



SEPTEMBER 2023

# WOOLLOONGABBA PRIORITY DEVELOPMENT AREA

## Interim Land Use Plan

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**Economic Development Queensland**

Creating and investing in sustainable places for Queensland to prosper



## Acknowledgement

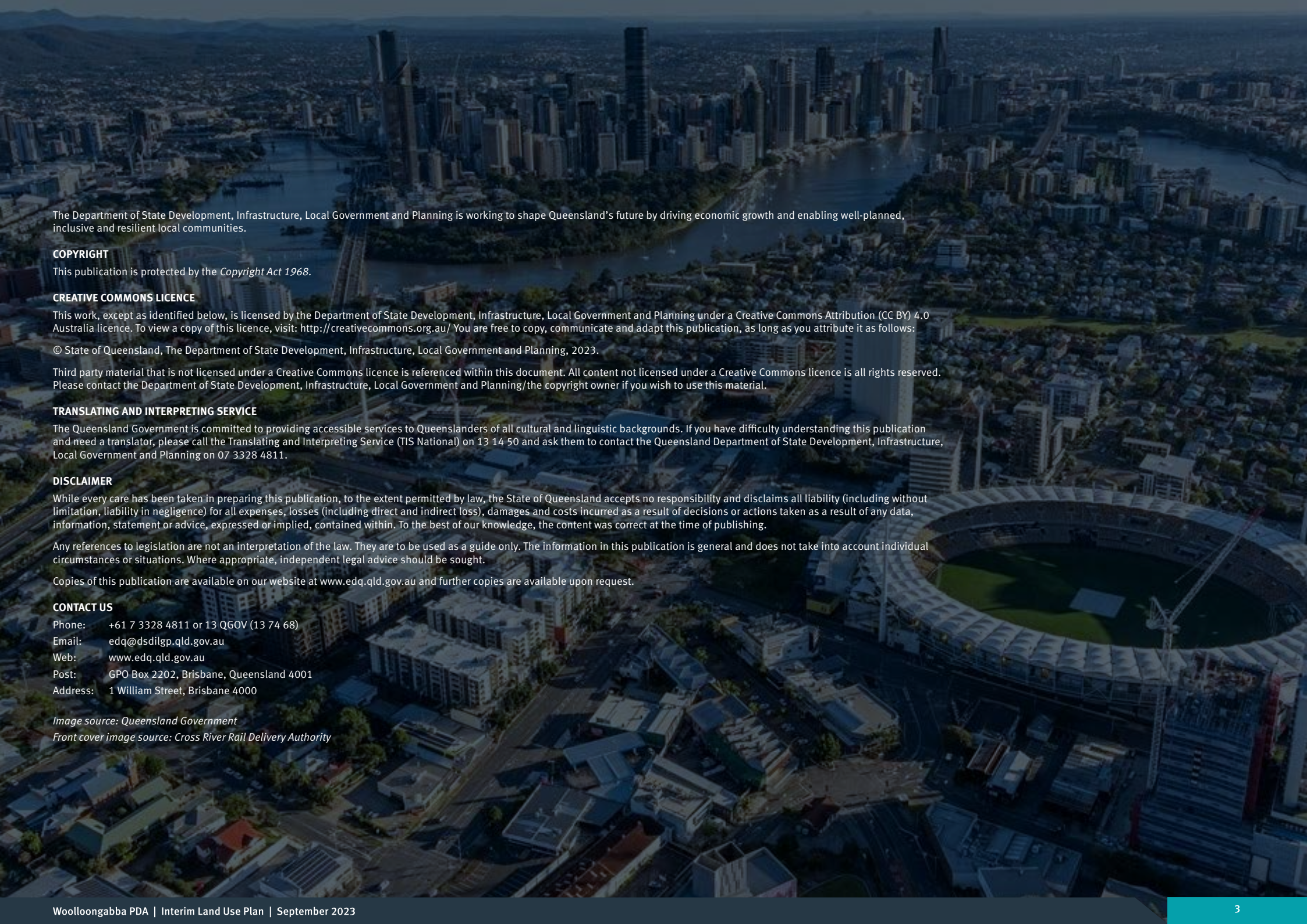
Economic Development Queensland (EDQ) acknowledges the First Nations peoples in Queensland: Aboriginal and Torres Strait Islander peoples and their connections to the lands, winds and waters we now all share. We pay our respect to Elders, past, present and emerging.

We also acknowledge the continuous living culture of First Nations Queenslanders – their diverse languages, customs and traditions, knowledges and systems. We acknowledge the deep relationship, connection and responsibility to land, sea, sky and Country as an integral element of First Nations identity and culture.

The Country is sacred. Everything on the land has meaning and all people are one with it. We acknowledge First Nations peoples' sacred connection as central to culture and being.

We acknowledge the stories, traditions and living cultures of First Nations peoples and commit to shaping our State's future together. EDQ recognises the contribution of First Nations peoples and communities to the State of Queensland and how this continues to enrich our society more broadly.





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# 1 Preliminary

## 1.1 Economic Development Act

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

The main purpose of the ED Act<sup>2</sup> is to facilitate economic development and development for community purposes. The ED Act<sup>3</sup> seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the State declared as priority development areas (PDAs).

## 1.2 Priority Development Area description

The Woolloongabba PDA was declared by a regulation<sup>4</sup> on 22 September 2023. It comprises an area of approximately 106 hectares and is identified on Map 1.

The Woolloongabba PDA is located approximately 1.5 kilometres south-east of Brisbane's CBD. The PDA provides critical city-significant connections with other inner-city destinations including South Bank, Kangaroo Point and the Boggo Road Cross River Rail (CRR) PDA.

The PDA is part of Brisbane's knowledge corridor, containing major health and research institutions, including the Mater Hospitals (public and private), Queensland Children's Hospital, and the Annerley Road corridor of allied health services. The PDA also acts as a conduit to other key destinations within and surrounding the knowledge corridor, such as the University of Queensland, Queensland University of Technology, Griffith University's South Brisbane campus and Princess Alexandra Hospital through to the Royal Brisbane and Women's hospital. This cluster of knowledge and health activities can be leveraged to further grow Brisbane's knowledge economy. Nearby, Kangaroo Point Cliffs and South Bank are unique attractors to visitors, workers, and residents.

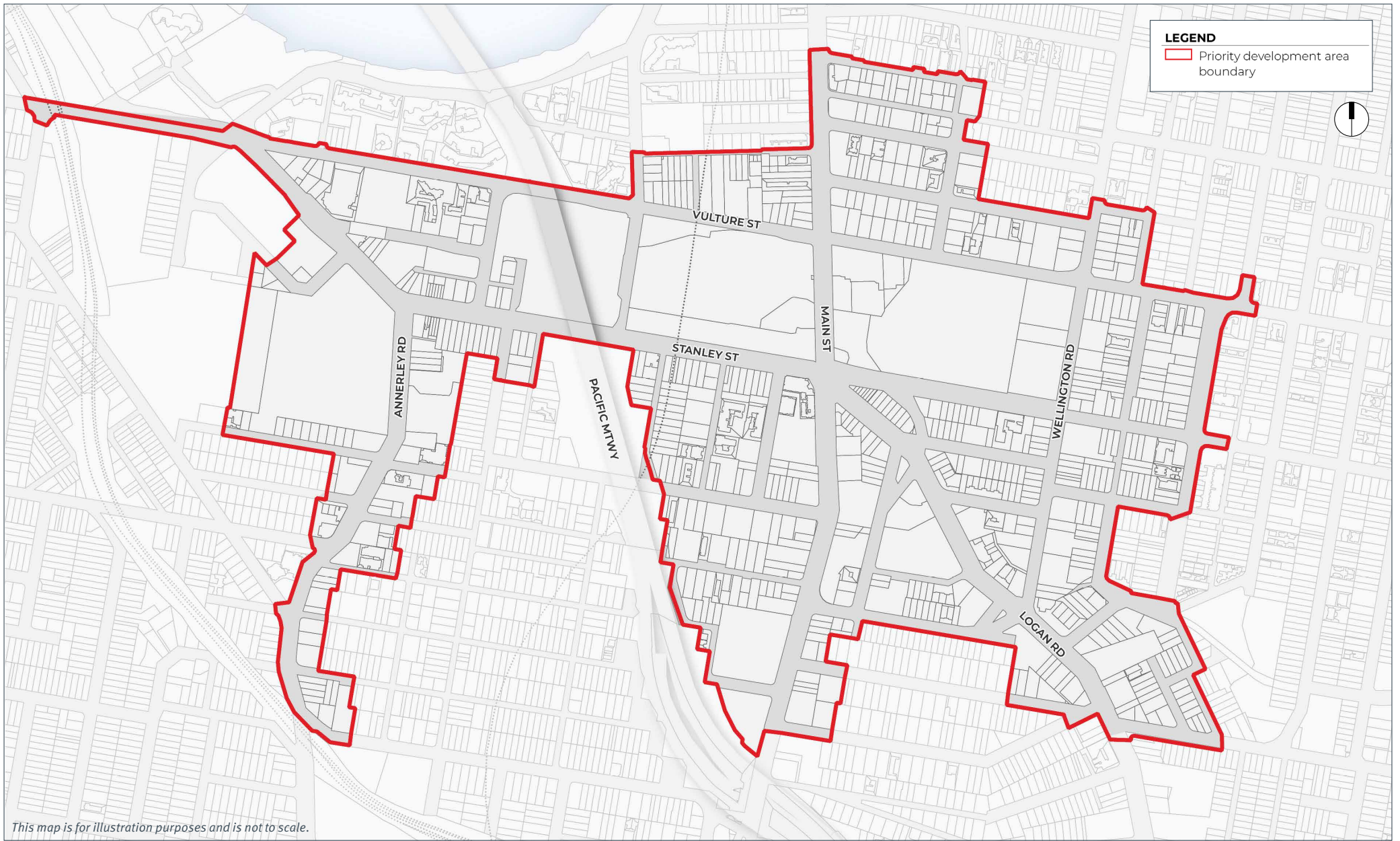
The presence of the Woolloongabba Busway Station, combined with the introduction of CRR and Brisbane Metro, will vastly improve the connectivity of the PDA and accelerate a transition to prioritising active transport, through improved streetscapes and connections deserving of an internationally significant inner-city destination.

The PDA is characterised as a place of many parts, spanning the suburbs of Woolloongabba and parts of Kangaroo Point, East Brisbane, and South Brisbane. In part, this is due to the significant regional road corridors which traverse the PDA, including the Pacific Motorway, Vulture and Stanley Streets, currently prioritising vehicular movement, limiting the amenity and comfort of active travel options.

The PDA is anchored by the Gabba stadium and includes a broad offering of sporting, hospitality, retail, and entertainment industries. Parts of the precinct, in particular key corridors such as Stanley Street, Ipswich Road, Logan Road and Main Street, are shifting to modern, mixed-use urban neighbourhoods, characterised by high-rise apartments and street-level retail spaces, balanced with heritage and commercial character buildings. Outside of key corridors, the PDA also includes several residential pockets of traditional building character.

