



THE WOOLLOONGABBA PLAN

Proposed Development Scheme
WOOLLOONGABBA PRIORITY DEVELOPMENT AREA

**PUBLIC NOTIFICATION VERSION
MAY 2024**

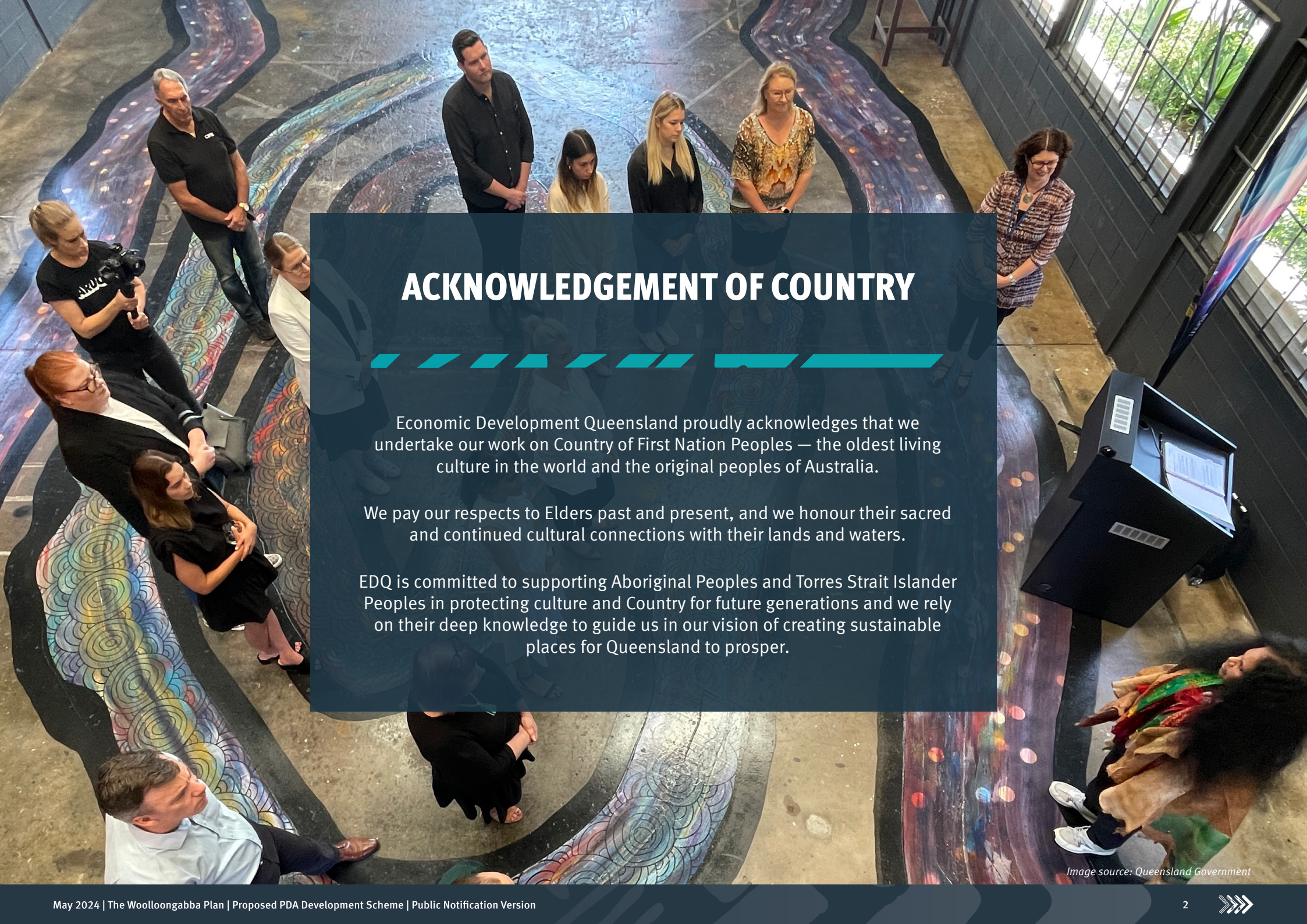
Economic Development Queensland

Creating and investing in sustainable places for Queensland to prosper



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ACKNOWLEDGEMENT OF COUNTRY

Economic Development Queensland proudly acknowledges that we undertake our work on Country of First Nation Peoples — the oldest living culture in the world and the original peoples of Australia.

We pay our respects to Elders past and present, and we honour their sacred and continued cultural connections with their lands and waters.

EDQ is committed to supporting Aboriginal Peoples and Torres Strait Islander Peoples in protecting culture and Country for future generations and we rely on their deep knowledge to guide us in our vision of creating sustainable places for Queensland to prosper.

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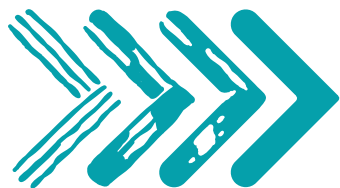
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1 Introduction

1.1 Economic Development Act 2012

The *Economic Development Act 2012* (the ED Act)¹ 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 Act² is to facilitate economic development and development for community purposes. The ED Act³ seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the State, declared as priority development areas (PDAs).

1.2 Priority Development Area description

The Woolloongabba Priority Development Area (the PDA) was declared by a regulation⁴ on 22 September 2023. It comprises an area of approximately 106 hectares and is identified on Map 1.

The Woolloongabba PDA is located approximately 1.5km south-east of Brisbane's Central Business District (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 acknowledges the enduring legacy of all Queenslanders and respects the First Nations cultural significance of the area. Woolloongabba is a key Aboriginal place within Brisbane (see conceptual illustration in Figure 1) and has two potential translations or meanings⁵. The first being *Woolloon-gabba*, with the meaning *woola-talk/wooloon-fight talk, gabba-a place*. The alternative being *Woolloongabba* meaning waterworn holes (whirling water and round holes).

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 a corridor of allied health services along Annerley Road. 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. Nearby, Kangaroo Point Cliffs and South Bank are unique attractors to visitors, workers, and residents.

The PDA is currently characterised as a place of many parts, spanning parts of Woolloongabba, Kangaroo Point, East Brisbane and South Brisbane. This is, in part, 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, the Woolloongabba CRR station, Woolloongabba busway station and the proposed Brisbane Metro – Woolloongabba Station (the proposed Brisbane Metro station). It supports a broad offering of sporting, hospitality, retail, and entertainment activities. Parts of the PDA, such as Stanley Street, Ipswich Road, Logan Road and Main Street, are shifting to modern, mixed-use neighbourhoods. These neighbourhoods are characterised by high-rise apartments and street-level retail spaces, balanced with an array of existing State and Local heritage and commercial character buildings. The PDA also supports a mixture of residential housing typologies varying from low to high density residential development. These elements contribute to the diverse makeup of the PDA which holds a special role in the character and identity of the city.

¹ See section 8 of the ED Act.

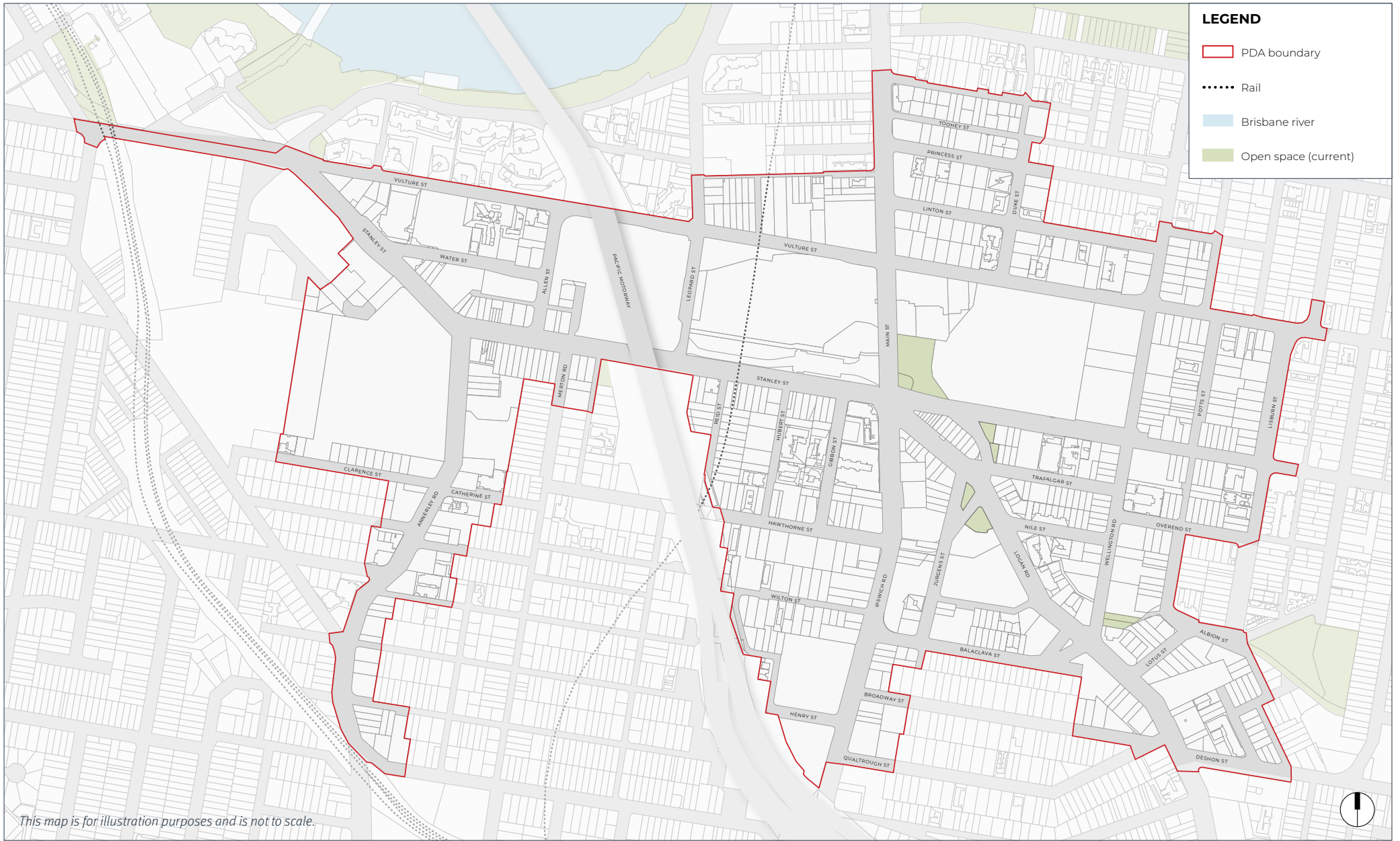
² See section 3 of the ED Act.

