.

Residential care facility

A residential use of premises for supervised accommodation where the use includes medical and other support facilities for residents who cannot live independently and require regular nursing or personal care.

Retirement facility

A residential use of premises for an integrated community and specifically built and designed for older people. The use includes independent living units and may include services units where residents require some support with health care and daily living needs. The use may also include a manager's residence and office, food and drink outlet, amenity buildings, communal facilities and accommodation for staff.

Short term accommodation

Premises used to provide short term accommodation for tourists or travellers for a temporary period of time (typically not exceeding three consecutive months) and may be self contained.

The use may include a manager's residence and office and the provision of recreation facilities for the exclusive use of visitors.

Tourist park

Premises used to provide for accommodation in caravans, self contained cabins, tents and similar structures for the public for short term holiday purposes.

The use may include, where ancillary, a manager's residence and office, kiosk, amenity buildings, food and drink outlet, or the provision of recreation facilities for the use of occupants of the tourist park and their visitors, and accommodation for staff.

Retail use category**Bulk landscape supplies**

Premises used for bulk storage and sales of landscaping and gardening supplies, which may include soil, gravel, potting mix and mulch, where the majority of materials sold from the premises are not in pre-packaged form.

Food and drink outlet

Premises used for preparation and sale of food and drink to the public for consumption on or off the site. The use may include the ancillary sale of liquor for consumption on site.

Garden Centre

Premises used primarily for the sale of plants and may include sale of gardening and landscape products and supplies where these are sold mainly in pre-packaged form. The use may include an ancillary food and drink outlet.

Market

Premises used for the sale of goods to the public on a regular basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use may include entertainment provided for the enjoyment of customers.

Outdoor sales

Premises used for the display, sale, hire or lease of products where the use is conducted wholly or predominantly outdoors and may

include construction, industrial or farm plant and equipment, vehicles, boats and caravans. The use may include ancillary repair or servicing activities and sale or fitting of accessories.

Service station

Premises used for the sale of fuel including petrol, liquid petroleum, automotive distillate and alternate fuels.

The use may include, where ancillary, a shop, food and drink outlet, maintenance, repair servicing and washing of vehicles, the hire of trailers, and supply of compressed air.

Shop

Premises used for the display, sale or hire of goods or the provision of personal services or betting to the public.

Shopping centre

Premises comprising two or more individual tenancies that is comprised primarily of shops and which function as an integrated complex.

Showroom

Premises used primarily for the sale of goods of a related product line that are of a size, shape or weight that requires:

- » a large area for handling, display or storage
- » direct vehicle access to the building by members of the public for loading and unloading items purchased or hired.

Rural use category**Agricultural supply store**

Premises used for the sale of agricultural products and supplies including agricultural chemicals and fertilisers, seeds, bulk veterinary supplies, farm clothing, saddlery, animal feed and irrigation materials.

Animal husbandry

Premises used for production of animals or animal products on either native or improved pastures or vegetation. The use includes ancillary yards, stables and temporary holding facilities and the repair and servicing of machinery.

Animal Keeping

Premises used for boarding, breeding or training of animals. The use may include ancillary temporary or permanent holding facilities on the same site and ancillary repair and servicing of machinery.

Cropping

Premises used for growing plants or plant material for commercial purposes where dependant on the cultivation of soil.

The use includes harvesting and the storage and packing of produce and plants grown on the site and the ancillary repair and servicing of machinery used on the site.

Intensive animal industry

Premises used for the intensive production of animals or animal products in an enclosure

that requires the provision of food and water either mechanically or by hand.

The use includes the ancillary storage and packing of feed and produce.

Intensive horticulture

Premises used for the intensive production of plants or plant material on imported media and located within a building or structure or where outdoors, artificial lights or containers are used.

The use includes the storage and packing of produce and plants grown on the subject site.

Wholesale nursery

Premises used for the sale of plants, but not to the general public, where the plants are grown on or adjacent to the site.

The use may include sale of gardening materials where these are ancillary to the primary use.

Service, community and other uses category

Cemetery

Premises used for the interment of bodies or ashes after death.

Child care centre

Premises used for minding or care, but not residence of children.