<sup>1</sup> See Section 8 of the ED Act.  
<sup>2</sup> See Section 3 of the ED Act.  
<sup>3</sup> See Section 4 of the ED Act.  
<sup>4</sup> See Section 37 of the ED Act.





**Map 1: Woolloongabba PDA**



### 1.3 Application of this Interim Land Use Plan

This Woolloongabba PDA Interim Land Use Plan (ILUP)<sup>5</sup>, dated September 2023, applies to development on land within the Woolloongabba PDA. This ILUP has effect from 22 September 2023 for a period of 12 months unless the development scheme for the PDA takes effect earlier.

### 1.4 ILUP approach and future planning intent

This ILUP constitutes a temporary development instrument made under the ED Act. It has been prepared to provide an interim planning and development framework, whilst detailed planning and community engagement is completed as part of the development scheme preparation process.

Accordingly, whilst this ILUP contemplates the Gabba stadium redevelopment and potential early activation within Precinct 1 – Woolloongabba core precinct<sup>6</sup>, new urban planning policy will be reflected in a development scheme following public consultation. To support this, existing land use planning policies, as expressed in the *Brisbane City Plan 2014*, apply to land within Precinct 3 – Neighbourhood transition precinct (see Section 5.3.3).

Given the PDA's strategic positioning, city-wide significance and planned high-frequency public transport infrastructure, it is anticipated that major urban densification and precinct revitalisation will be reflected in a proposed development scheme that will undergo public notification in accordance with the ED Act. Importantly, future urban renewal objectives, to be reflected in a proposed development scheme, will ensure the PDA:

1. improves planning outcomes and enhances connections from significant precincts to the city, new public transport options and Brisbane's inner-city suburbs
2. capitalises on major projects such as CRR, Brisbane Metro and the Gabba stadium redevelopment
3. delivers on Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032) legacies through precinct revitalisation
4. aligns with other state priorities including the provision of more social and affordable housing, more jobs, community facilities, and a more active and healthy lifestyle, supported by high levels of amenity and attractive, safe, and inviting active transport networks.

The MEDQ's pre-lodgement services are available to landowners and applicants. It is recommended that landowners and applicants seeking a PDA development approval utilise these services before lodging a PDA development application.



<sup>5</sup> This ILUP has been prepared pursuant to Section 38 of the ED Act.  
<sup>6</sup> Refer to Map 3: Woolloongabba PDA Structural Elements Plan.

Image source: Queensland Government  
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## 1.5 Draft Shaping SEQ – South East Queensland Regional Plan 2023 Update (draft Shaping SEQ 2023 update)

The Queensland Government is currently undertaking a targeted review of the existing regional plan to respond to current housing pressures in context of the significant growth and events our region has experienced since 2017.

The draft Shaping SEQ 2023 update includes new and updated strategies to ensure we enhance the region's communities now and into the future, including the provision of social and affordable housing (currently represented as 20% of new homes in SEQ).

The Woolloongabba PDA will align with contemporary regional planning policy to help ensure adopted supply targets are delivered.

## 1.6 Components of this ILUP

This ILUP consists of the following components, which are described in more detail in sections 1.6.1–1.6.8:

1. preliminary (this section) introduces the PDA and outlines the approach and structure of this ILUP
2. the strategic context for the PDA (Section 2)
3. development assessment procedures (Section 3)
4. the Vision for the PDA (Section 4)
5. PDA development requirements (Section 5)
6. categories of development (Section 6)
7. infrastructure requirements (Section 7)
8. schedules (Section 8), and
9. guidance material (throughout this ILUP).

### 1.6.1 Strategic context

The strategic context (Section 2) includes background information and provides the context and impetus for the PDA.

### 1.6.2 Development assessment procedures

The development assessment procedures (Section 3) outline matters relating to the interpretation and operation of this ILUP, including the hierarchy of provisions.

### 1.6.3 The Vision

The Vision (Section 4) establishes the overall outcomes to be achieved in the PDA that:

1. seek to achieve the purpose of the ED Act for the PDA, and
2. provide the basis for PDA development requirements.

### 1.6.4 PDA development requirements

The PDA development requirements (Section 5) apply to all PDA assessable development and incorporate:

1. Structural elements plan (Section 5.1)
2. PDA-wide criteria (Section 5.2), and
3. Precinct provisions (Section 5.3).

### 1.6.5 Categories of development

The following categories of development are established for all development within the PDA under Section 6:

1. PDA accepted development – Column 1, and
2. PDA assessable development – Column 2.

### 1.6.6 Infrastructure requirements

Section 7 of this ILUP identifies how infrastructure requirements will be determined for development. These must be taken into account in the preparation of PDA development applications.

### 1.6.7 Schedules

- Schedule 1 identifies PDA accepted development.
- Schedule 2 defines terms used in this ILUP.
- Schedule 3 provides a guideline for preparing an Urban Context Report.

### 1.6.8 Guidance material

Guidance material referenced throughout this ILUP (via footnotes) includes relevant EDQ guidelines, and any other document applied as guidance, as amended from time to time.



## 2 Strategic context

### 2.1 Brisbane 2032 Olympic and Paralympic Games

On 21 July 2021, the International Olympic Committee selected Queensland as host of the Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032).

For Brisbane 2032, more than 80% of venues are already built or will be temporary including the Brisbane Cricket Ground (known as the Gabba), which will anchor the PDA. The Gabba will be the venue for Olympic and Paralympic athletics and the opening and closing ceremonies. The Gabba has been home to sport in Queensland for over 128 years but in its current form, it hasn't always kept pace with enhancements or redevelopment of other major stadia in capital cities throughout Australia. Over the coming years, redevelopment of the Gabba is needed to support the long-term professional sport, community and entertainment needs of Brisbane and South East Queensland, including attracting national and international sporting and entertainment events. This need is present irrespective of Brisbane 2032. However, Brisbane 2032 provides a catalyst to accelerate the redevelopment and deliver a significant legacy outcome for Brisbane and Queensland.

As at 2023, a reference design has been prepared in consideration for the overlay and hosting requirements of Brisbane 2032. The reference design has been developed to be tested against the key brief objectives as developed by the Department of Energy and Public Works (DEPW) and the Office of the Queensland Government Architect (OQGA). Whilst a reference design has been completed, further work for the planning of the Gabba redevelopment is required, including to understand how the Gabba relates to the broader PDA. The MEDQ will work collaboratively with relevant state agencies and bodies responsible for coordinating the delivery of Brisbane 2032, including the Organising Committee for the Olympic Games, to ensure these matters, along with Brisbane 2032 requirements, are considered.

### 2.2 Major public transport investment

The Woolloongabba PDA will facilitate transformational urban renewal, catalysed by investment in new major transport infrastructure, led by the new CRR station and future Brisbane Metro Station. The new Woolloongabba stations will improve the spatial relationship and connection between existing and future destinations and employment generators in the PDA, providing enhanced opportunities for growth and exchange. The new CRR and Brisbane Metro stations will result in the emergence of a new unifying precinct core, which functions as a place for community and visitors to meet and as a gateway to other destinations within and surrounding the PDA.

The new Woolloongabba CRR and Brisbane Metro stations will connect to surrounding destinations, including the Gabba stadium, Queensland Children's Hospital, Mater Hospitals and Kangaroo Point Cliffs Park, through new, equitable access public realm and improved streetscapes that enrich active travel experiences and prioritise active transport movement and safety.



### **The Cross River Rail project**

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

On 26 March 2010, the Coordinator-General declared CRR a significant project under the *State Development and Public Works Organisation Act 1971* (SDPWO Act) and required the preparation of an environmental impact statement (EIS).

Following an evaluation of the EIS by the Coordinator-General, the project was approved with conditions on 20 December 2012. The Coordinator-General has subsequently approved several project changes, and the project has advanced as intended. The approval under the SDPWO Act is for tunnel and station works associated with the CRR project including works both above and below ground level.

The PDA will accommodate one of the five new CRR stations, representing a major contribution in transforming the area into an exemplar transit-orientated world-class destination. Together with the Brisbane Metro Busway project, the CRR Woolloongabba Station will create one of Brisbane's most significant transport nodes within the overall public transport network.

### **The Brisbane Metro**

The Brisbane Metro project is a high-frequency public transportation system that aims to increase the speed and frequency of services on the bus network. It comprises a metro network across 21 kilometres of existing busway that links Eight Mile Plains, Woolloongabba, Royal Brisbane and Women's Hospital (RBWH) and University of Queensland (UQ) Lakes busway stations and all busway stations in between. It has been developed in response to congestion and capacity constraints on Brisbane's inner-city bus network and will include a new Brisbane Metro station within the PDA in proximity to the new Woolloongabba CRR station.

## **2.3 Connectivity context**

As shown in Map 2: Key features – Woolloongabba PDA and surrounds, the Woolloongabba PDA is strategically positioned to support major urban renewal that will complete the connection between the northern and southern parts of the city, across the Brisbane River, creating a unified whole. It is located at the centre of Brisbane's emerging knowledge corridor<sup>7</sup> that extends from the University of Queensland (UQ) at St Lucia through to the Royal Brisbane and Women's Hospital (RBWH), with several major employment, education and research anchors in between. These anchors include the Princess Alexandra Hospital, the Boggo Road CRR PDA (where significant redevelopment for health and knowledge purposes is planned), the Queensland Children's Hospital, the Mater Hospitals, extensive tertiary education facilities in South Brisbane and Brisbane City<sup>8</sup>, the CBD, and hospital and education facilities in the Herston Quarter PDA. Each of these facilities will enjoy unprecedented connectivity through high-frequency transport being delivered by CRR and the Brisbane Metro.