³ See section 4 of the ED Act.

⁴ See section 37 of the ED Act.

⁵ See *Aboriginal Place Names of Inner Brisbane* by the Aboriginal Environments Research Centre at the University of Queensland.





Map 1: Woolloongabba PDA Boundary



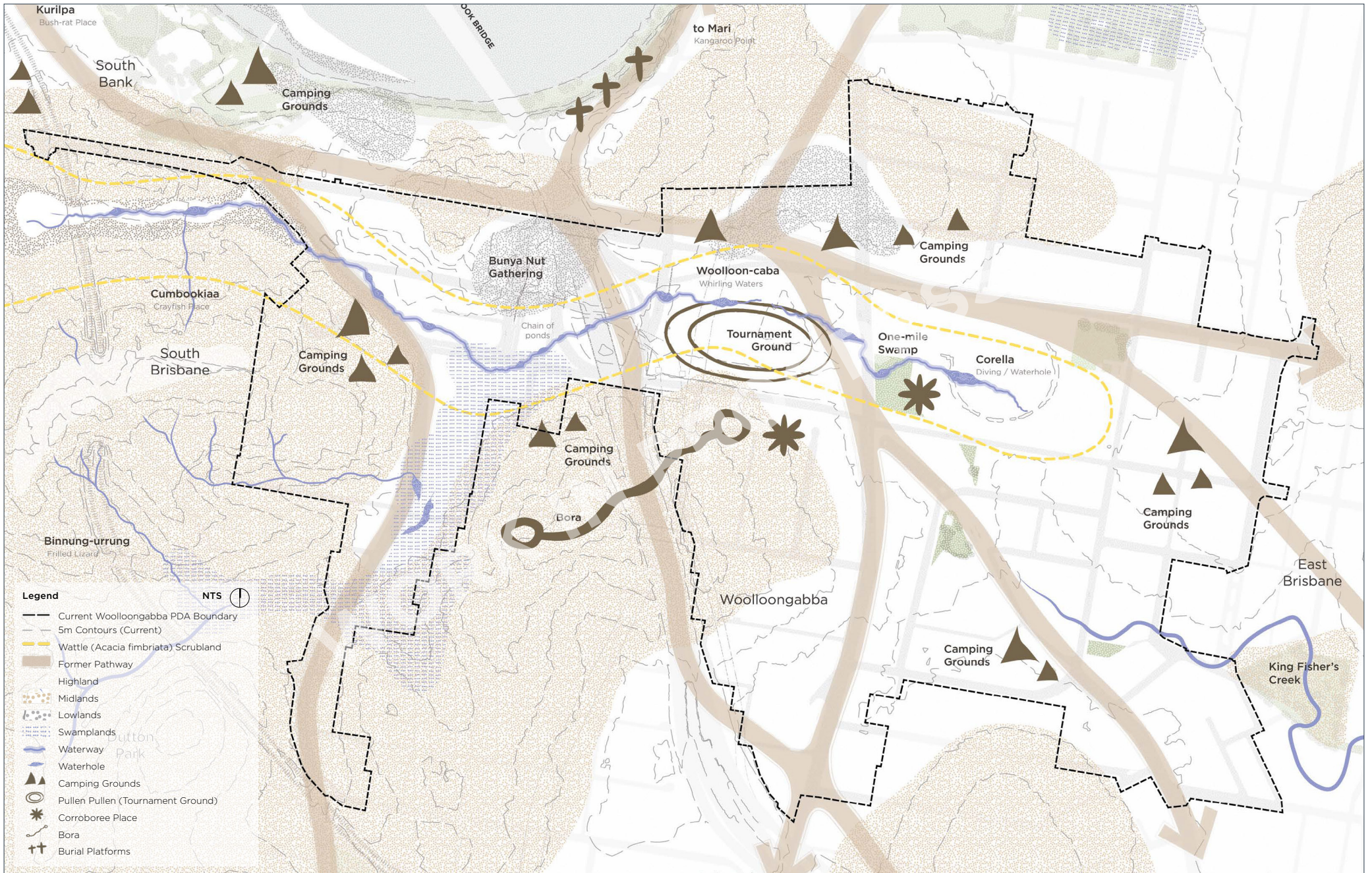


Figure 1: Indigenous sites of Woolloongabba

Source: Adapted from Kerkhove, Ray. (2024). *Indigenous Sites of Woolloongabba* (multiple mapping sources interpolated).



1.3 Application of the development scheme

The Woolloongabba PDA development scheme (the development scheme) applies to development on land within the boundaries of the Woolloongabba PDA (refer to Map 1).

1.4 Content of the development scheme

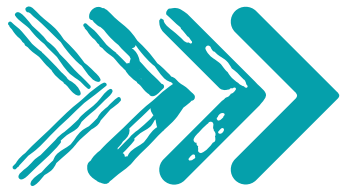
The development scheme consists of the following:

1. a Development assessment procedures section that explains the components of the development scheme and how it is to be used (section 3)
2. a Land use plan that regulates development in the PDA (section 4)
3. an Infrastructure plan that describes required infrastructure to support the achievement of the Land use plan and states the applicable infrastructure charges (section 5)
4. an Implementation strategy that describes objectives and actions that complement the Land use plan and Infrastructure plan to achieve the main purpose of the ED Act (section 6)
5. schedules (section 7), and
6. guidance material (as referenced throughout the development scheme).

1.5 Acknowledgements

The development scheme was prepared by Economic Development Queensland (EDQ) in collaboration with state agencies and other key stakeholders, including Brisbane City Council (BCC).





2 Strategic context

2.1 Urban context

As shown in Map 2: Key features, the Woolloongabba PDA is strategically positioned to support major urban regeneration. It is located at the centre of Brisbane's emerging knowledge corridor⁶ 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 and wider Boggo Road CRR PDA⁷, the Queensland Children's Hospital, the Mater Hospitals, extensive tertiary education facilities in South Brisbane and Brisbane City⁸, the CBD, and major health facilities at the Herston Quarter PDA. Each of these facilities will enjoy unprecedented connectivity through high-frequency transport including CRR and the proposed 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 and will benefit from enhanced multi-modal linkages from the Gabba Stadium through to Suncorp Stadium.

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.

2.2 Major public transport investment

The Woolloongabba PDA will facilitate urban regeneration, catalysed by investment in new major transport infrastructure – the CRR and the proposed Brisbane Metro. The CRR and proposed Brisbane Metro will bring high-frequency multi-modal transport offerings to the precinct. These services will improve the spatial relationship and connection between existing and future destinations and employment generators. These investments in the public transport network also support the prioritisation of active travel and will enable the emergence of a highly connected area, and gateway to other destinations surrounding the PDA.

2.3 The Cross River Rail Project

CRR is a 10.2km rail line from Dutton Park to Bowen Hills, which includes 5.9km of tunnel under the Brisbane River and CBD. 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 full extent of works for CRR include:

- 10.2km rail line, including 5.9km twin tunnels under the Brisbane River and CBD
- 4 new underground stations at Boggo Road, Woolloongabba, Albert Street and Roma Street
- 1 new above ground station at the RNA Showgrounds
- fully accessible rebuild of 7 surface stations from Dutton Park to Salisbury, and
- upgrade of two rail stabling facilities – Mayne Yard and Clapham Yard.