Community care centre

Premises used to provide social support where no accommodation is provided. Medical care may be provided but is ancillary to the primary use.

Community use

Premises used for providing artistic, social or cultural facilities and community support services to the public and may include the ancillary preparation and provision of food and drink.

Crematorium

Premises used for the cremation or aquamation of bodies.

Educational establishment

Premises used for training and instruction designed to impart knowledge and develop skills.

The use may include after school care for students or on-site student accommodation.

Emergency services

Premises used by government bodies or community organisations to provide essential emergency services, disaster management services including management support facilities for the protection of persons, property and the environment.

Funeral parlour

Premises used to arrange and conduct funerals, memorial services and the like, but does not include burial or cremation.

Health care services

Premises for medical, paramedical, alternative therapies and general health care and treatment of persons that involves no overnight accommodation.

Hospital

Premises used for medical or surgical care or treatment of patients whether or not residing on the premises.

The use may include ancillary accommodation for employees and ancillary activities directly serving the needs of patients and visitors.

Place of worship

Premises used by an organised group for worship and religious activities. The use may include ancillary facilities for social and educational activities.

Telecommunications facility

Premises used for systems that carry communications by means of radio, including guided or unguided electromagnetic energy, whether such facility is manned or remotely controlled.

Utility installation

Premises used to provide the public with the following services:

- » supply of water, hydraulic power, electricity or gas
- » sewerage, drainage or stormwater services
- » transport services including road, rail or water

- » waste management facilities
- » network infrastructure.

The use includes maintenance and storage depots and other facilities for the operation of the use.

Veterinary hospital

Premises used for veterinary care, surgery and treatment of animals that may include provision for the short-term accommodation of the animals on the premises.

Sport, recreation and entertainment use category

Club

Premises used by persons associated for social, literary, political, sporting, athletic or other similar purposes for social interaction or entertainment. The use may include the ancillary preparation and services of food and drink.

Function facility

Premises used for conducting receptions or functions which may include the preparation and provision of food and liquor for consumption on site.

Hotel

Premises used primarily to sell liquor for consumption. The use may include short-term accommodation, dining and entertainment activities and entertainment

facilities.

Indoor sport and recreation

Premises used for leisure, sport or recreation conducted wholly or mainly indoors.

Nightclub

Premises operating predominately during the night hours used to provide entertainment which may include cabaret, dancing and music. The use includes the sale of liquor and food consumption on site.

Outdoor sport and recreation

Premises used for a recreation or sport activity that is carried on outside a building and which requires areas of open space and may include ancillary works necessary for safety and sustainability.

The use may include ancillary food and drink outlet(s) and the provision of ancillary facilities or amenities conducted indoors such as changing rooms and storage facilities.

Park

Premises used by the public generally for free recreation and enjoyment, and may be used for community events.

Facilities may include children's playground equipment, informal sports fields and ancillary vehicle parking and other public conveniences

Theatre

Premises used for providing film, live

entertainment or music to the public and may include provision of food and liquor for consumption on the site.

Tourist attraction

Premises used for providing onsite entertainment, recreation or similar facilities for the general public.

The use may include provision of food and drink for consumption on site.

Other development

Building work

As defined in the *Economic Development Act 2012*.

Filling or excavation

Filling removal or importation of material to, from or within a lot that will change the ground level of the land.

Material change of use

As defined in the *Economic Development Act 2012*.

Minor building work or demolition work

An alteration, addition or extension to an existing building where the floor area including balconies is less than five per cent of the building or twenty-five square meters, whichever is lesser.

Operational work

As defined in the *Economic Development Act 2012*.

Reconfiguring a lot

As defined in the *Economic Development Act 2012*.

Administrative definitions

Accessible housing

Housing in accordance with the applicable EDQ guideline.

Affordable housing

Housing that is appropriate to the needs of households with low to moderate incomes.

Basement

A storey substantially below ground level where the floor level of the level above projects no more than one metre above ground level.

Building

As defined in the *Sustainable Planning Act 2009*.

Building facade

The facade of a building that fronts the street or other public space.

Building height

The vertical distance between the ground level and the highest point of the building roof (apex) or parapet at any point but not including non-load bearing antenna, aerial, chimney, flagpole or the like.