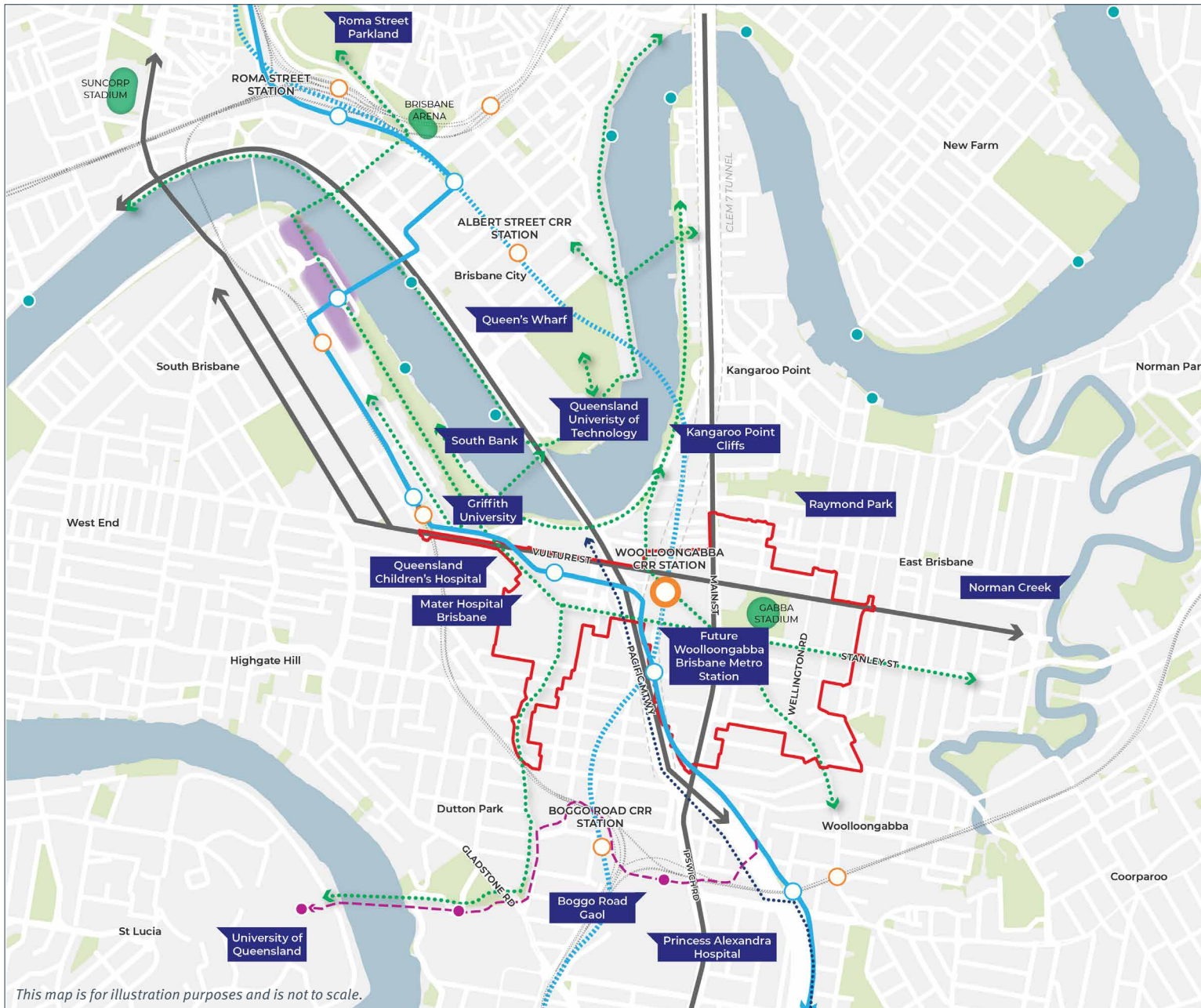
The PDA is also located at the edge of one of the State's most significant cultural and recreation precincts at South Bank, is within proximity to the Kangaroo Point Cliffs, and will benefit from enhanced multi-modal linkages from the Gabba through to Suncorp Stadium and the future Brisbane Arena.

At a neighbourhood scale, the streets within the PDA play an important role in supporting active transport for the communities of Woolloongabba, Kangaroo Point, East Brisbane, Dutton Park, Highgate Hill, South Brisbane, and Brisbane City.

<sup>7</sup> For guidance, refer to Brisbane City Council's 'knowledge corridor and precincts' webpage.

<sup>8</sup> This includes Griffith University, Queensland University of Technology (QUT), UQ, and the TAFE Queensland South Bank Campus.





**LEGEND**

- Priority development area boundary
- Cross River Rail corridor
- Brisbane Metro Busway
- Key road connections
- Key active movement corridors
- Veloway V1 cycleway
- Bus Route
- Train stations
- Metro / Busway stations
- Ferry stations
- Bus stops
- Cultural Precinct
- Major sports infrastructure
- Open space
- River



Map 2: Key features – Woolloongabba and surrounds



## 2.4 History of the Woolloongabba PDA land

Pre-European settlement, Woolloongabba was an important area for Aboriginal groups south of the Brisbane River, due to its elevated position close to the river, availability of fresh water and positioning on a significant traditional pathway. The core of the PDA holds cultural significance, characterised by historical places including a lost chain of ponds and surrounding wetlands, a nearby pullen pullen (fighting ground) associated with perennial camping grounds and a former pathway and song line connecting the Kangaroo Point cliffs to the south (along the current Logan Road). This highlights the cultural significance of the PDA as a place for meeting, gathering and sustenance.

Since European settlement, the land within the Woolloongabba PDA has been used for a range of purposes. Once, a thriving hub for business and industrial activity established around road, rail and tramway connections, as Brisbane grew, the function of the area evolved. 1896 saw the opening of the Gabba cricket ground, a venue which has been progressively upgraded over time and constitutes a much-loved Queensland icon. In the late 1960's, the area was substantially changed with the closing of the railway depot and the construction of the Pacific Motorway. This resulted in regional centres further from the City Centre becoming more attractive locations for development and investment.

The history of the PDA and its surrounds is also defined by the establishment of some of Brisbane's major health institutions, including the Mater Hospitals (public and private) and the Queensland Children's Hospital. Whilst now demolished to make way for CRR, the GoPrint, Landcentre and Dental Hospital were also opened by the Queensland Government in the 1980s. These institutions defined Woolloongabba as a significant employment and community service hub.

Today, the PDA continues to be characterised by several heritage landmarks, including the Woolloongabba Police Station (former), Morrison Hotel, Princess Theatre and several buildings recognised for their heritage value along Stanley Street and Logan Road. There are also areas of intact character housing within and surrounding the PDA. The combination of character and heritage buildings, established and transitioning industrial areas, important cultural and sporting landmarks, major health and knowledge institutions, and emerging mixed use development, result in a diversity of places and urban character across the PDA.

## 2.5 Infrastructure designations

Under the *Planning Act 2016* (Planning Act) both public and non-public sector entities can seek a designation of premises for development of infrastructure (a designation).

The designation process provides entities with a streamlined assessment process to facilitate the delivery of community infrastructure. Once a designation is made there is no need to obtain further planning approvals that would otherwise be regulated by the Planning Act or the ED Act, unless development departs from the designation.

Where within a PDA, the ability for an entity to continue to operate under an existing designation, and seek new designations, remains unaffected by the ED Act. The process of making and determining a designation is set out in the Ministers Guidelines and Rules<sup>9</sup>.

Existing designations within the PDA are detailed in Table 1<sup>10</sup>.

ID REFERENCE	DESCRIPTION	ID TYPE	DATE OF GAZETAL
482	Wellington Road Substation Redevelopment Project	(11) operating works under the <i>Electricity Act 1994</i>	09/09/2011
231	Brisbane Cricket Ground	(1) Parks and recreation facilities	17/09/2004
MID-0920-0448	Annerley Road Hospital	<i>Planning regulation 2017</i> , Schedule 5, Part 2 – Item 12: hospitals and health care services	09/04/2021

**Table 1: Infrastructure designations**

<sup>9</sup> For guidance, refer to the Minister's Guidelines and Rules available on the State Government's State planning website.

<sup>10</sup> To access the most current information on MIDs, refer to the State Government's infrastructure planning website.



# 3 Development assessment procedures

## 3.1 Development application

To the extent the PDA development requirements<sup>11</sup> are relevant, they are to be taken into account in the preparation of a PDA development application and the assessment of a PDA development application by the MEDQ.

The infrastructure requirements section of this ILUP (Section 7) may include further information which should be taken into account in the preparation, design and feasibility of development proposals.

## 3.2 Development permit

A PDA development permit is required for development identified as PDA assessable development in Section 6: Categories of development. In order to obtain a PDA development permit, applicants must make a PDA development application to the MEDQ for assessment and decision.

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

## 3.3 Hierarchy of provisions

This ILUP establishes a hierarchy of provisions (Refer to Figure 1), being:

1. The Vision for the PDA
2. PDA development requirements including Structural elements, PDA-wide criteria and Precinct provisions, and
3. Schedules and Guidance material.

These components are explained further in sections 1.6.1–1.6.8.

<sup>11</sup> Refer to Section 5 of this ILUP.





Figure 1: Hierarchy of provisions

### 3.4 Development consistent with this ILUP

PDA assessable development is consistent with this ILUP if it is consistent with all outcomes of the relevant PDA development requirements<sup>13</sup>.

However, development that does not comply with one or more of the relevant PDA development requirements may be deemed consistent with this ILUP if:

1. the development is an interim use that due to its nature, scale, form or intensity does not conflict with the Vision, or
2. both of the following apply:
  - a. the development does not conflict with the Vision for the PDA (Section 4.0), and
  - b. there are sufficient grounds to justify the approval of the development despite the non-compliance with the relevant PDA development requirements.

In this Section 'grounds' means matters of public interest, which include the matters specified as the main purpose of the ED Act as well as:

1. superior design outcomes<sup>14</sup>, and
2. overwhelming community need.

'Grounds' does not include the personal circumstances of an applicant, owner or interested third party. Development that is inconsistent with this ILUP cannot be granted a PDA development approval<sup>15</sup>.

<sup>12</sup> Includes:

a. all relevant EDQ guidelines and practice notes available on EDQ's website.

b. the guidance material referenced in this ILUP via footnotes.

All guidance material is to be read in conjunction with the provisions of this ILUP.

<sup>13</sup> For guidance, refer to the hierarchy of provisions described under Section 3.3.

<sup>14</sup> A design review panel will provide guidance on the assessment and acceptance of superior design outcomes.

<sup>15</sup> See Section 86 of the ED Act.



### 3.5 Notice of applications

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

1. may, in the opinion of the MEDQ:
  - a. have adverse impacts on the amenity or development potential of adjoining land, or
  - b. be for a use or of a size or nature which warrants public notice, or
- b. is for any material change of use involving Park (Central Park<sup>16</sup>) or Major sport, recreation and entertainment facility in Precinct 1, or
- c. is for any material change of use where exceeding the specified maximum building height.

### 3.6 State interests

Relevant matters of State interest have been considered in the preparation of this ILUP and will be considered further as part of the assessment of a PDA development application<sup>17</sup>.

### 3.7 Relationship with other legislation

In addition to assessment against this ILUP, development may require assessment against other legislation including, but not limited to, the *Transport Infrastructure Act 1994*, *Environmental Protection Act 1994*, *Plumbing and Drainage Act 2002*, *Building Act 1975* and the Planning Act, including subordinate legislation. Relevant local laws made under the *City of Brisbane Act 2010* apply in the PDA to the extent they are not replaced by a by-law made under the ED Act<sup>18</sup>.

The existing approval for the CRR project under the SDPWO Act does not limit the effect of the ED Act, including the ability for relevant development instruments, including this ILUP, to regulate development. Similarly, an approval under the ED Act does not limit the power of the Coordinator-General to approve subsequent CRR project changes under the SDPWO Act.

<sup>16</sup> Refer to the Central Park indicated on Map 3: Woolloongabba PDA Structural Elements Plan.

<sup>17</sup> Section 87 of the ED Act states that any relevant State interest must be considered in deciding a PDA development application. For the purposes of addressing State interests in development assessment, the State Development Assessment Provisions (SDAP) and Development Assessment Mapping System (DAMS) provide guidance in identifying relevant State interests. Further guidance about State interests in PDAs is provided in EDQ Practice Note 14: State interests in development assessment in priority development.