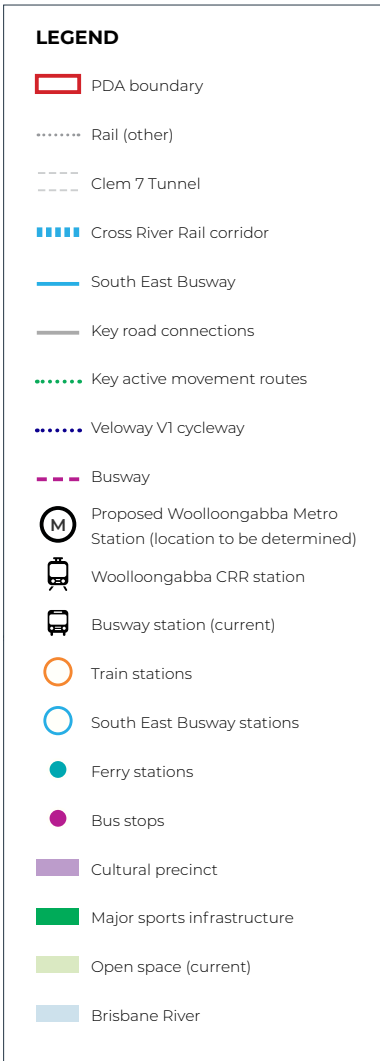
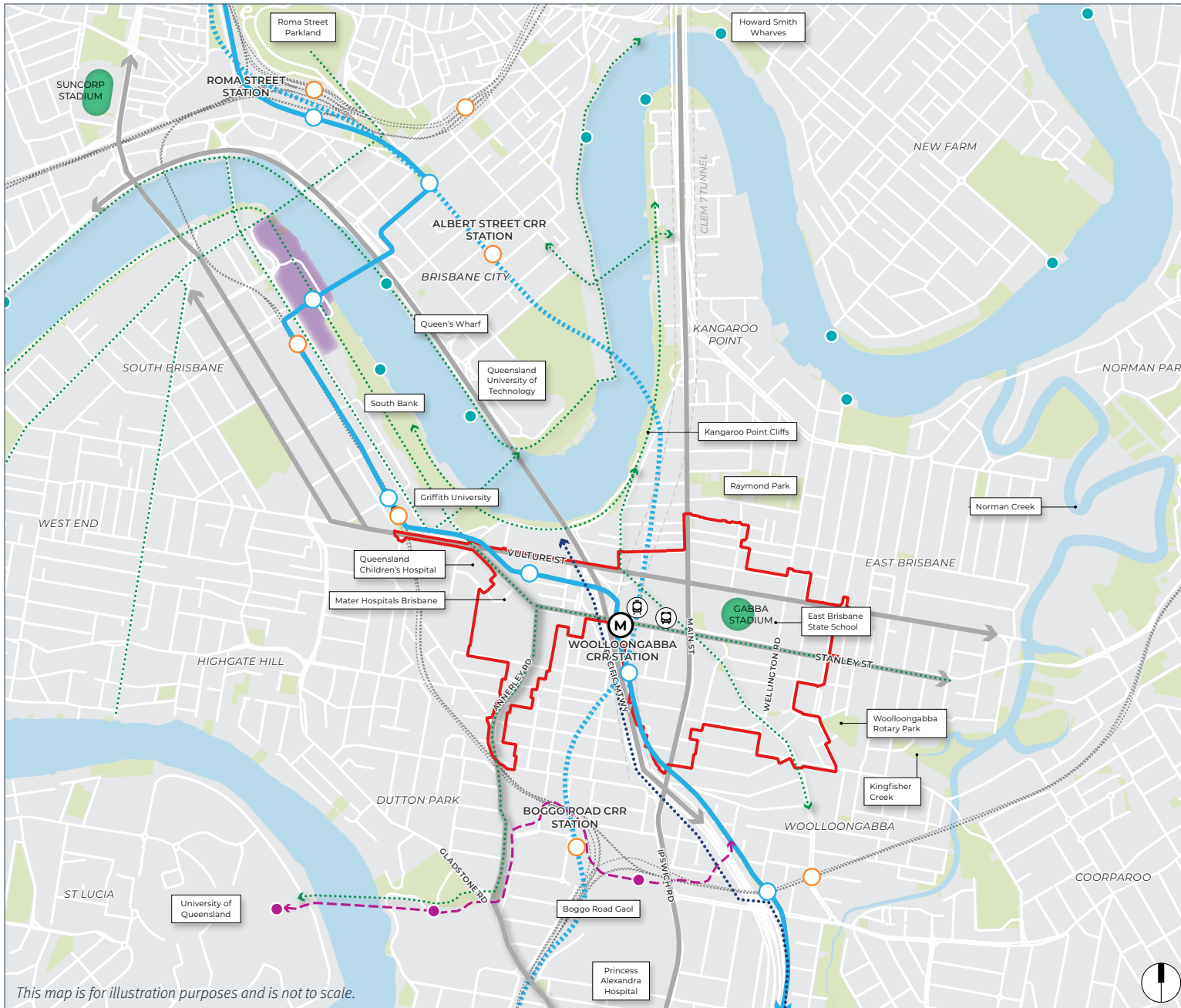
The PDA will accommodate one of the five new CRR stations, representing a major contribution in transforming the area into an exemplar transit orientated destination.

⁶ For guidance, refer to Brisbane City Council's 'knowledge corridor and precincts' webpage.

⁷ Refer to the Boggo Road CRR PDA on EDQ's website.

⁸ Including Griffith University, Queensland University of Technology (QUT), University of Queensland (UQ), and the TAFE Queensland South Bank Campus.





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

Map 2: Key features – Woolloongabba and surrounds



2.4 The Brisbane Metro

The Brisbane Metro is a high-frequency public transportation system that aims to reduce congestion and increase the efficiency of the busway network. It comprises of a metro network across 21km of existing busway that links Eight Mile Plains, Woolloongabba, RBWH and UQ Lakes busway stations and all busway stations in between.

Under the South East Queensland City Deal (SEQ City Deal)⁹, planning has commenced for the delivery of the proposed Brisbane Metro station at Woolloongabba.

The SEQ City Deal includes the potential relocation of the Woolloongabba Busway Station to improve connectivity and enable the proposed Brisbane Metro and South East busway services to stop at the station, in proximity to the Woolloongabba CRR station.

2.5 The Gabba Stadium

In accordance with the announcement by the Government on 18 March 2024, the previously proposed re-build of the Gabba Stadium will not proceed, and consideration will now be given to a modest enhancement of the existing facility which will mean AFL and cricket are not displaced.

The investment to be made at the Gabba stadium will mean it is available to host appropriate Brisbane 2032 Olympic and Paralympic games events (e.g. cricket) if required, noting sporting events will not be confirmed until 2025 by the International Olympic Committee and the Organising Committee.

⁹ Details of the SEQ City Deal can be found on the State Government's Infrastructure Projects and Programs website.

¹⁰ For guidance, refer to chapter 7 and 8 of Minister's Guidelines and Rules, available at the State Government's QLD Planning Framework website.

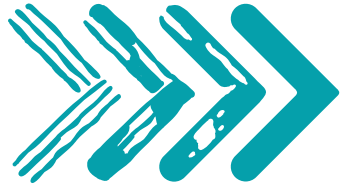
¹¹ Details of all infrastructure designation decisions under the Planning Act 2016 can be found on the State Government's Ministerial Infrastructure Designations website.

2.6 Infrastructure Designations

Under the *Planning Act 2016* (Planning Act) both public and non-public sector entities can seek 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 attain 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 to seek new designations, remains unaffected by the ED Act. The process of making and determining a designation is set out within the Minister's Guidelines and Rules¹⁰. Information on existing and proposed infrastructure designations within the PDA can be found at the State Government's website¹¹.





3 Development Assessment Procedures

3.1 Components of the Land use plan – hierarchy of provisions

The Land use plan establishes a hierarchy of provisions, being the:

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

These components are explained further in sections 3.1.1–3.1.4.

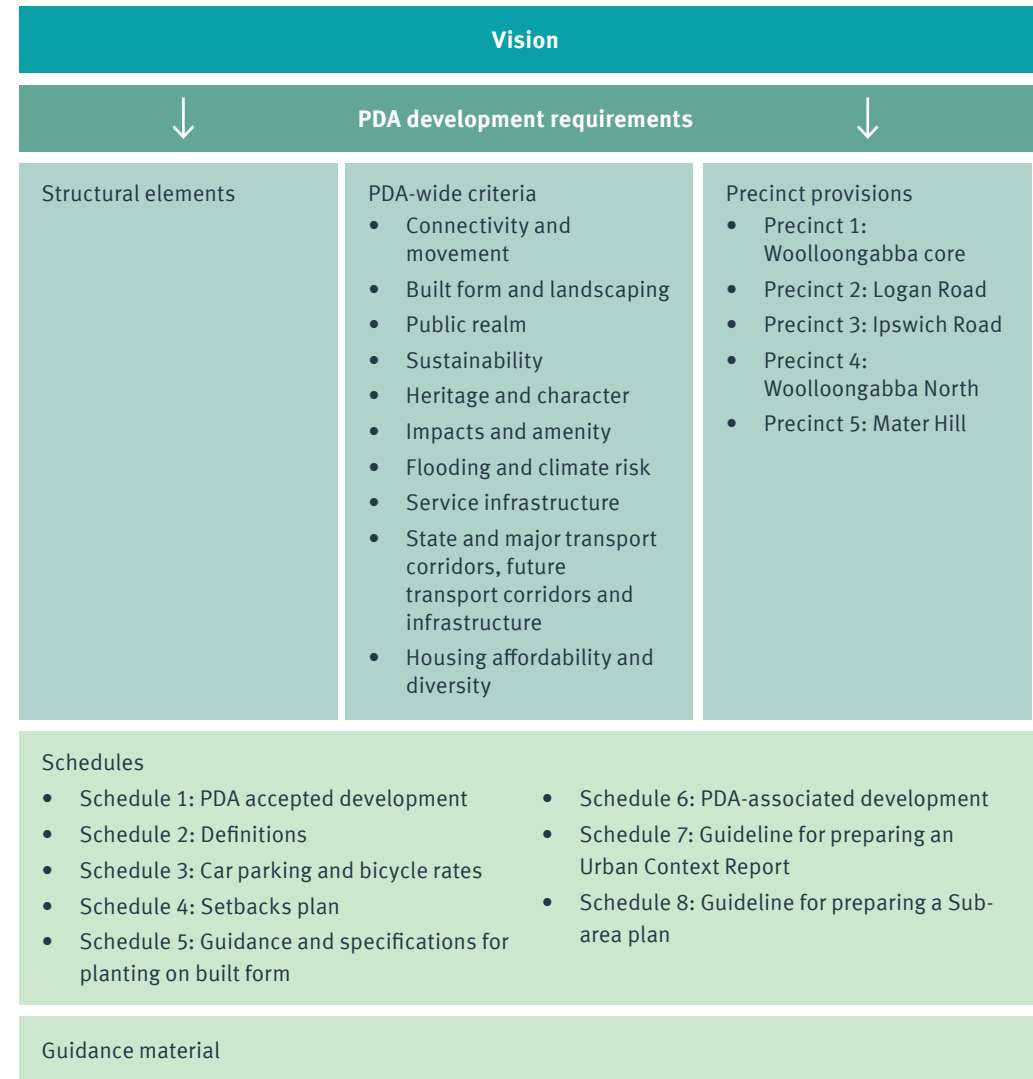


Figure 2: Components of the Land use plan – hierarchy of provisions



3.1.1 Vision

The Vision (section 4.1) 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 the PDA development requirements.