Community Infrastructure

Community infrastructure has the same meaning as the *Sustainable Planning Act 2009* (SPA) that is undertaken by, or on

behalf of, the Minister.

In this section, Minister has the same meaning as SPA in Chapter 5.

Contaminated Land Register

As defined in the *Environmental Protection Act 1994*.

Demolition work

Work to demolish or dismantle systematically a structure, or a part of a structure, but does not include the systematic dismantling of:

- » a part of a structure for alteration, maintenance, remodelling or repair, or
- » formwork, falsework, scaffold or other construction designed or used to provide support, access or containment during construction work.

Development

As defined in the *Economic Development Act 2012*.

Development scheme

As defined in the *Economic Development Act 2012*.

Dwelling

A building or part of a building used or capable of being used as a self contained residence which must include:

- » food preparation facilities

- » a bath or shower
- » a toilet and wash basin.

The term includes outbuildings, structures and works normally associated with a dwelling.

Ecological sustainability

As defined in the *Sustainable Planning Act 2009*.

Environmental Management Register

As defined in the *Environmental Protection Act 1994*.

Environmentally relevant activities

As defined in the *Environmental Protection Act 1994*.

Gross floor area (GFA)

The total floor area of all storeys of the building, including any mezzanines, (measured from the outside of the external walls and the centre of any common walls of the building), other than areas used for:

- » building services; or
- » a ground floor public lobby; or
- » a public mall in a shopping complex; or
- » parking, loading or manoeuvring of vehicles, or
- » balconies, whether roofed or not.

Ground level

The level of the natural ground, or, where the level of the natural ground has been changed, the level as lawfully changed.

Habitat values

Those characteristics of an area that make it suitable as a habitat or refuge for indigenous plants and animals. These characteristics include the physical structure, nutrient and energy flows, condition and extent of habitat and the location of the area in relation to other habitats.

Mezzanine

An intermediate floor within a room.

Net residential density

Net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.

Planning scheme

The planning scheme applying to Redland City Council.

Plan of Development

See section 3.2.9.

Plot ratio

The ratio of gross floor area to the area of the site.

Premises

As defined in the *Economic Development Act 2012*.

Private open space

An outdoor space for the exclusive use of occupants of a building.

Public benefit

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

Public housing

As defined in the *Sustainable Planning Act 2009*.

Public interest

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

Public realm

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

Sensitive uses

Means each of the following defined uses: child care centre, community care centre, community residence, dual occupancy, dwelling house, educational establishment, health care services, hospital, hostel, multiple dwellings, office, relocatable home park, residential care facility, retirement facility, short-term accommodation, tourist park.

Setback

For a building or structure other than a swimming pool, the shortest distance measured horizontally from the wall or balustrade of a building or structure to the vertical projection of the boundary of the lot.

Significant vegetation

Means all vegetation, except those listed as pest vegetation by State or local government, that is significant in its:

- » ecological value at local, state or national levels including vegetation mapped as endangered remnant vegetation on the regional ecosystem maps prepared under the *Vegetation Management Act 1999* or vegetation mapped as a Matter of State Environmental Significance on the DSDIP State Planning Policy Interactive Mapping System
- » contribution to the preservation of natural landforms
- » contribution to the character of the landscape
- » cultural or historical value
- » amenity value to the general public.

Note: vegetation may be living or dead and the term includes their root precinct¹⁵.

Site cover

The proportion of the site covered by a

¹⁵ The root precinct is described by the vertical projection of the foliage to a depth of 1 metre below the surface and including buttress roots on and above the soil surface.

building(s), structure(s) attached to the building(s) and carport(s), calculated to the outer most projections of the building(s) and is expressed as a percentage.

The term does not include "

- » any structure or part thereof included in a landscaped open space area such as a gazebo or shade structure;
- » basement car parking areas located wholly below ground level.

Site density

Site density is the number of dwellings on a particular site area expressed as dwellings per hectare. It does not include roads, footpaths and public open space.

Storey

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, but not:

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

Urban Design

Refers to the holistic design of urban environments, including the overall

townscape, individual buildings, street networks, streetscapes, parks and other public spaces.



Queensland
Government



Redland
CITY COUNCIL

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