<sup>18</sup> For example, the Economic Development (vegetation management) by-law 2013 By Law replaces Council's Natural Assets Local Law.



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### 3.8 Relationship with the *Brisbane City Plan 2014*

Schedule 6 of the Planning Regulation 2017 (Planning Regulation) prohibits the *Brisbane City Plan 2014* from making PDA-related development assessable under the Planning Act. However, in Precinct 3 – Neighbourhood transition precinct (Section 5.3), this ILUP adopts the provisions of the *Brisbane City Plan 2014* with the following exceptions:

1. references to:
  - a. Accepted development is taken to be references to PDA accepted development
  - b. Accepted development subject to requirements is taken to be references to PDA accepted development subject to requirements
  - c. Assessable development is taken to be references to PDA Assessable development
  - d. Code assessable development (or Code assessable) is taken to be a reference to PDA Assessable development
  - e. Impact assessable development (or Impact assessable) is taken to be a reference to PDA Assessable development
  - f. Development application is taken to be a reference to a PDA Development application
  - g. Development approval is taken to be a reference to a PDA Development approval
2. the categories of development (as prescribed in the tables of assessment in the *Brisbane City Plan 2014*) are set out in Section 6.0.

In addition, Schedule 2 of this ILUP adopts certain definitions from Schedule 1 of the *Brisbane City Plan 2014* and calls up various other parts of the *Brisbane City Plan 2014* as guidance.

Unless this ILUP specifically applies the provisions of the *Brisbane City Plan 2014*, this ILUP prevails to the extent of an inconsistency between this ILUP and a planning instrument or assessment benchmarks prescribed by regulation under the Planning Act or another Act for the Planning Act.

### 3.9 Interim uses

An interim use is a land use that, because of its nature, scale, form or intensity, is not an appropriate long-term use of the land, but may be appropriate for a short or medium-term period as the PDA develops.

An interim use:

1. may be subject to a limited duration, and
2. must not prejudice or delay a preferred land use(s) or infrastructure delivery envisaged by PDA development requirements and the Vision for the PDA.

Information to support a PDA development application should demonstrate how the development could transition from the proposed interim use to an appropriate longer term use.



## 4 Vision

The Woolloongabba PDA will capitalise on the once-in-a-lifetime opportunities presented by unprecedented investment in major infrastructure (including Cross River Rail, Brisbane Metro, and the Kangaroo Point Green Bridge), the Gabba stadium redevelopment (to support Brisbane 2032 and modern sporting needs). It will also leverage major cultural and sporting destinations such as South Bank and Kangaroo Point Cliffs.

Ensuring an enduring legacy for all Queenslanders, the PDA will be transformed through sustainable urban regeneration which leverages First Nations Cultural significance, the transit-rich environment and the PDA's strategic positioning as the southern gateway to Brisbane's city centre and the South Brisbane knowledge and technology precinct<sup>19</sup>. Connecting other major destinations and attractions, such as South Bank Parklands and cultural precinct, Suncorp Stadium, future Brisbane Arena, the City Centre and City Botanical Gardens, the PDA will enable movement via inviting subtropical connections, including a revitalised Stanley Street and improved connection to the Kangaroo Point Cliffs. A network of new and improved streetscapes and public realm will enrich and prioritise active travel, exemplifying best-practice in equitable access, safety, and comfort.

The PDA will create a renewed focal point for Brisbane's inner south, founded upon a vibrant central cultural and events precinct supporting rich day and night activity and anchored by a rebuilt Gabba stadium, world class open space and high-frequency public transport. An open and inviting public realm, including a new Central Park between the Woolloongabba CRR Station and the Gabba stadium, will provide a strong connection to Country, uplift amenity, celebrate the city's rich culture, and provide inclusive, quality spaces for community enjoyment and civic engagement.

The wider PDA will develop as a place of interconnected neighbourhoods, integrating key precincts, including health and knowledge centres at Mater Hill to dining and retail experiences along Logan Road. Diverse living options, including affordable, social and accessible housing, will provide a broad dwelling mix, supported by complementary non-residential land uses commensurate with community need.



The Vision identified in this ILUP is an interim Vision. A long-term Vision will be included in a proposed development scheme that will be subject to public consultation (see section 1.4).

Development in the Woolloongabba PDA will:

1. be transit-oriented and well-integrated with existing and future public transport infrastructure, including the Woolloongabba CRR station, Woolloongabba busway station / Woolloongabba Brisbane Metro station
2. deliver a vibrant mix of uses, facilitating:
  - a. a range of housing, providing affordability and choice through diversity in typology, size, configuration and tenure, to meet the needs of a diverse population and their life-cycle needs
  - b. employment and entertainment activities
  - c. supporting non-residential uses and community facilities
3. provide a public realm network that functions as an interconnected series of high-amenity, inclusive, active places, including a Central Park, creating a focus for community activity, and incorporating high-quality landscape treatments and embellishments
4. enable a highly permeable environment, with a connected, safe movement network within the PDA and to surrounding areas, which integrates intuitive wayfinding and prioritises active transport and access to public transport infrastructure
5. provide equitable, safe, legible and convenient active transport connections between the Woolloongabba CRR, Woolloongabba busway station / Woolloongabba Brisbane Metro station and the Gabba stadium
6. be designed to respond to Brisbane's climate and identity through exemplary, sub-tropical architecture and landscaping that integrates water sensitive urban design
7. support and protect the functional requirements of major transport stations and corridors, including State and local government controlled roads and tunnels to ensure the operational efficiency, integrity and safety of the transport network is maintained
8. provide for the conservation of heritage places, including through adaptive re-use and heritage sensitive design responses to buildings within and adjoining the PDA<sup>20</sup>
9. enable the successful delivery and operation of Brisbane 2032
10. support the Gabba stadium redevelopment and its operational requirements, whilst also meeting the needs of the wider precinct.

<sup>19</sup> The South Brisbane knowledge and technology precinct is identified in Shaping SEQ: South East Queensland Regional Plan 2017 as a regional economic cluster including Queensland Children's Hospital Griffith University, South Bank campus Mater Private Hospital Brisbane, Queensland Cultural Precinct, South Bank Institute of Technology and Brisbane Convention and Exhibition Centre.

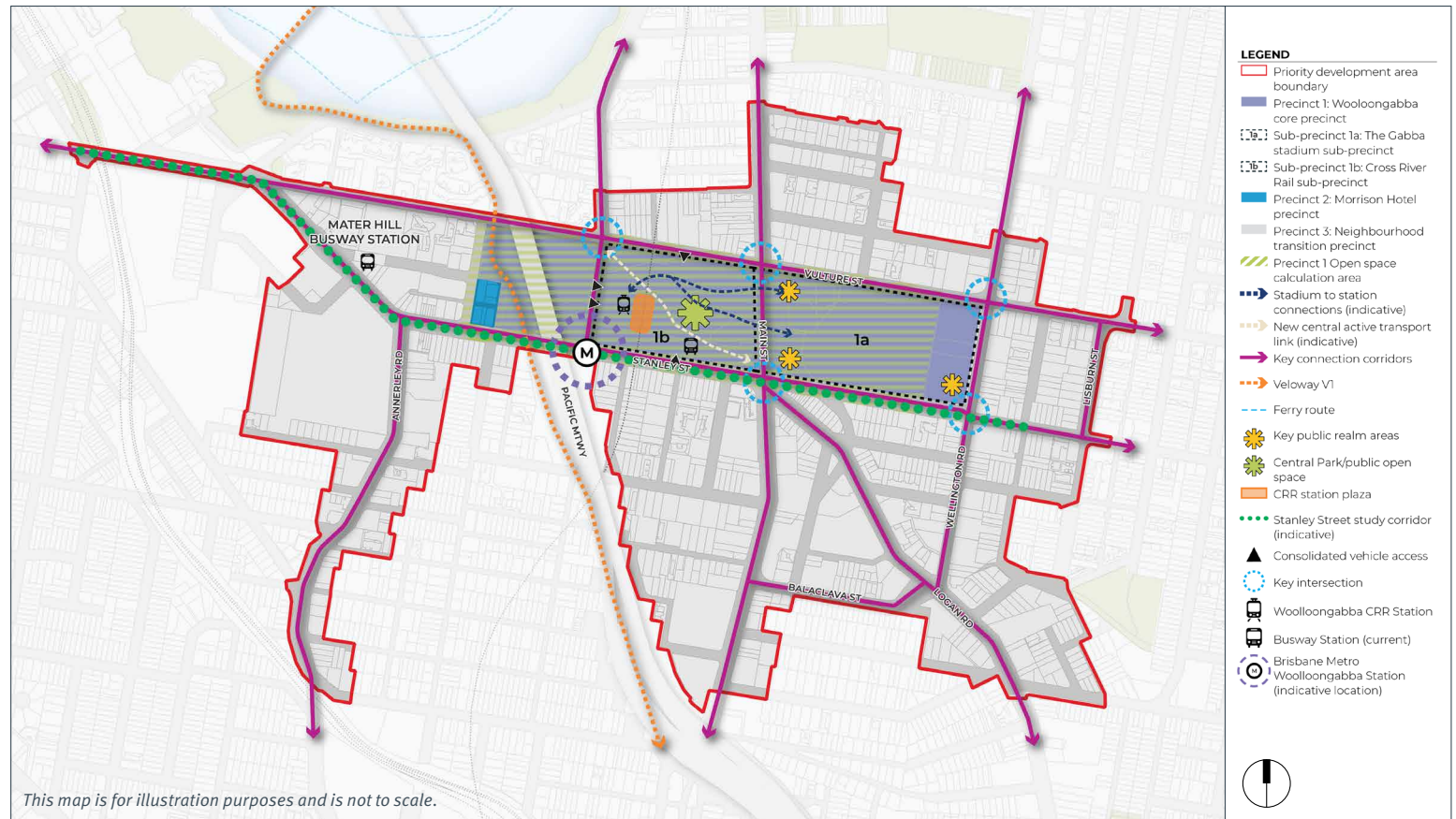
<sup>20</sup> Heritage places are identified by the State's Development Assessment Mapping System (DAMS) and the Heritage Overlay of the Brisbane City Plan 2014, as amended from time to time.



# 5 PDA development requirements

## 5.1 Structural elements

The Woolloongabba PDA Structural elements identified in Map 3 show a spatially indicative depiction of the highest order physical elements described in the Vision for the PDA and constitute PDA development requirements. To the extent that the Structural elements shown in Map 3 is relevant, they are to be taken into account in the preparation and assessment of PDA development applications. Refer to sections 5.2 and 5.3 for relevant PDA-wide criteria and Precinct provisions.