3.1.2 PDA development requirements

The PDA development requirements apply to all PDA assessable development and incorporate:

1. Structural elements (section 4.2)
2. PDA-wide criteria (section 4.3), and
3. Precinct provisions (section 4.4).

3.1.3 Schedules

- Schedule 1: PDA Accepted development
 - » identifies PDA accepted development
- Schedule 2: Definitions:
 - » defines terms used in the development scheme not defined elsewhere (see section 3.2.1)
- Schedule 3: Car parking rates and bicycle parking rates:
 - » provides guidance for the maximum car parking rates and minimum bicycle parking rates for the Woolloongabba PDA
- Schedule 4: Setbacks plan:
 - » a map detailing road frontage setbacks for the ground level and lower levels of buildings

- Schedule 5: Guidance and specifications for planting on built form:
 - » provides guidance on vertical greening of built form
- Schedule 6: PDA-associated development
 - » identifies PDA-associated development
- Schedule 7: Guideline for preparing an Urban Context Report
 - » provides guidance for preparing an Urban Context Report
- Schedule 8: Guideline for preparing a Sub-area plan
 - » provides guidance on preparing a Sub-area plan.

3.1.4 Guidance material

Guidance material includes relevant PDA guidelines, practice notes and any other parameters applied as guidance throughout the development scheme, as amended from time to time.

3.2 Development assessment

3.2.1 Interpretation

The interpretation of terms and definitions will rely on:

1. Section 33 of the ED Act which defines development, and
2. terms used in the development scheme have the meaning given in the ED Act and the *Brisbane City Plan 2014* unless otherwise defined in Schedule 2.

3.2.2 PDA development applications

To the extent the Land use plan (section 4), Infrastructure plan (section 5), Implementation strategy (section 6), schedules and the guidance material are relevant, they are to be taken into account in the preparation and assessment of a PDA development application.

Prior to lodging a PDA development application, applicants are encouraged to engage with the MEDQ, via the pre-application process to understand PDA development requirements, obtain preliminary feedback, resolve key issues and help facilitate an efficient assessment process.

3.2.3 Categories of development

Table 1 below identifies development that is either:

- PDA accepted development, or
- PDA assessable development¹².

Table 1: Categories of development

Column 1	Column 2
PDA Accepted development	PDA Assessable development
All development specified in Schedule 1	All development including PDA-associated development (as specified in Schedule 4) and Interim Uses, other than development mentioned in Column 1

¹² Under section 73 of the ED Act, PDA assessable development cannot be carried out without a PDA development permit.



3.2.4 Development consistent with the Land use plan

PDA assessable development is consistent with the Land use plan if it is consistent with all outcomes of the relevant PDA development requirements¹³.

However, development that is inconsistent with any of the outcomes of the relevant PDA development requirements may be consistent with the Land use plan where the development accords with the Vision (section 4.1) for the PDA and:

1. the development is an interim use¹⁴, or
2. there are sufficient grounds to justify the approval of the development despite any inconsistency with any of the outcomes of the relevant PDA development requirements.

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

1. superior design outcomes¹⁵, 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 the Land use plan cannot be granted a PDA development approval¹⁶.

3.2.5 Assessment and compliance

The development scheme provides a performance-based development assessment framework. It must be read as a whole and compliance with one provision does not substitute for compliance with another.

The PDA-wide criteria (section 4.3) and Precinct provisions (section 4.4) contain criteria and guidance on a range of parameters within the PDA according to location, context and site area. As an example, PDA assessable development that complies with the applicable maximum building height provisions but is at variance with other built form provisions (such as minimum site areas, built form transitions, setbacks, open space requirements and heritage considerations) may fail to pass the assessment of consistency under section 3.2.4 above.

3.2.6 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
2. is for any material change of use involving Park (Central Park¹⁷) or Major sport, recreation and entertainment facility in Precinct 1
3. is for any material change of use where exceeding the maximum building height specified within the Maximum building height maps contained within section 4.4 Precinct provisions¹⁸, or
4. where a Sub-area plan is required (refer to section 3.2.12).

Under section 84 of the ED Act, notice of application may also be required for an application for PDA-associated development.

3.2.7 State interests

Relevant State interests have been considered in the preparation of this development scheme and will be considered further as part of the assessment of PDA development applications¹⁹.

3.2.8 Relationship with other legislation

In addition to assessment against the development scheme, 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 Act²⁰.

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 development scheme, 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.

¹³ For guidance, refer to the hierarchy of provisions described under section 3.1.

¹⁴ Refer to section 3.2.10.

¹⁵ A design review panel will provide guidance on the assessment and acceptance of superior design outcomes.

¹⁶ See section 86 of the ED Act.

¹⁷ Refer to the Central Park indicated on Map 3: Woolloongabba PDA Structural Elements Plan.

¹⁸ Refer to Map 6, Map 8, Map 10, Map 12 and Map 14.

¹⁹ 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 Practice Note 14: State interests in development assessment in priority development.

²⁰ For example, the Economic Development (vegetation management) By-law 2013 replaces Council's Natural Assets Local Law.



3.2.9 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, Schedule 2 adopts definitions from the *Brisbane City Plan 2014* and the development scheme applies to other parts of the *Brisbane City Plan 2014* as guidance.

Under section 71 of the ED Act, if there is a conflict between the development scheme and a planning instrument, or assessment benchmarks prescribed by regulation under the Planning Act or another Act for the Planning Act, the development scheme prevails to the extent of any inconsistency.

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, 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 the PDA development requirements and the Vision for the PDA.

Information to support a PDA development application for an interim use(s) should demonstrate how the development could transition to an appropriate longer-term use or help support the Vision.

3.2.11 PDA-associated development

Schedule 6 identifies development external to the PDA that is PDA-associated development. The development specified in Schedule 6 as PDA-associated development is PDA assessable development under Table 1 (section 3.2.3).

3.2.12 Sub-area plan requirements within Precinct 1: Woolloongabba core

PDA assessable development within Sub-areas 1a and 1b of Precinct 1 – Woolloongabba core precinct, may not occur unless further planning, in the form of a Sub-area plan²¹, has been undertaken by the applicant and endorsed by the MEDQ, or the MEDQ advises in writing that, in its opinion, a Sub-area plan is not required.

In respect of the first PDA assessable development that requires a Sub-area plan, a PDA development application relating to all land in the sub-area must be made and include a Sub-area plan demonstrating:

1. consistency with the Vision for the PDA, and
2. how the outcomes of relevant PDA-wide criteria and Precinct provisions will be achieved.

Endorsed Sub-area plans are intended to assist the MEDQ in assessing PDA development application(s) in Precinct 1 – Woolloongabba core, Sub-areas 1a and 1b by facilitating detailed sub-area planning to guide holistic development outcomes that form part of a logical, integrated and coordinated overall land use structure and staging strategy for these important sub-areas.

Any variation to an endorsed Sub-area plan will require a new Sub-area plan to be endorsed via a PDA development application.

The MEDQ will place endorsed Sub-area plans on its website, on the Woolloongabba PDA page.

Guidance on preparing a Sub-area plan is provided at Schedule 8.

²¹ Refer to Schedule 8: Guideline for preparing a Sub-area plan.





4 Land use plan

4.1 Vision

The Woolloongabba PDA capitalises on its strategic position within Brisbane, leveraging the once-in-a-generation opportunities created by CRR, proposed Brisbane Metro station, and the strengthening of existing, and creation of new, urban activity centres.

Woolloongabba is cemented as a destination and focal point for Brisbane's inner south as a place to live, work, play, learn, and stay. Residents and visitors are afforded an array of day and night experiences, centred on activity centres in key parts of the PDA, including a new urban core concentrated around the Woolloongabba CRR station and the proposed Brisbane Metro, world-class open space, the Gabba Stadium, and important elements of the South Brisbane knowledge and technology precinct²².

This precinct plays a pivotal role in forming Brisbane's knowledge corridor, stretching from Herston Quarter through to St Lucia, and built on the foundation of high-frequency public transport access to four inner-city hospitals and three major universities. Within the PDA, the role of the health and knowledge cluster anchored by the Mater and Children's Hospitals is strengthened and supported by tertiary education and research facilities, and more homes in proximity to major employment, education and transport services.

The urban centres across the PDA provide diverse housing choice that cater for a diverse community, people of all abilities, and changing life-cycle needs. Housing within the PDA is supported by retail and community uses that address the needs of local communities and create complete neighbourhoods. Clusters of employment and non-residential uses provide hubs of activity that support and add to the rich experience provided by the nearby Brisbane CBD.

Buildings provide human-scaled street frontages, and are climate responsive and resilient, attractive and activated. Building occupants are provided with high-quality environments designed to reflect subtropical principles, maximising access to natural light, thermal comfort, privacy, amenity and cross ventilation.

Existing community spaces and places of value are celebrated and renewed, enhancing Woolloongabba's identity and sense of place. New open space areas and public realm improvements will add greenery and improve connectivity to areas outside the PDA. In combination with retail, dining and community uses these public spaces will be inclusive and comfortable, promoting community enjoyment, civic engagement and urban amenity, supporting urban life.

The public realm is anchored by a new Central Park, the Creek to Cliffs Green Corridor, and substantial enhancements to major movement corridors such as Stanley Street, providing opportunities for people to move and dwell comfortably within streetscapes. A green public realm network is established, which supports movement within the PDA and connects to nearby neighbourhoods and destinations. In addition to new open space, development contributes to this network through provision of shade trees and vertical greening to support urban heat reduction in streets and the public realm.