**Map 3: Woolloongabba PDA Structural Elements Plan**

*Note: The location of the future Brisbane Metro station is not confirmed. Where development is proposed within proximity to the indicative Metro station location shown in Map 3, the MEDQ may seek advice from the Department of Transport and Main Roads.*

*Note: Key connection corridors link with active transport networks located outside the Woolloongabba PDA that are regulated through other statutory planning instruments.*

## 5.2 PDA-wide criteria

The following criteria apply to all PDA assessable development in the Woolloongabba PDA. To the extent that the criteria are relevant, they are to be taken into account in the preparation and assessment of PDA development applications. The PDA-wide criteria support the delivery of the PDA vision in Section 4.0 and structural elements plan in Section 5.1 and should be read in conjunction with these sections along with the relevant precinct provisions in Section 5.3. For more detail on how to address the PDA-wide criteria, refer to relevant guidance material.

### 5.2.1 Connectivity and movement

Development:

1. protects, enhances and does not compromise the ability to improve active transport and amenity within the Stanley Street study corridor
2. prioritises access by public and active transport over private vehicles
3. facilitates a highly permeable movement network within and improves connectivity:
  - a. to key destinations and with the surrounding area, and
  - b. between the Woolloongabba CRR station, Woolloongabba busway station and future Brisbane Metro – Woolloongabba Station
4. ensures key intersections are designed to be attractive spaces for active transport and facilitate safe multi-modal movement.
5. is universally designed and provides legible, permeable and safe movement for all members of the community, and
6. is designed to activate and integrate existing and future public transport stops and active transport routes<sup>21</sup>.

### 5.2.2 Urban design, built form and public realm<sup>22</sup>

Development:

1. is designed to enhance the character, safety and attractiveness of the PDA by:
  - a. accommodating a diverse range of uses
  - b. creating an integrated and cohesive precinct, with well-connected, functional and attractive interfaces between development and the public realm, and
  - c. delivering built environment which encourages active transport
2. ensures built form exhibits outstanding architectural design<sup>23</sup> and:
  - a. addresses all elevations, with front, rear and side elevations displaying a high level of articulation and high-quality materials and finishes
  - b. incorporates setbacks that reduce the visual bulk and scale of buildings and maintains the openness of street vistas<sup>24</sup>
  - c. provides separation that ensures access to light, promotes air circulation, minimises overshadowing and maximises amenity and privacy for both occupants and neighbours
- d. integrates building services (including air conditioning, lift wells, fire and electricity components) into the building design, ensuring these features do not visually detract from the building or its use
- e. incorporates measures to mitigate the impact of building mass, utilising:
  - i. design measures such as building recesses, protrusions, fenestration and articulation elements to divide buildings into smaller parts
  - ii. fine-grained design at lower levels to achieve human scale and positively contribute to the character of the streetscape
  - iii. awnings along all key street frontages
  - iv. variation that contributes positively to the streetscape
  - v. articulation, including recesses, protrusions or other built form elements, that break up large vertical and horizontal planes

<sup>21</sup> For guidance, refer to the Department of Transport and Main Roads' South East Queensland Principal Cycle Network Plan.

<sup>22</sup> For guidance, refer to the following documents:

a. Schedule 6: Guideline for preparing an Urban Context Report

b. Brisbane City Council's New World City Design Guide: Buildings that Breathe

c. QDesign Manual

d. Crime Prevention through Environmental Design, Guidelines (Queensland Government) and the Crime prevention through environmental design planning scheme policy in Brisbane City Plan 2014, and

e. Park planning and design code and Infrastructure design planning scheme policy in Brisbane City Plan 2014.

<sup>23</sup> For guidance on what may be regarded as outstanding architectural design, refer to QDesign: Principles for good urban design in Queensland.

<sup>24</sup> Refer to section 5.3 Precinct provisions and section 3.8 Relationship with the Brisbane City Plan 2014.



3. responds to the local sub-tropical climate and improves urban amenity by:
  - a. incorporating design to take advantage of the local climate and adopting passive design strategies to mitigate climatic impacts and reduce the need for mechanical heating, cooling and lighting
  - b. maximising natural light and air flow in private spaces
  - c. ensuring streets, public realm and parks have access to natural light, cooling breezes, and shading to reduce direct solar heating
  - d. incorporating landscaping, outdoor spaces and water features on ground levels, roofs, balconies, terraces, and edges of buildings, that make the most of Brisbane's sub-tropical climate, and
  - e. using high-quality landscaping, vegetation and large trees, eaves and structures to provide shade and shelter for active travel
4. ensures the first four storeys of a building, including the ground level, are designed to:
  - a. define and address the street or public realm, creating active and continuous building edges
  - b. establish a high level of landscaping, shade and shelter along these edges
  - c. avoid large, uniform areas of blank walls and cosmetic wall treatments
  - d. ensure car parking is not visible from the street and mitigate any impacts of vehicles on adjacent properties including light, noise and pollutants, and
  - e. minimise the adverse impact of driveways, servicing areas and associated elements, through CPTED, activation, and streetscape amenity
5. creates a public realm that:
  - a. is connected, legible, permeable, comfortable and safe
  - b. allows for universal access for all members of the community and their mobility needs
  - c. creates a highly landscaped, attractive sub-tropical environment
  - d. ensures any significant vegetation removed during development is replaced with advanced stock of suitable tree species
  - e. supports a wide range of passive and active recreational and community activity
  - f. supports the needs of the future population
  - g. includes public art<sup>25</sup> as an integral part of the landscape design
  - h. promotes opportunities for public art that respond to traditional owners of land and waters
  - i. includes lighting that reinforces the night time visual appearance of buildings and public spaces through creative lighting
  - j. ensures servicing elements are located and designed to avoid or minimise visual, acoustic, air, heat and other emissions impacts on the public realm, and
  - k. includes generous planting, including deep planting and street tree planting along key movement corridors
6. ensures residential development provides generous private open space and universally accessible communal open space which:
  - a. may be provided through a combination of ground level, vertically integrated or roof top settings
  - b. is located or screened to maximise privacy
  - c. includes landscape and deep planting shade trees or structures, and
  - d. is positioned for good solar orientation and to minimise water use.

<sup>25</sup> For guidance refer to Chapter 6 Public art of the Infrastructure design planning scheme policy in Brisbane City Plan 2014.

### 5.2.3 Sustainability<sup>26 27</sup>

Development:

1. embodies climate responsive and sustainable design principles
2. comprises buildings and outdoor spaces which minimise solar heat gain effects and are comfortable all year round
3. encourages biodiversity within the urban built environment, including through the provision of mature shade tree planting and landscaping
4. promotes the use of public and active transport and discourages the use of private vehicles, commensurate with the distance from the public transport facilities
5. provides for the safe and efficient operation of car share, shared e-mobility services and other contemporary transport services that complement public transport services
6. provides end-of-trip facilities for cyclists and pedestrians, designed, and located to make active transport attractive and viable<sup>28</sup>, and
7. for new buildings, provides facilities that enable the:
  - a. charging of electric vehicles at all car parking spaces integrated into the built form<sup>29</sup>, and
  - b. storage and charging of e-mobility devices including e-bikes and e-scooters within end of trip facilities.

<sup>26</sup> For guidance refer to QDesign Manual.

<sup>27</sup> For guidance, refer to Brisbane City Council's New World City Design Guide: Buildings that Breathe.

<sup>28</sup> For guidance, end-of-trip bicycle facilities are provided in accordance with the definition and relevant requirements for "major development" as set out in the Queensland Development Code Mandatory Part 4.1 – Sustainable Buildings.

<sup>29</sup> For guidance, refer to EDQ Practice Note: Electric Vehicle (EV) Charging Infrastructure. Car parking spaces located in the building basements and/or the lower levels of buildings are considered integrated into built form.

<sup>30</sup> Heritage places are identified by the State's Development Assessment Mapping System (DAMS) and the Heritage Overlay of the Brisbane City Plan 2014, as amended from time to time. For guidance, refer to the State Development Assessment Provisions (SDAP) State Code 14: Queensland Heritage, the Development Assessment Mapping System (DAMS)

### 5.2.4 Heritage<sup>30</sup>

Development:

1. showcases heritage places within and adjoining the PDA, including along Stanley Street, Logan Road and Annerley Road streetscapes as key civic landmarks, by maintaining sightlines and improving public access to them, to the extent possible, and
2. provides for the conservation and adaptive re-use of heritage places within the PDA in a way which:
  - a. is compatible with their cultural heritage significance while allowing for the functional requirements of the new use
  - b. respects their historic built form character and setting
  - c. does not compromise the building fabric or structural integrity
  - d. minimises adverse impacts and respects the architectural character, landscape and setting of the heritage place, by providing complementary building setbacks, bulk, massing and form, and
  - e. ensures streetscapes adjoining a heritage place and views to and from the heritage place are maintained where these aspects form part of the significance of the place.



Image source: Queensland Government



## 5.2.5 Impacts and amenity<sup>31</sup>

Development:

1. ensures the continued successful operation of the Gabba stadium<sup>32</sup>, having regard to:
  - a. access, movement, servicing and parking arrangements,
  - b. the operation and efficiency of event management, administration, maintenance and other support facilities, and
  - c. Brisbane 2032 requirements<sup>33</sup>
2. is designed to minimise adverse lighting, noise, odour and air-quality impacts on surrounding sites and public realm
3. is designed to manage and minimise adverse lighting, noise, odour and air-quality impacts from nearby transport corridors, the Gabba stadium or other existing or approved development within or near to the PDA<sup>34</sup>
4. ensures building services (including air conditioning, lift wells, fire and electricity components) do not result in adverse visual, acoustic or air quality impacts to users of the building and surrounding developments and public realm
5. is designed to ensure public health and safety and the integrity and efficient operation of emergency services and public utilities, including major electricity infrastructure traversing the PDA
6. does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport<sup>35</sup>
7. is managed to avoid environmental harm from disturbance of acid sulfate soils or contaminated land, and potential for erosion and sedimentation
8. has regard for the archaeological potential of the site<sup>36</sup>
9. implements water sensitive urban design through stormwater and drainage systems, including the following measures:
  - a. maximising infiltration and opportunities for capture and reuse to minimise roof water and general stormwater run off and peak flows
  - b. using natural drainage paths and integrate with landscaping wherever possible
  - c. ensuring sufficient capacity to safely convey runoff
  - d. maintaining or improving water quality leaving the development site
  - e. accounting for downstream network capacities and not worsening drainage conditions outside the development site
- f. minimising whole of life-cycle costs of infrastructure and provide for safe and efficient maintenance, and
- g. greening measures that work in conjunction with landscape and urban design measures to enhance the amenity and environmental value of development
10. ensures landscape works are undertaken to an appropriate standard to ensure sustainable, functional, attractive, safe and well-integrated landscape design
11. does not prejudice the development potential of adjoining or proximate sites<sup>37</sup>
12. is designed to address natural hazards and climate resilience.

<sup>31</sup> For guidance, refer to the mapping and requirements set out in the following components of the Brisbane City Plan 2014:

- a. Flood overlay code and Flood planning scheme policy
- b. Infrastructure design code
- c. Landscape works code
- d. Operational work code
- e. Outdoor lighting code
- f. Potential and actual acid sulfate soils overlay code
- g. Stormwater code
- h. Transport air quality corridor overlay code
- i. Transport noise corridor overlay code, and
- j. Infrastructure design planning scheme policy.

<sup>32</sup> The existing Brisbane Cricket Ground infrastructure designation made under the Planning Act will continue to have effect pursuant to Section 47 of the ED Act.

<sup>33</sup> In considering Brisbane 2032 requirements, the MEDQ may seek advice from other agencies.

<sup>34</sup> Residents close to the Gabba stadium can expect generally higher levels of noise and light spill. Building should be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedroom or living room, of LLeq,T 20dB at 63Hz where adjoining a lawfully operating entertainment venue.

<sup>35</sup> Refer to Brisbane City Plan 2014 Airport environs overlay code for guidance. This criterion is relevant to the consideration of building height within the PDA.

<sup>36</sup> Archaeological artefact discoveries are required to be reported in accordance with the Queensland Heritage Act 1992. In some instances, an archaeological management plan may be required which should be prepared in accordance with the Department of Environment and Science guideline 'Archaeological Investigations'.

<sup>37</sup> Reference to development potential means what can reasonable be achieved under relevant benchmarks in this ILUP and / or the development rights created by existing development approvals, where relevant.

## 5.2.6 Service infrastructure<sup>38</sup>

Development:

1. ensures the design of vehicular access, on-site servicing and parking does not compromise the walkability, amenity or activation of public realm or street frontages
2. maximises opportunities for co- location of servicing and parking openings within single buildings or with adjoining developments
3. does not adversely impact on the efficiency or safety of surrounding transport networks and existing major electricity and telecommunications infrastructure<sup>39</sup>
4. minimises car parking, especially where in proximity to public and active transport
5. provides bicycle parking and end of trip facilities which prioritise modes of active transport
6. provides water, wastewater and other services and utilities to meet the needs of the development in a timely, orderly and integrated manner<sup>40</sup>
7. provides utilities and services to the standards that ensure an acceptable level of environmental performance, safety and efficiency

8. facilitates opportunities for sustainable, integrated on-site water, waste water, waste, energy or other systems, provided that they:
  - a. will not result in any environmental harm or nuisance
  - b. achieve a level of service, environmental performance and life-cycle cost that is equivalent to or better than normal servicing arrangement, and
  - c. do not detract from the ability to develop and use the PDA as intended
9. integrates effectively with and does not detract from existing or planned infrastructure within or external to the PDA
10. ensures the efficient delivery and functioning of major electricity infrastructure is not compromised
11. does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure<sup>41</sup>
12. does not<sup>42 43</sup>:
  - a. create a safety hazard for users of a state transport corridor, a future state transport corridor or state transport infrastructure, by increasing the likelihood or frequency of loss of life or serious injury
  - b. compromise the integrity and function of state or major transport corridors, future state transport corridor or state transport infrastructure and associated works within a state transport corridor or Council arterial road corridor
  - c. result in a worsening of the physical condition or operating performance of state transport infrastructure and associated transport networks
  - d. compromise the state's ability to construct, maintain or operate state transport infrastructure, or
  - e. expose the public to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure.

## 5.3 Precinct provisions

The PDA is made up of three precincts and two sub-precincts (refer to Map 4), each having its own precinct intent, provisions and other criteria. Precinct provisions provide precinct-specific direction on development outcomes sought within the PDA.

Where in doubt, if a PDA development application includes land over two or more precincts or sub-precincts, the provisions of the substantive precinct or sub-precinct area prevail to the extent of any inconsistency between provisions.

The three precincts and two sub-precincts are:

- Precinct 1: Woolloongabba core precinct
  - » Sub-precinct 1a: Gabba stadium sub-precinct
  - » Sub-precinct 1b: Cross River Rail sub-precinct
- Precinct 2: Morrison Hotel precinct
- Precinct 3: Neighbourhood transition precinct.

Map 4 – Woolloongabba PDA Precinct Plan shows the spatial extent of each precinct and sub-precinct.

<sup>38</sup> For guidance, refer to the mapping and requirements set out in the following components of the Brisbane City Plan 2014:

- a. infrastructure design code
- b. Transport, access, parking and servicing code
- c. Stormwater code
- d. Wastewater code
- e. Infrastructure design planning scheme policy, and
- f. Transport, access, parking and servicing planning scheme policy.

<sup>39</sup> For guidance, refer to the State Planning Policy (SPP) Interactive Mapping System and associated SPP state interest guidance material on Energy and water supply, both available at the State Government's website.

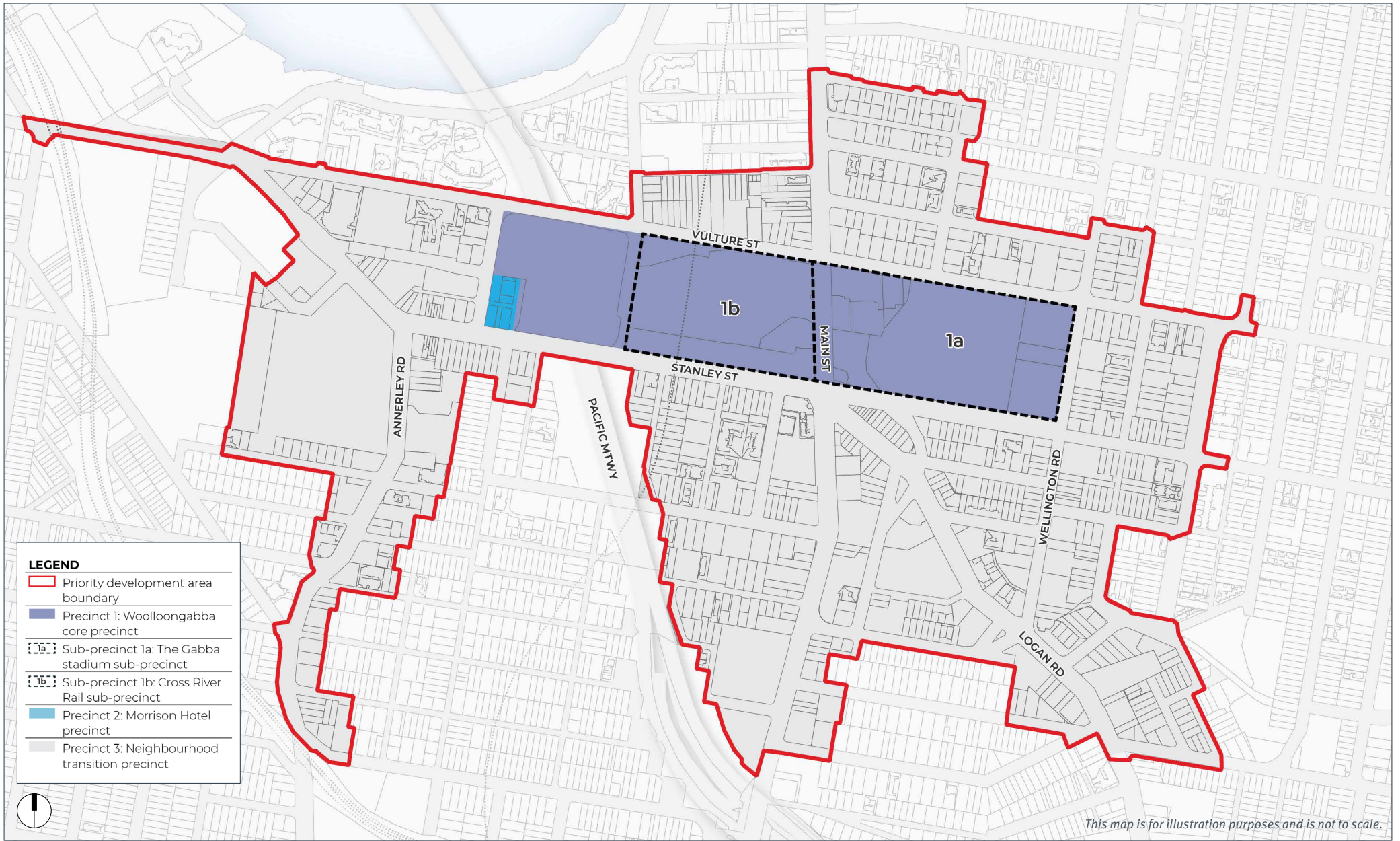
<sup>40</sup> Urban Utilities mapping in relation to relevant existing and / or future trunk assets is to be considered as part of assessment.

<sup>41</sup> Development located in proximity to sub-surface transport infrastructure is to be supported by the submission of engineering and geological analysis. MEDQ may seek advice from relevant asset owners as required.

<sup>42</sup> Refer to State Development Assessment Provisions – State Code 2: Development in a railway environment, State Code 3: Development in a busway environment, State Code 5: Development in a State-controlled transport tunnel environment and State Code 6 – Protection of state transport networks.

<sup>43</sup> For guidance, refer to the State Development Assessment Provisions (SDAP) and Development Assessment Mapping System (DAMS) for the purposes of addressing State interests.





Map 4: Woolloongabba PDA Precinct Plan

### 5.3.1 Precinct 1: Woolloongabba core precinct

#### Precinct intent

Precinct 1 will undergo major redevelopment to establish a vibrant, central cultural and events precinct, supporting rich day and night activity, anchored by a rebuilt Gabba stadium, world class open space, and high-frequency public transport. Generous and inviting open space, including a new Central Park between the CRR Station and the Gabba stadium, will significantly uplift amenity, celebrate our rich culture and provide inclusive, quality spaces for community enjoyment and civic engagement.

Open space will seamlessly integrate with new grade separated active transport connections across Main Street, linking the western entry concourse of the Gabba stadium to the CRR and Brisbane Metro – Woolloongabba Stations. With a focus on establishing an environment conducive to safe and equitable active travel, the extent of surface roads will be minimised, with car parking facilities predominantly situated underground.

Critically, development in Precinct 1 will not compromise the ability to successfully deliver Brisbane 2032, including the Gabba stadium redevelopment. Accordingly, development within Precinct 1 requires careful staging to ensure the spatial requirements for Brisbane 2032<sup>44</sup> are preserved, whilst also enabling activation of the precinct prior to Brisbane 2032.

#### Connectivity, access and public realm

Development within Precinct 1:

1. provides strong and legible active transport connections between the Gabba stadium and the public transport infrastructure, including the CRR and Brisbane Metro – Woolloongabba Stations
2. establishes a new grade separated connection over Main Street, between the Woolloongabba CRR station and the Gabba stadium, providing active transport access that caters for both high volume spectator movements and day-to-day pedestrian traffic
3. facilitates safe and equitable at-grade active transport and emergency vehicle access from adjoining streets
4. minimises vehicular access crossovers and, where applicable, utilises the the indicative consolidated vehicle access locations identified in Map 3: Woolloongabba PDA Structural Elements Plan
5. delivers streetscape improvements and landscape treatments along the key streetscape interfaces identified in Map 3: Woolloongabba PDA Structural Elements Plan
6. delivers expansive open space<sup>45</sup>
7. does not compromise the Gabba stadium's operational requirements, including Brisbane 2032 pedestrian and crowd movement requirements.