A network of new and improved streetscapes and public realm is created. Active travel is prioritised, exemplifying best practice in equitable access and safety, connecting people to places of work, transit, play, entertainment, green spaces, and major cultural and sporting destinations.

²² The South Brisbane knowledge and technology precinct is identified in ShapingSEQ 2023 as a Regional Economic Cluster (REC), 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.



First Nations history is embraced as a defining element of Woolloongabba, with public realm works that recognise the traditional waterways and a chain of ponds running east-west across the PDA (refer to Figure 1). The establishment of new activity centres acknowledge the Boras, tournament grounds and camping grounds in the area, and traditional routes of movement from Kingfisher Creek to the Kangaroo Point Cliffs, with Woolloongabba re-established as a meeting place for the community.

The PDA's diverse heritage places and places of cultural significance²³ are celebrated and renewed to provide continued meaning to the area.

The PDA exemplifies subtropical design, embracing sustainability at all scales, and leveraging Brisbane's climate to create identifiable and environmentally responsive architecture and urban design. Buildings exemplify environmentally sustainable development (ESD), creating comfortable spaces for occupants.

Development, public spaces and streets will combine to realise the Vision elements expressed in Figures 3 to 6.

Development in the Woolloongabba PDA:

1. is transit oriented and well-integrated with existing and future public transport infrastructure, including infrastructure associated with CRR, the proposed Brisbane Metro and the bus network
2. delivers a vibrant mix of uses, supporting:
 - 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, including health, innovation and entertainment uses which support established key destinations within the PDA
 - c. non-residential uses which contribute to the vibrancy of key corridors and public realm areas, and
 - d. social infrastructure, including community and educational facilities which meet community need
3. enhances and protects the efficient operation, function and expansion of health and knowledge uses at Mater Hill, and nearby health and education facilities, including the Queensland Children's Hospital
4. supports the Gabba Stadium and its operational requirements, whilst also meeting the needs of the wider precinct
5. ensures appropriate transition is provided between areas of differing intended scale and form within and surrounding the PDA
6. provides a public realm network:
 - a. that draws community together and functions as an interconnected series of high-amenity, inclusive places, including delivery of a Central Park and the Creek to Cliffs Green Corridor and Duke Street subtropical spine, creating a focus for community activity and providing both active and passive functions, and
 - b. incorporating high-quality landscape treatments and embellishments that contribute to urban cooling
7. enables a permeable, connected and safe movement network within the PDA and to surrounding areas, integrating intuitive wayfinding, prioritising active transport and access to public transport infrastructure
8. provides equitable, safe, legible and convenient active transport connections between existing and future public transport infrastructure, including infrastructure associated with CRR, the proposed Brisbane Metro and the bus network, and key destinations within and surrounding the PDA including the Gabba Stadium, Mater Private Hospital Brisbane and Queensland Children's Hospital

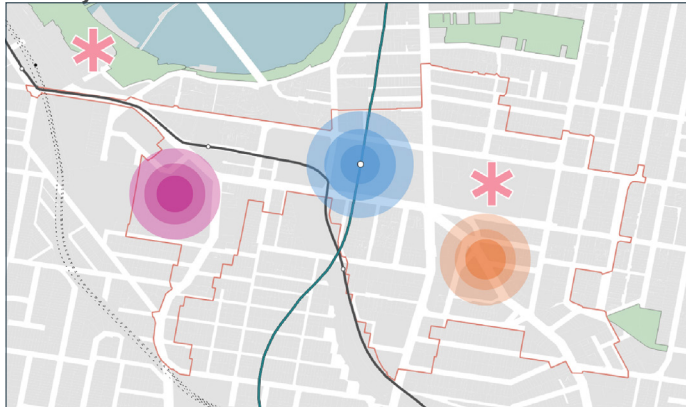
9. supports and protect the functional requirements of major transport stations and corridors, including State and local government controlled roads and tunnels to ensure the operational efficiency, integrity and safety of the transport network
10. is designed to respond to Brisbane's climate and identity through exemplary sustainability measures and design, subtropical architecture and landscaping that integrates water sensitive urban design and contributes to mitigating urban heat
11. is responsive and resilient to physical constraints, including flooding, storm tide inundation, soil contamination and acid sulfate soils, ensuring hazards are identified, mitigated and managed
12. celebrates and recognises First Nations heritage and culture
13. provides for the conservation and successful integration of heritage places, including through adaptive re-use and heritage sensitive design responses to buildings within and adjoining the PDA²⁴, and
14. respects and enhances character within the PDA, including along Logan Road and Stanley Street.

²³ Including First Nations elements described above, as well as elements of European heritage.

²⁴ Heritage places are identified by the Queensland Heritage Register, the State's Development Assessment Mapping System (DAMS) and the Heritage Overlay of the Brisbane City Plan 2014, as amended from time to time.



Activity nodes and destinations







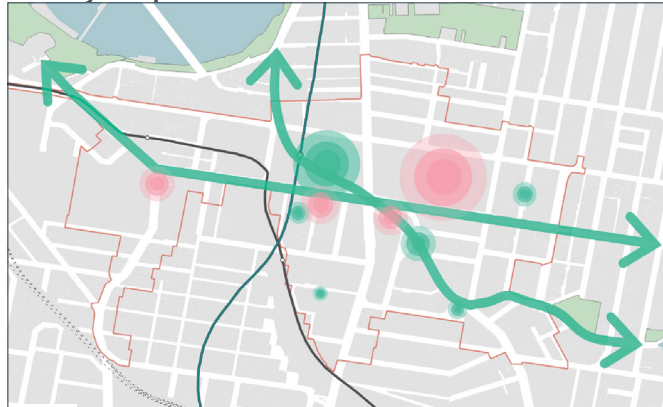
-  New urban core concentrated around major public transport infrastructure, world-class open space and the Gabba Stadium
-  Health and knowledge hub anchored by existing health infrastructure is strengthened through growth in health services and complementary uses
-  New walkable urban village focused around more open space, retail and hospitality offerings
-  Better connections to major destinations

Figure 3: Vision element: activity nodes and destinations

Identity and place




-  New and enhanced open space support public life and provide extensive urban greening
-  Enhanced centres of cultural activity contribute to place identity and support public life
-  Cultural journey from Kingfisher Creek to Kangaroo Point Cliffs, together with a walkable spine along Stanley Street transforms active travel and the PDA experience

Figure 4: Vision element: amenity and place

Connectivity





-  Better connected neighbourhoods, services and major destinations via new green public realm network
-  Comfortable active travel via shaded intersections and streets