#### Built environment

Development within Precinct 1:

1. supports the delivery of residential uses (including residential components of mixed-use development) that provide:
  - a. diverse housing options to suit a range of households by offering universal design<sup>46</sup> and a wide variety of dwelling sizes and configuration
  - b. a minimum of 10% of total residential GFA as dwellings with 3 or more bedrooms, and
  - c. a minimum of 20% of total residential GFA as high quality social or affordable housing<sup>47</sup>, including affordable housing for frontline workers (e.g. nurses, teachers)
2. facilitates successful delivery and operation of Brisbane 2032
3. caters to the operational, functional and locational requirements of the Gabba stadium redevelopment project
4. ensures the Gabba stadium is the centrepiece of an integrated, world-class sport and entertainment hub forming an iconic, high quality subtropical design

5. at ground storey and lower levels:

- a. contributes to the activation and vibrancy of the public realm and surrounding streets
  - b. minimises the length of unbroken building walls through fine-grained design and/or articulation, and
  - c. provides an open and permeable environment for pedestrian movement throughout the precinct, to and around the Gabba stadium and the surrounding public realm and beyond
  - d. delivers exemplary sustainable building design outcomes that achieve either<sup>48</sup>:
    - i. a minimum 6 star Green Star Buildings, or
    - ii. a rating under an alternative sustainability rating tool that delivers outcomes commensurate with the above standards
6. will ensure urban design excellence<sup>49</sup>
7. supports planning for street tree planting and the creation of sub-tropical boulevards on all adjoining streets.

#### Car parking

Development minimises parking, while ensuring appropriate provision is made commensurate with the proposed land use(s)<sup>50</sup>.

<sup>44</sup> It is expected that a minimum unencumbered hard stand plaza holding area of 2.1 hectares at RL 14.5 will be required for Brisbane 2032

<sup>45</sup> Representing at least 50% of the open space calculation area shown in Map 3: Woolloongabba PDA Structural Elements Plan, and provided within Precinct 1 – Woolloongabba core precinct.

<sup>46</sup> PDA guideline No. 2 outlines standards for planning and design of accessible housing in PDAs.

<sup>47</sup> For guidance on how to meet this PDA development requirement, it is recommended that applicants engage with the MEDQ.

<sup>48</sup> At PDA development application stage, applicants should identify which sustainability rating tool is informing building design.

<sup>49</sup> EDQ may engage a design review panel to undertake a detailed design review of PDA development applications within Precinct 1 to ensure urban design excellence.

<sup>50</sup> Refer to the Brisbane City Plan 2014 Transport, access, parking and servicing code and Transport, access, parking and servicing planning scheme policy.



### 5.3.1.1 Sub-precinct 1a – The Gabba stadium sub-precinct

#### Connectivity, access and public realm

Development within Sub-precinct 1a:

1. delivers high quality public spaces between the Gabba stadium and key streetscape interfaces with Main Street, Vulture Street, Stanley Street, and Wellington Road, that are designed to:
  - a. provide welcoming, legible and safe urban interfaces that create a visual and spatial connection between the stadium and its surrounds
  - b. enhance visitor experience for stadium events, accommodating a range of event-related activities and showcasing Brisbane's unique climate culture and heritage, and
  - c. accommodate various experiences including temporary uses, events and activities such as markets and festivals
2. ensures streets:
  - a. provide for generous and continuous pedestrian pathways with a dedicated minimum verge width of 6m (expanded in places in response to crowd modelling requirements), and
  - b. improve the physical capacity of the active transport network of the precinct

3. ensures Main Street delivers:
  - a. a dedicated off-road active transport corridor integrated into the western side of the street, and
  - b. an attractive at-grade address for the Gabba stadium
4. ensures car parking and back-of-house service facilities are not visible from streets and public spaces, whilst facilitating access for key services to support venue requirements.

#### Built environment and heritage

Development within Sub-precinct 1a:

1. creates an attractive and human-scale interface with Main Street, Vulture Street, Stanley Street and Wellington Road with generous landscaping, balanced with the needs of crowd management, comfort and safety
2. incorporates views to the Woolloongabba Police Station (former) through building siting, separation, setbacks and a design response that conserves its streetscape presence and enables public appreciation of the heritage place
3. maintains and celebrates the heritage characteristics of buildings and features associated with the East Brisbane State School
4. includes land uses that activate the stadium interface and key public realm areas, where practicable
5. provides equitable access to all stadium entrances, aligning vertical circulation for all mobilities to the maximum extent practicable.

### 5.3.1.2 Sub-precinct 1b – Cross River Rail sub-precinct

#### Connectivity, access and public realm

Development within Sub-precinct 1b:

1. delivers 50% as public open space, including a new Central Park as shown in Map 3: Woolloongabba PDA Structural Elements Plan
2. establishes a new central active transport link, connecting the key intersections of Vulture Street/Leopard Street with Stanley Street/Main Street to provide for:
  - a. safe, comfortable and unencumbered active transport movement
  - b. landscape treatments to create a seamless and green interface between the link and Cross River Rail station plaza and Central Park.

#### Built environment and heritage

Development within Sub-precinct 1b:

1. contributes to the establishment of a new inner-city core, through activity-generating uses that deliver an activated pedestrian environment and attractive public realm
2. supports high density mixed-use development that achieves the following outcomes<sup>51</sup>:
  - a. creates vibrant, safe, and attractive frontages to the future Central Park and public open space within the sub-precinct, as well as adjoining streets
  - b. creates fine-grained and human-scaled relationships between the development and existing / future development on adjoining streets
  - c. provides fine-grained retail, food and beverage, and complementary uses to support locals, commuters, and workers
3. varies the skyline and silhouette through tapering, sculpting or other measures that create visual interest, contribute to the identity of the cityscape, and establish Woolloongabba as a gateway into the city centre.

51 Without compromising spaces that are required to supporting the Brisbane 2032 Olympic and Paralympic Games.

### 5.3.2 Precinct 2: Morrison Hotel precinct

#### Precinct intent

Precinct 2 includes the heritage listed Morrison Hotel and the landholdings directly to the north of this heritage place. Development in Precinct 2 will improve and protect the character and appearance of the Morrison Hotel heritage place and will enhance public realm within the precinct.

Development in Precinct 2 will:

1. enhance the character and appearance of the precinct at a significant southern arrival point to Brisbane's city centre
2. have a building height of no greater than 20 storeys
3. ensure the cultural heritage significance of the place is maintained through building forms, bulk, detailing and scaling that complements the architectural character of the place, and
4. ensure there are no significant adverse impacts on the surrounding transport network.

#### Car parking

Development minimises parking, while ensuring appropriate provision is made commensurate with the proposed land use(s)<sup>52</sup>.

### 5.3.3 Precinct 3: Neighbourhood transition precinct

#### Precinct intent

Precinct 3 is characterised by a diverse series of mixed-use neighbourhoods across parts of Woolloongabba, Kangaroo Point, East Brisbane, and South Brisbane. Across the precinct, development and land use activity is currently focused on the major corridors of Logan Road, Ipswich Road, Stanley Street, Vulture Street, Main Street and Annerley Road, which facilitate important connectivity and public realm functions. Development within this precinct does not compromise the operation of the Queensland Children's Hospital and Mater Hospitals (private and public), including the safe movement of emergency vehicles and helicopters servicing the State's medical needs.

As outlined in Section 3.8, this ILUP adopts the provisions of the *Brisbane City Plan 2014* for Precinct 3. Development in Precinct 3 will:

1. not exceed the maximum building heights contained in the relevant assessment benchmarks of the *Brisbane City Plan 2014*.

#### Car parking

Development provides adequate parking commensurate with the proposed land use(s)<sup>52</sup>.

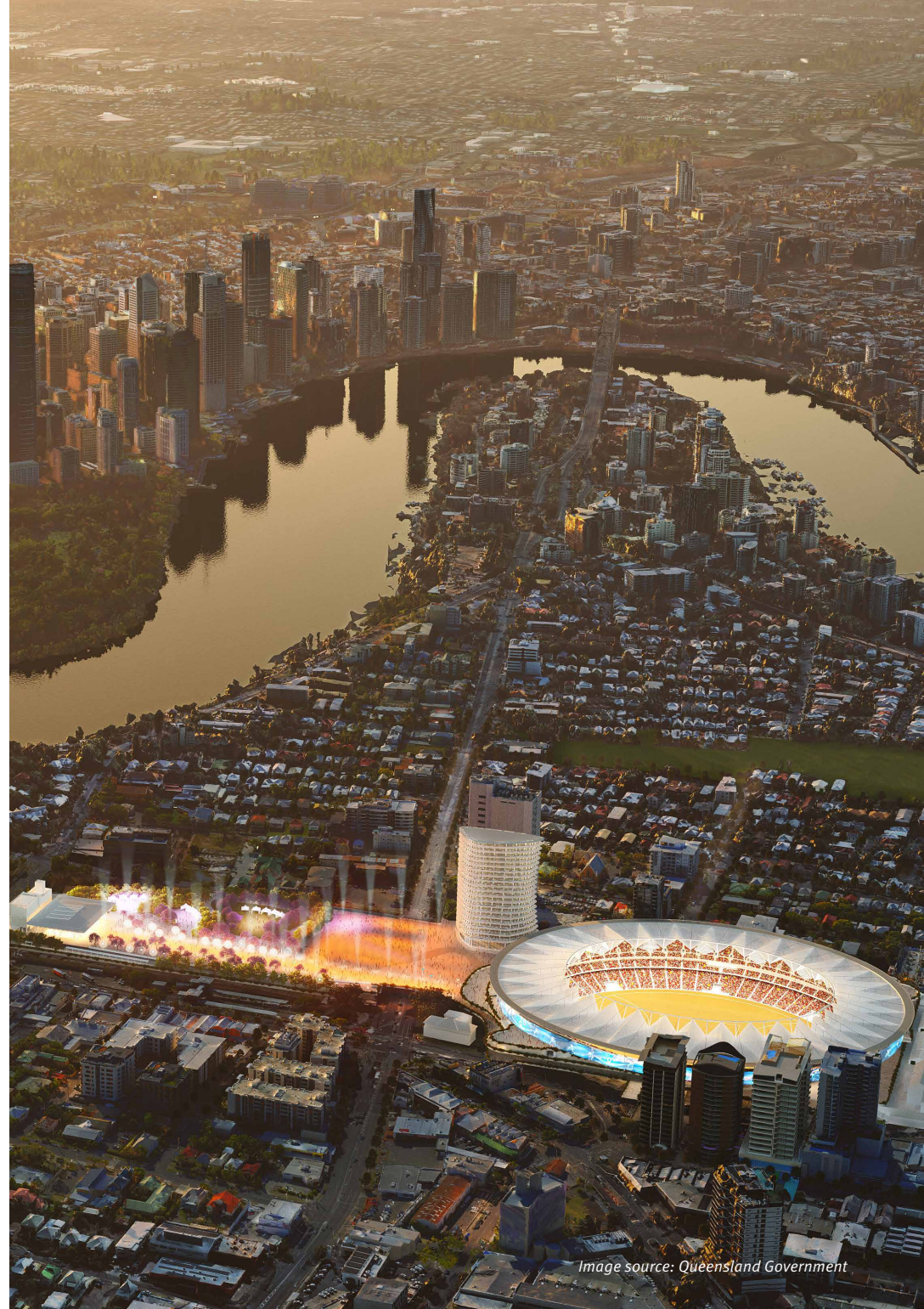


Image source: Queensland Government

<sup>52</sup> Refer to the *Brisbane City Plan 2014 Transport, access, parking and servicing code* and *Transport, access, parking and servicing planning scheme policy*.