Figure 5: Vision element: connectivity



Health and knowledge ecosystem

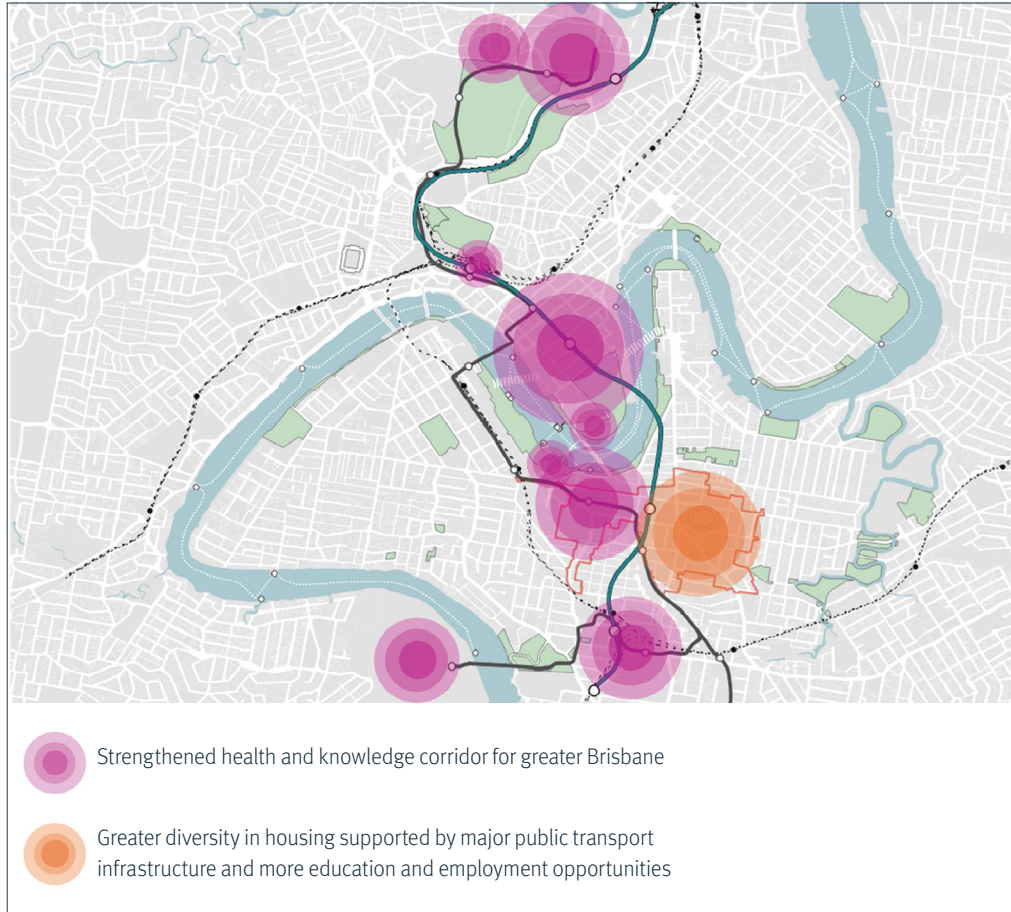


Figure 6: Health and knowledge ecosystem

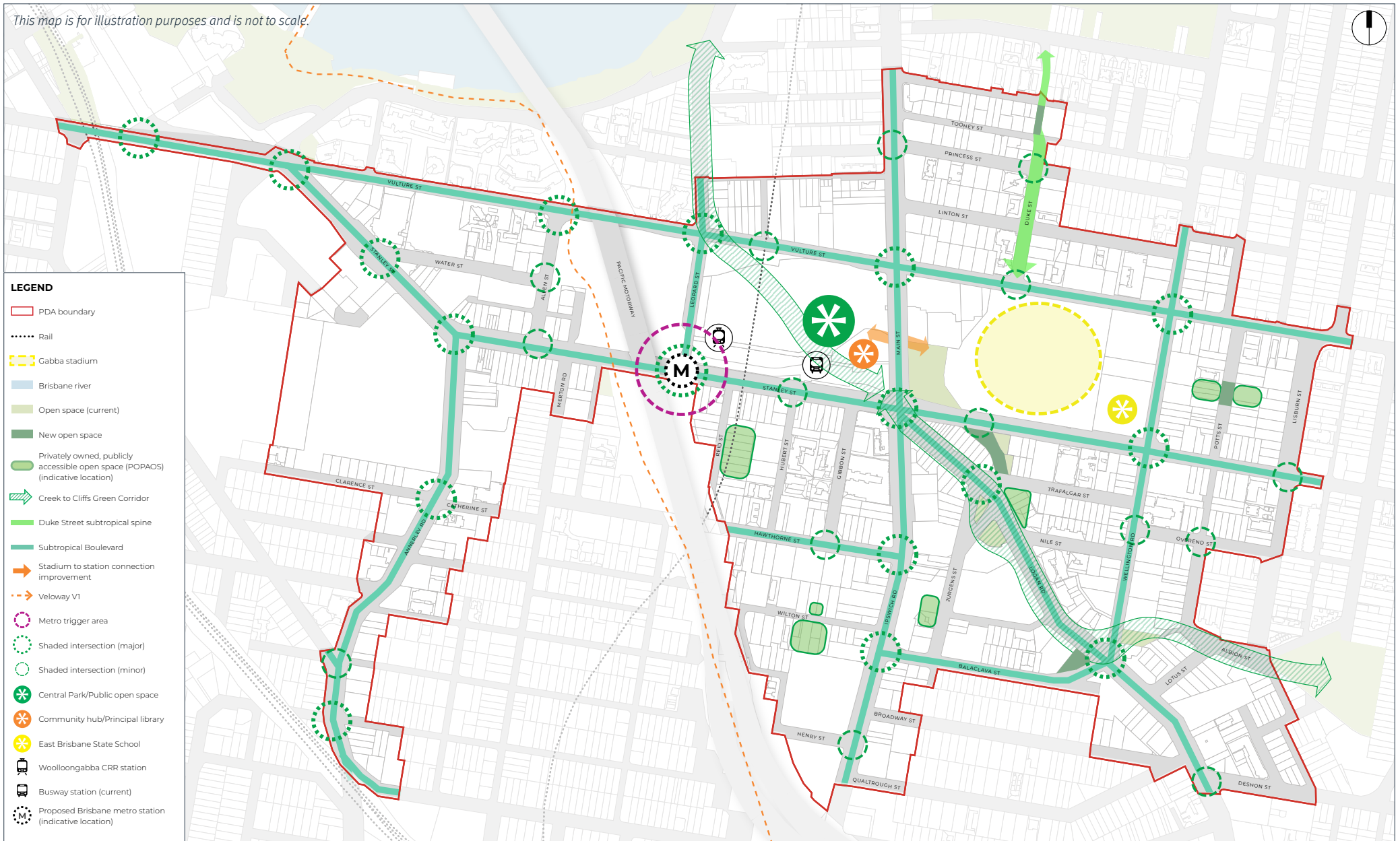
4.2 Structural elements

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 are relevant, they are to be taken into account in the preparation and assessment of PDA development applications. Refer to sections 4.3 and 4.4 for relevant PDA-wide criteria and Precinct provisions.



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



Map 3: Woolloongabba PDA Structural Elements Plan

Note:

- The location of the proposed Brisbane Metro station is not confirmed. Where development is proposed within the Metro trigger area shown in Map 3, the MEDQ may seek advice from the Department of Transport and Main Roads (DTMR).
- Subtropical boulevards link with active transport networks located outside the Woolloongabba PDA that are regulated through other statutory planning instruments.
- Locations of new open space areas are indicative only and may be varied in accordance with the relevant Precinct provisions.





4.3 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 4.1 and Structural elements in section 4.2 and should be read in conjunction with these sections along with the relevant Precinct provisions in section 4.4. For more detail on how to address the PDA-wide criteria, refer to relevant guidance material as referenced throughout the development scheme

4.3.1 Connectivity and movement²⁵

Development:

1. protects, enhances and does not compromise the ability to improve active transport and amenity along subtropical boulevards, including Stanley Street
2. prioritises access and movement by active and public transport over private vehicles²⁶
3. facilitates a highly permeable movement network and improves connectivity:
 - a. to key destinations within the PDA and the surrounding area
 - b. between existing and future public transport infrastructure, including CRR, the proposed Brisbane Metro and the bus network, and
 - c. provides for cross-block linkages as indicated in the relevant Precinct maps (section 4.4)

4. provides for streetscapes and minimum verge widths that support major urban greening
5. ensures shaded intersections are designed to facilitate safe multi-modal movement
6. provides streetscape and public realm treatments to provide weather protection to pedestrian and cyclists pathways
7. is universally designed
8. is designed to activate and integrate existing and future public transport stops, corridors and active transport routes²⁷, and
9. provides for the safe and efficient operation of public transport services including bus access, capacity and egress to on-road bus stops, and passenger waiting environments.

²⁵ Refer to the Draft Public Realm Guideline.

²⁶ The unique transport needs of the Mater Hospitals, such as high patronage of ambulances, delivery vehicles, taxis, and private vehicles, are recognised and protected.

²⁷ For guidance, refer to DTMRs' SEQ Principal Cycle Network Plan (PCNP).



4.3.2 Built form and landscaping²⁸

Development:

1. reflects a design-led process²⁹ which is site and context specific
2. is designed to enhance the character and amenity of the PDA by creating well-connected, functional and attractive interfaces between development, heritage, streetscapes and the public realm
3. ensures front, rear and side elevations display a high level of articulation, materials and finishes, including where adjoining a continuous podium element
4. incorporates setbacks that reduce the visual bulk and scale of buildings and maintains the openness of street vistas³⁰
5. minimises neighbouring building overlooking and provides visual privacy for both occupants and neighbours
6. 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
7. accommodates access and egress points for vehicles (private and servicing) in a way that protects the amenity of the street and the integrity and quality of the building elevation
8. incorporates measures to mitigate the impact of building mass, utilising:
 - a. design measures such as building recesses, protrusions, fenestration and articulation elements to minimise blank walls and large vertical and horizontal planes
 - b. fine-grained design at lower levels to achieve human scale and positively contribute to the character of the streetscape
 - c. awnings along all key streetscapes, and
 - d. variation that contributes positively to the streetscape
9. responds to the local subtropical climate and improves urban amenity by:
 - a. 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
 - c. ensuring streets, public realm and open space 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, responding to Brisbane's unique subtropical climate, and
 - e. using high-quality landscaping, vegetation and large shade trees, eaves and structures to provide shade and shelter for active travel, particularly along subtropical boulevards and at shaded intersections
10. ensures the lower levels of a building, including the ground level, are designed to:
 - a. define and address the street and 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
 - e. minimise the adverse impact of driveways, servicing areas and associated elements, through reflecting crime prevention through environmental design (CPTED), activation, and streetscape amenity
 - f. where abutting an existing built to boundary wall, avoid blank walls being visible or exposed
 - g. provide tenancies and/or pedestrian entrances at intervals and width, that create active, fine-grain frontages to the public realm
11. where for Multiple dwellings, provide 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. where for private open space, is directly accessible from primary living areas
 - d. includes landscaping and deep planting shade trees or structures, and
 - e. is positioned for good solar orientation, cross ventilation and facilitates water sensitive urban design, and
12. align with Table 2: Design parameter guidelines for built form and landscaping – PDA-wide and relevant Precinct provisions.

Note: additional built form parameters are provided within the Precinct provisions. If there is a conflict between the Precinct provisions and the PDA-wide criteria, the Precinct provisions prevail to the extent of any inconsistency.