## 6 Categories of development

COLUMN 1 – PDA ACCEPTED DEVELOPMENT	COLUMN 2 – PDA ASSESSABLE DEVELOPMENT
All development specified in Schedule 1	Any development not mentioned in column 1.

## 7 Infrastructure requirements

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

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

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

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

Trunk infrastructure delivered as part of the development may be eligible for an offset against the infrastructure charges.

# 8 Schedules

## Schedule 1 – PDA accepted development

The following schedule applies to Precincts 1 and 2 only. As outlined in Section 3.8, this ILUP adopts the provisions of the *Brisbane City Plan 2014* for Precinct 3, including relevant ‘Prescribed accepted development’<sup>53</sup>.

<b>Building work</b>																												
Minor building work where not on a heritage place.																												
Building work that is the demolition of a building or other structure, where not on a heritage place or within 10 metres of a heritage place.																												
Building work associated with an approved material change of use.																												
Building work associated with a material change of use that is PDA accepted development.																												
<b>Reconfiguring a lot</b>																												
Reconfiguring a lot involving road widening and truncations required as a condition of development approval.																												
<b>Material change of use</b>																												
Making a material change of use of premises for a park or utility installation if provided by a public sector entity.																												
Making a material change of use of premises for the following where in an existing building that is not a heritage place, involving no increase in gross floor area and complying with applicable car parking and bicycle parking rates:																												
<table border="0"> <tr> <td>a. caretaker’s accommodation</td> <td>g. food and drink outlet, where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy</td> <td>l. place of worship</td> <td>p. substation</td> </tr> <tr> <td>b. club</td> <td></td> <td>m. sales office</td> <td>q. telecommunications facility, if a broadcasting station or television station</td> </tr> <tr> <td>c. community care centre</td> <td></td> <td>n. service industry, if less than a GFA of 100m<sup>2</sup></td> <td>r. theatre</td> </tr> <tr> <td>d. community use</td> <td>h. function facility</td> <td>o. shop, where located at ground level and not exceeding 250m<sup>2</sup> of GFA per tenancy</td> <td></td> </tr> <tr> <td>e. educational establishment</td> <td>i. indoor sport and recreation</td> <td></td> <td></td> </tr> <tr> <td>f. emergency services</td> <td>j. office</td> <td></td> <td></td> </tr> <tr> <td></td> <td>k. parking station, if bicycle parking</td> <td></td> <td></td> </tr> </table>	a. caretaker’s accommodation	g. food and drink outlet, where located at ground level and not exceeding 250m <sup>2</sup> of GFA per tenancy	l. place of worship	p. substation	b. club		m. sales office	q. telecommunications facility, if a broadcasting station or television station	c. community care centre		n. service industry, if less than a GFA of 100m <sup>2</sup>	r. theatre	d. community use	h. function facility	o. shop, where located at ground level and not exceeding 250m <sup>2</sup> of GFA per tenancy		e. educational establishment	i. indoor sport and recreation			f. emergency services	j. office				k. parking station, if bicycle parking		
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e. educational establishment	i. indoor sport and recreation																											
f. emergency services	j. office																											
	k. parking station, if bicycle parking																											
<b>Operational work</b>																												
Carrying out operational work for filling or excavation where not on a heritage place or contaminated land, and not involving the following:																												
<ul style="list-style-type: none"> <li>a. a retaining wall greater than 1 vertical metre, or</li> <li>b. an increase in the depth or height of the ground level or finished design level greater than 1 vertical metre, or</li> <li>c. the construction of an artificial stormwater channel, or</li> <li>d. works within land that is mapped as being within the Flood Hazard Overlay and / or the Coastal Hazard Overlay of the <i>Brisbane City Plan 2014</i></li> </ul>																												
Carrying out operational work in accordance with the conditions of a PDA development approval.																												
Carrying out operational work that is clearing of vegetation other than significant vegetation, unless the clearing of significant vegetation is carried out by or on behalf of a public sector entity, where the works being undertaken are authorised under a State law.																												
<i>Note: The Brisbane City Council Natural Assets Local Law 2003 does not apply in the PDA. Instead the Economic Development (Vegetation Management) By-law 2013 applies.</i>																												
Carrying out operational work for advertising devices where not on a heritage place.																												
<i>Note:</i>																												
<i>The Brisbane City Council Advertisements Local Law 2013 and Advertisements Subordinate Local Law 2005, as amended or replaced from time to time, apply in the PDA. The placement of advertising devices on a heritage building constitutes building works.</i>																												
<b>Plumbing work or drainage work</b>																												
Carrying out plumbing work or drainage work.																												
<b>All aspects of development</b>																												
Development prescribed in Schedule 6, other than Part 5 Section 28, and Schedule 7 of the Planning Regulation 2017.																												
Development for the Cross River Rail project.																												
Development on a heritage place if a General Exemption Certificate or an Exemption Certificate for that development has been issued under the <i>Queensland Heritage Act 1992</i> .																												

<sup>53</sup> Refer to Section 5.3.4 of the *Brisbane City Plan 2014*.



## Schedule 2 – Definitions

Unless defined below or in the *Economic Development Act 2012*, the definitions in Schedule 1 of the *Brisbane City Plan 2014* apply to all development.

*Note: Schedule 1 of the Brisbane City Plan 2014 includes use definitions, activity groups, industry thresholds and administrative terms.*

**Active Transport** – Means a mode of travel that is physically active, including: walking, cycling, and mobility devices such as wheelchairs, scooters and skateboards (both human and electric-powered).

**Brisbane City Plan 2014** – means the Brisbane City Council planning scheme 2014, as amended and replaced from time to time.

**Cross River Rail project** – the project known as the Cross River Rail project described in the Coordinator-General’s report for the environmental impact statement for the project, dated December 2012, under the *State Development and Public Works Organisation Act 1971* and any Coordinator-General’s change report for the project under that Act.

**Future state transport corridor** – refer to Schedule 24 of the *Planning Regulation 2017*.

**Heritage place** – means places which are listed in the Queensland heritage register, identified as a place in the local heritage sub-category of the Heritage overlay in *Brisbane City Plan 2014*, or the Commonwealth Heritage List or National Heritage List.

**Open Space** – means green space and public realm used for active and / or passive recreation, including public park.

**Public passenger transport infrastructure** – refer to the *Transport Planning and Coordination Act 1994*.

*Note: Public passenger transport infrastructure means infrastructure for, or associated with, the provision of public passenger transport, including, but not limited to:*

- a transit terminal for public passenger services (for example, an airport terminal, a coach terminal, a cruise ship terminal)
- a ferry terminal, jetty, pontoon or landing for ferry services
- a bus stop, bus shelter, bus station or bus lay-by
- a busway station
- a light rail station
- a taxi rank, limousine rank or limousine standing area
- a railway station
- vehicle parking and set-down facilities
- pedestrian and bicycle paths and bicycle facilities, or
- a road on which a public passenger transport service operates.

**Significant vegetation** – means all vegetation, except that listed as pest vegetation by state or local government, which is significant in its:

- ecological value at local, state or national levels
- contribution to the preservation of natural landforms
- contribution to the character of the landscape
- cultural or historical value, or
- amenity value to the general public.

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

**State transport corridor** – refer to Schedule 24 of the *Planning Regulation 2017*.

**State transport infrastructure** – refer to state development assessment provisions, state code 6: Protection of state transport networks.

*Note: State transport infrastructure means any of the following:*

- state-controlled road
- busway transport infrastructure under the *Transport Infrastructure Act 1994*
- light rail transport infrastructure under the *Transport Infrastructure Act 1994*
- rail transport infrastructure under the *Transport Infrastructure Act 1994*
- other rail infrastructure under the *Transport Infrastructure Act 1994*, or active transport infrastructure under the *Transport Planning and Coordination Act 1994*.

## Schedule 3 – Guideline for preparing an Urban Context Report

The Urban Context Report provides a formal means for developers, architects and designers to clearly articulate how the development successfully responds to the PDA, the site, its context and climate. This report comprises plans, diagrams, shadow impact analysis and supporting design rationales to demonstrate how the proposal achieves the outcomes of the ILUP.

The MEDQ may request the provision of a 3D model in a specified compatible format to assist in the assessment and communication of development in the PDA. The required file format will be confirmed by the MEDQ.

The Urban Context Report is to address the following (where relevant).

Content	
Site characteristics	Demonstrate how the site's constraints and attributes have been considered in the design of the development (e.g. topography, tunnel load limitations, and property size and shape).
Site context	Demonstrate how the development: <ol style="list-style-type: none"> <li>responds to the strategic positioning of the site (e.g., within the health and knowledge corridor, within an activity centre, sports and tourism precinct, or other strategic locations)</li> <li>provides a site-responsive built form taking into account site characteristics and form of surrounding development, including the relationship with other buildings and public passenger transport infrastructure in terms of setbacks, site cover, privacy, light and air, and outlook</li> <li>provides a contextually responsive built form taking into account site location within the PDA (e.g. interface with rail or busway infrastructure and areas adjoining the PDA, key gateway intersections etc)</li> <li>impacts on views across the cityscape and of the city skyline</li> <li>impacts on surrounding properties and public realm, including parks, in terms of overshadowing and solar access, and</li> <li>contributes to the creation of place identify through architecture, landscape, and urban design responses</li> </ol>
Streetscape	Demonstrate how the development impacts on and contributes to the streetscape and street functioning, in terms of: <ol style="list-style-type: none"> <li>building height, setbacks and design</li> <li>podium level activation, including proportion of glazing and openings</li> <li>awning heights, coverage and continuity, and</li> <li>footpath width, continuity, and design.</li> </ol>
Heritage, landmarks, natural assets, views and vistas	Demonstrate how the development: <ol style="list-style-type: none"> <li>respects the streetscape and public realm context and setting of nearby heritage buildings and places, landmarks and natural assets, and</li> <li>maintains or creates views and vistas from public vantage points to heritage places, landmarks and natural assets.</li> </ol>
Public realm, connections, attractors and movement network	Demonstrate how the development: <ol style="list-style-type: none"> <li>respects, enhances, expands and/or connects to adjoining and nearby public realm</li> <li>maintains and enhances river access, and</li> <li>maintains and enhances pedestrian and cyclist permeability, including to major attractors such as transit stations, community destinations and the wider movement network.</li> </ol>
Subtropical climate	Demonstrate how the development design incorporates orientation, shading, outdoor spaces, natural ventilation, landscaping and articulation to reduce heat loading, protect from weather, optimise natural light and air and support outdoor lifestyles.





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## Economic Development Queensland

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