²⁸ For guidance, refer to the following documents:

- a. Draft Public Realm Guideline
- a. Schedule 7: 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
- e. Park planning and design code and Infrastructure design planning scheme policy in Brisbane City Plan 2014
- f. Design guidelines and codes being prepared as part of the 'Distinctly Queensland Design Series'

²⁹ For guidance, refer to the QDesign Manual

³⁰ Refer to section 4.4 Precinct provisions and section 3.2.9 Relationship with the Brisbane City Plan 2014



Table 2: Design parameter guidelines for built form and landscaping – PDA-wide

Item	Design parameter												
Building envelopes													
Maximum building heights	<ul style="list-style-type: none"> Maximum building height: <ul style="list-style-type: none"> where on a site with a primary street frontage of not less than 20m and/or a site area of not more than 1,200m²: 12 storeys otherwise: As per building heights specified in maximum building height maps of relevant Precinct provisions (refer to section 4.4) Maximum height of podiums: 4 storeys <p><i>Note: podium height not applicable to building typologies that do not rely on the use of a podium and tower</i></p>												
Minimum street setbacks	First 4 storeys: as per Schedule 4: Setbacks plan Towers: <ul style="list-style-type: none"> as per Precinct provisions, or 6m where Precinct provisions do not specify a street setback. 												
Minimum side and / or rear setbacks <i>Note: Building separation requirements may necessitate greater setbacks.</i>	First 4 storeys: <ul style="list-style-type: none"> 0m where built to boundary, 6m to habitable rooms, or 3m to non-habitable rooms Towers: <ul style="list-style-type: none"> 6m, or, 9m if the windows of habitable rooms are located along that boundary 												
Maximum tower floor plates	Residential development: 1,200m ² Non-residential development: 1,500m ²												
Minimum building separation	First 4 storeys: <ul style="list-style-type: none"> where adjoining development is built to boundary to side / rear: 0m, or where the adjoining property is not built to boundary to side / rear: 10m Tower levels: <table border="1" data-bbox="555 1161 1653 1310"> <thead> <tr> <th>Storeys</th> <th>Habitable rooms to habitable rooms</th> <th>Habitable rooms to non-habitable rooms</th> <th>Non-habitable rooms to non-habitable rooms</th> </tr> </thead> <tbody> <tr> <td>5–20</td> <td>18m</td> <td>12m</td> <td>10m</td> </tr> <tr> <td>21 and above</td> <td>20m</td> <td>15m</td> <td>12m</td> </tr> </tbody> </table>	Storeys	Habitable rooms to habitable rooms	Habitable rooms to non-habitable rooms	Non-habitable rooms to non-habitable rooms	5–20	18m	12m	10m	21 and above	20m	15m	12m
Storeys	Habitable rooms to habitable rooms	Habitable rooms to non-habitable rooms	Non-habitable rooms to non-habitable rooms										
5–20	18m	12m	10m										
21 and above	20m	15m	12m										



Table 2: Design parameter guidelines for built form and landscaping – PDA-wide (continued)

Item	Design parameter
Building form and details	
Maximum horizontal dimension of building	50m
Maximum dimension of any outer wall	30m
Maximum wall length between articulation elements	10m
Privacy for ground floor dwellings	<ul style="list-style-type: none"> Dwellings located on ground floors have floor levels 1–1.5 m above the street level, and Dwellings are supported by terraces / balconies or ground floor open space that assists in providing a visual buffer / transition from the public realm
Fencing	<ul style="list-style-type: none"> For non-residential development: no front fences Minimum visual permeability of front fences for residential development: 60% Maximum height of front fences for residential development: 1.2m, and Maximum height of rear / side fences: 1.8m
Urban grain and visual permeability	
Urban grain and visual permeability – ground level/s	<p>Development of the ground storey provides:</p> <ul style="list-style-type: none"> an average of at least one tenancy or one pedestrian entry /exit per 30m of building frontage clear glazing or open elements for a minimum of 75% of building frontage, advertising / supergraphics or other window attached treatments on no more than 50% of the glazing
Visual permeability / activation – first 4 storeys, other than ground level/s	Minimum 70% of the frontage comprises an active frontage, other than where laneways are utilised for servicing
Urban grain – Residential uses within the first 4 storeys	<p>Dwellings provide a fine urban grain to streetscapes and are designed to overlook the public realm.</p> <p><i>Note: Direct entries from streets / public spaces into dwellings are encouraged</i></p>
Communal and private open space	
Minimum communal open space	<p>Residential development:</p> <ul style="list-style-type: none"> 80% of the site area or 15% of the GFA, whichever is greater, and designed to ensure all communal space areas have at least an area of 60m², and a minimum dimension of 6m
	<p>Non-residential development:</p> <ul style="list-style-type: none"> for buildings up to 25 storeys: 10% of GFA, or for buildings of more than 25 storeys: 7% of GFA



Table 2: Design parameter guidelines for built form and landscaping – PDA-wide (continued)

Item	Design parameter
Minimum private open space	<p>For development other than affordable or social housing:</p> <ul style="list-style-type: none"> • 9m² for a one-bedroom dwelling, or • 12m² for a two or more bedroom dwelling, and • a minimum dimension of 3m <p>For affordable or social housing: as per Queensland Government Social Housing Design Guideline Technical Summary Sheets²⁸</p>
Open space on the ground plane	
Privately owned, publicly accessible open space (POPAOS)	<p>See:</p> <ul style="list-style-type: none"> • Precinct maps for indicative locations of POPAOS, and minimum areas, and • The Draft Public Realm Guideline in relation to the intent and design parameters for POPAOS
Landscaping	
Planting for Subtropical uplift sites and Shaded intersections	Tree species / sizes as per the Draft Public Realm Guideline
Primary tree planting - street trees	As specified in the Draft Public Realm Guideline
Secondary tree planting within road reserve or street setbacks	<p>As specified in the Draft Public Realm Guideline</p> <p><i>Note: street setbacks are applicable to the first 4 storeys to enable vertical growth of trees to maturity</i></p>
Landscaping within street setbacks	<ul style="list-style-type: none"> • Generous tree planting within setbacks to support the creation of attractive and comfortable streetscapes • Tree planting for canopy cover as specified in the Draft Public Realm Guideline
Deep planting	<ul style="list-style-type: none"> • Where on a site of more than 1,200m²: 10% of the site area • Designed to ensure: <ul style="list-style-type: none"> - there are no buildings above the tree, or sufficient clearance is provided to allow the full growth of the tree, and access to adequate sunlight for the species - basements are not located below the tree(s), or are sufficiently deep and separated from root areas to allow the roots to grow to their full extent at maturity - trees are placed so that growth is not compromised by underground infrastructure - soil / media, and irrigation and maintenance provisions support the establishment, health, and longevity of the tree(s)
Planting in communal open space	Minimum 25% of communal open space
Planting on facades	As per the Draft Public Realm Guideline
Green cover on roofs	<p>70% green cover</p> <p><i>Note:</i></p> <ul style="list-style-type: none"> - <i>Examples of green cover include tree canopies, sedum roofs, climbing species</i> - <i>Does not apply to mechanical / plant areas</i>
Planting on built form - guidance and specifications	As specified in Schedule 5 - Guidance and specifications for planting on built form

³¹ Until such time that the technical sheets provide a minimum area for studio units, demonstration of appropriate design to support function and amenity will be required.



4.3.3 Public Realm³²

Development:

1. delivers privately owned, publicly accessible open space on the ground plane as indicatively located in Map 3: Structural Elements Plan
2. incorporates CPTED principles into the design
3. 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 subtropical environment
 - d. retains existing shade trees along road frontages as far as practicable
 - e. ensures any trees removed during development are replaced with advanced stock of suitable tree species
 - f. supports a wide range of passive and active recreational and community activity
 - g. includes public art as an integral part of the landscape design
 - h. promotes opportunities for public art that respond to Traditional Owners of country, land and waters³³

- i. ensures servicing elements are located and designed to avoid or minimise visual, acoustic, air, heat and other emissions impacts on the public realm, and
- j. includes generous planting, including deep planting and street tree planting along subtropical boulevards and shaded intersections shown in Map 3: Structural elements plan.

4.3.4 Sustainability³⁴

Development:

1. delivers exemplary sustainable building design outcomes that achieve either:
 - a. a minimum 5-star rating under the Green Star Buildings or Green Star Communities Tool (except for Sub-area 1b within Precinct 1), or
 - b. a rating under an alternative sustainability rating tool that delivers outcomes commensurate with the above relevant standards
2. embodies low carbon, climate responsive and sustainable design principles
3. that is located within mapped Flood Overlay³⁵ areas, sustainability accreditation is to respond to flood and climate risk by addressing:
 - a. Credit 16 Climate Change Resilience, or
 - b. Green Star Communities Credit 4 Adaptation and Resilience, or
 - c. an alternative standard agreed by the MEDQ
4. comprises buildings and outdoor spaces which minimise solar heat gain effects and maximise all-year round comfort
5. ensures that quality communal and private open spaces³⁶ are provided to support a subtropical lifestyle
6. encourages biodiversity within the urban environment, providing a variety of shade trees and landscaping
7. promotes the use of active and public transport over private vehicles, commensurate with the distance from the public transport facilities
8. provides for the safe and efficient operation of car share, shared e-mobility services and other contemporary transport services that complement public transport services
9. for new buildings, provides facilities that enable the:
 - a. charging of electric vehicles from all car parking spaces integrated into the built form³⁷, and
 - b. storage and charging of e-mobility devices including e-bikes and e-scooters within end-of-trip facilities

10. 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 site³⁸
 - 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.

³² Refer to the Draft Public Realm Guideline and QDesign Manual for guidance.

³³ The MEDQ can assist with Traditional Owner engagement.

³⁴ For guidance, refer to Brisbane City Council's New World City Design Guide: Buildings that Breathe.

³⁵ Refer to Brisbane City Plan 2014 Flood Overlay Map.

³⁶ Refer to Table 2: Design parameter guidelines for built form and landscaping.

³⁷ For guidance, refer to 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.

³⁸ For guidance, refer to the requirements set out in Brisbane City Plan 2014 Stormwater code.



4.3.5 Heritage and character³⁹

4.3.5.1 Heritage

Development on or adjoining a heritage place:

1. within or adjoining the PDA including along Stanley Street, Logan Road and Annerley Road, maintains views to the heritage place and its setting, as key landmarks of the PDA
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 significance⁴⁰ and does not detract from their interpretation and appreciation, while allowing for the functional requirements of new uses
 - b. preserves or enhances the historic built form, character and setting within the heritage place
 - c. does not compromise the building fabric or structural integrity, including protecting building fabric during construction
 - d. minimises adverse impacts on cultural heritage significance, by providing building setbacks, bulk, massing and forms that are complementary to the architectural character of the heritage place and respect the landscape and setting of the place, and

3. successfully integrates new and existing built form through context and site specific:
 - a. architectural and landscaping treatments which enhance elements of cultural significance, and
 - b. measures that maintain significant attributes of the setting including urban form, setbacks, active frontages and streetscape elements.

4.3.5.2 Neighbourhood and commercial character

Development:

1. where on land identified as a pre-1911⁴¹ building:
 - a. adaptively re-uses the building with sensitive design that does not diminish or compromise the structural integrity of the building, or
 - b. retains, integrates and protects the original character of the building and integral components such as façade, roof shape and pitch and verandahs that contribute to its character, or
 - c. pre-1911 building:
 - i. is only demolished or removed if the building is structurally unsound⁴², or
 - ii. where public benefit outweighs retention and the building is safely re-located to a site in a location with Traditional building character within, or in proximity of, the PDA in a way that does not compromise its structural integrity
2. where on land identified as a Commercial character building⁴³:
 - a. preserves or enhances the character of identified buildings in a way which:
 - i. responds to the prevailing scale, built form, setting and streetscape of the immediate area surrounding Commercial character buildings
 - ii. adaptively reuses the existing building, unless the existing building is structurally unsound⁴⁴, for a use which is consistent with character and intent of the area, and
 - iii. retains the integral components of the Commercial character building, such as the façade, siting and awning over the footpath and street front entrance which contribute to traditional architectural style and character.



³⁹ 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).

⁴⁰ Cultural heritage significance has meaning given to it under the Schedule Dictionary of the Queensland Heritage Act 1992.

⁴¹ Pre-1911 buildings are identified on the Pre-1911 building overlay map of the Brisbane City Plan 2014.

⁴² An RPEQ must undertake an assessment and reporting to demonstrate the structural stability of a building.

⁴³ Commercial character buildings area identified on the Commercial character building overlay of the Brisbane City Plan 2014.

⁴⁴ An RPEQ must undertake an assessment and reporting to demonstrate the structural stability of a building.



4.3.6 Impacts and amenity⁴⁵

Development:

1. is designed to minimise adverse lighting, noise, odour and air-quality impacts on surrounding sites and public realm
2. ensures design mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants⁴⁶
3. ensures the continued successful operation of the Gabba Stadium⁴⁷, having regard to:
 - a. access, movement of capacity crowds, servicing and parking, and public transport arrangements, and
 - b. the operation and efficiency of event management, administration, maintenance and other support facilities
4. 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 PDA⁴⁸
5. 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
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 Airport⁴⁹
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 site⁵⁰
9. ensures landscape works are undertaken to an appropriate standard to ensure sustainable, functional, attractive, safe and well-integrated landscape design
10. does not prejudice the development potential of adjoining or proximate sites⁵¹
11. ensures sensitive uses within 100m of the Clem 7 southern ventilation outlet (SVO) are designed and constructed in accordance with relevant air quality (planning) criteria^{52 53}, and
12. within the Industrial amenity investigation area achieves the noise (planning) and air quality (planning) criteria^{54 55}.

⁴⁵ For guidance, refer to EDQ Guideline 18: Development interfaces (May 2015) and 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. Coastal hazards overlay code
- c. Infrastructure design code
- d. Landscape works code
- e. Operational work code
- f. Outdoor lighting code
- g. Potential and actual acid sulfate soils overlay code
- h. Stormwater code
- i. Transport air quality corridor overlay code
- j. Transport noise corridor overlay code, and
- k. Infrastructure design planning scheme policy.

⁴⁶ The MEDQ may require a wind analysis report.

⁴⁷ 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.

⁴⁸ Residents close to the Gabba Stadium can expect generally higher levels of noise and light spill. Buildings 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.

⁴⁹ 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. The MEDQ may also seek advice from CASA.

⁵⁰ 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, Science and Innovation guideline 'Archaeological Investigations'.

⁵¹ Reference to development potential means what can reasonable be achieved under relevant benchmarks in this development scheme and / or the development rights created by existing development approvals, where relevant.

⁵² Refer to Table 8.2.13.3.B, Table 8.2.13.3.C and Table 8.2.13.3.D of the Brisbane City Plan 2014 Industrial amenity overlay code and Table 8.2.23.3.C—Air quality (planning) criteria of the Brisbane City Plan 2014 Transport air quality corridor overlay code.

⁵³ Reference to the Air Quality planning scheme policy as per Brisbane City Plan 2014.

⁵⁴ Refer to Footnote 52.

⁵⁵ Refer to Footnote 53.



4.3.7 Flooding and climate risk

Development:

1. is designed to address natural hazards and climate resilience^{56 57}
2. addresses the Flood Overlay Code and Flood Planning Scheme Policy of the *Brisbane City Plan 2014*, subject to the parameters varied by Table 3 below.

4.3.8 Service infrastructure⁵⁸

Development:

1. ensures the design of vehicular access, on-site servicing and parking prioritises pedestrian movements and minimises adverse amenity and public realm activation impacts
2. maximises opportunities for co-location of servicing and parking openings within single buildings or with adjoining developments⁵⁹
3. does not adversely impact on the efficiency or safety of surrounding transport networks and existing major electricity and telecommunications infrastructure⁶⁰

4. minimises car parking, especially where in proximity to active and public transport (refer to Schedule 3: Car and bicycle parking rates)
5. provides end-of-trip facilities (including bicycle parking) for cyclists and pedestrians, designed, and located to promote active travel
6. provides water, wastewater and other services and utilities to meet the needs of the development in a timely, orderly and integrated manner⁶¹
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, wastewater, waste, energy to other systems to co-locate with proposed built form, public and private open spaces to contribute to the amenity of the area
9. positively 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 and does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure^{62 63}
11. ensures compatibility between existing or proposed subsurface infrastructure and proposed deep planting and tree clearance areas, and
12. 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.

Table 3: Variations to the Brisbane City Plan 2014 flood overlay code

Brisbane City Plan Provision	Varied parameters
Table 8.2.11.3.C - overland flow column	<ul style="list-style-type: none"> • replace the 'C' notation in all rows within the column entitled 'Overland flood planning area sub-category' with the '#' notation
Table 8.2.11.3. J - creek/waterway, overland flow rows	<ul style="list-style-type: none"> • apply 1% AEP • freeboard allowance unchanged
Table 8.2.11.3.L - creek/waterway, overland flow rows	<ul style="list-style-type: none"> • apply 1% AEP and 500mm freeboard for Category A and B Flood Planning Levels

⁵⁶ The MEDQ, at its discretion, may require developers of sites impacted by the Flood Overlay of the Brisbane City Plan 2014 to undertake a site based flood risk assessment and / or climate change risk assessment, and a flood emergency management plan.

⁵⁷ Refer to the Woolloongabba PDA Flood Resilience Design Guideline.

⁵⁸ 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.

⁵⁹ The unique transport needs of the Mater Hospitals, such as high patronage of ambulances, delivery vehicles, taxis, and private vehicles, are also recognised and protected, where relevant.

⁶⁰ Urban Utilities Water NetServ Plan mapping in relation to relevant existing and/or future trunk assets is to be considered as part of the assessment.

⁶¹ Urban Utilities mapping in relation to relevant existing and / or future trunk assets is to be considered as part of assessment.

⁶² 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.

⁶³ Refer to SDAP - 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.



4.3.9 State and major transport corridors, future transport corridors and infrastructure^{64 65}

Development does not:

1. create a safety hazard for users of a state transport corridor, a future state transport corridor, state transport infrastructure, or Council major (District classification and above) road, by increasing the likelihood or frequency of loss of life or serious injury
2. 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 major roads (District classification and above)
3. result in a worsening of the physical condition or operating performance of state and Council transport infrastructure and associated transport networks, including on-road public transport networks, or compromise the state's ability to construct, maintain or operate state transport infrastructure
4. expose the public to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure, and
5. compromise the structural integrity nor result in a worsening of the physical condition or efficiency of roads within the PDA⁶⁶.

4.3.10 Housing affordability and diversity

Residential development (including residential components of mixed-use development) comprising 10 dwellings or more, supports the delivery of:

1. affordable and social housing by providing a minimum of 20% total residential GFA as high-quality social or affordable housing on-site⁶⁷
2. diverse housing options to suit a range of households that provide either:
 - a. diversity in tenure (e.g. build-to-rent, key worker housing, over 50's retirement living, community housing provider-led development), or
 - b. a minimum of:
 - i. 20% of total residential GFA as dwellings with 3 or more bedrooms,
 - ii. 20% of total residential GFA as dwellings with 1 bedroom, and
 - iii. 20% of all dwellings as accessible that offer universal design⁶⁸.

4.4 Precinct provisions

The PDA is made up of five precincts and nine Sub-areas (refer to Map 4), each having its own precinct and sub-area 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-areas, the provisions of the substantive precinct or sub-area prevail to the extent of any inconsistency between provisions.

The five precincts and nine sub-areas are:

- Precinct 1: Woolloongabba core precinct
 - » Sub-area 1a: Gabba Stadium
 - » Sub-area 1b: Cross River Rail
 - » Sub-area 1c: Woolloongabba Civic
 - » Sub-area 1d: Mark Lane
- Precinct 2: Logan Road precinct
 - » Sub-area 2a: Potts Street
 - » Sub-area 2b: Upper Logan Road
- Precinct 3: Ipswich Road precinct
 - » Sub-area 3a: Wilton Street
- Precinct 4: Woolloongabba North precinct
- Precinct 5: Mater Hill precinct
 - » Sub-area 5a: Stanley Street
 - » Sub-area 5b: Annerley Road.

Map 4: Woolloongabba PDA Precinct Plan on the following page shows the spatial extent of each precinct and sub-area.

⁶⁴ 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.

⁶⁵ For guidance, refer to the State Development Assessment Provisions (SDAP) and Development Assessment Mapping System (DAMS) for the purposes of addressing State interests.

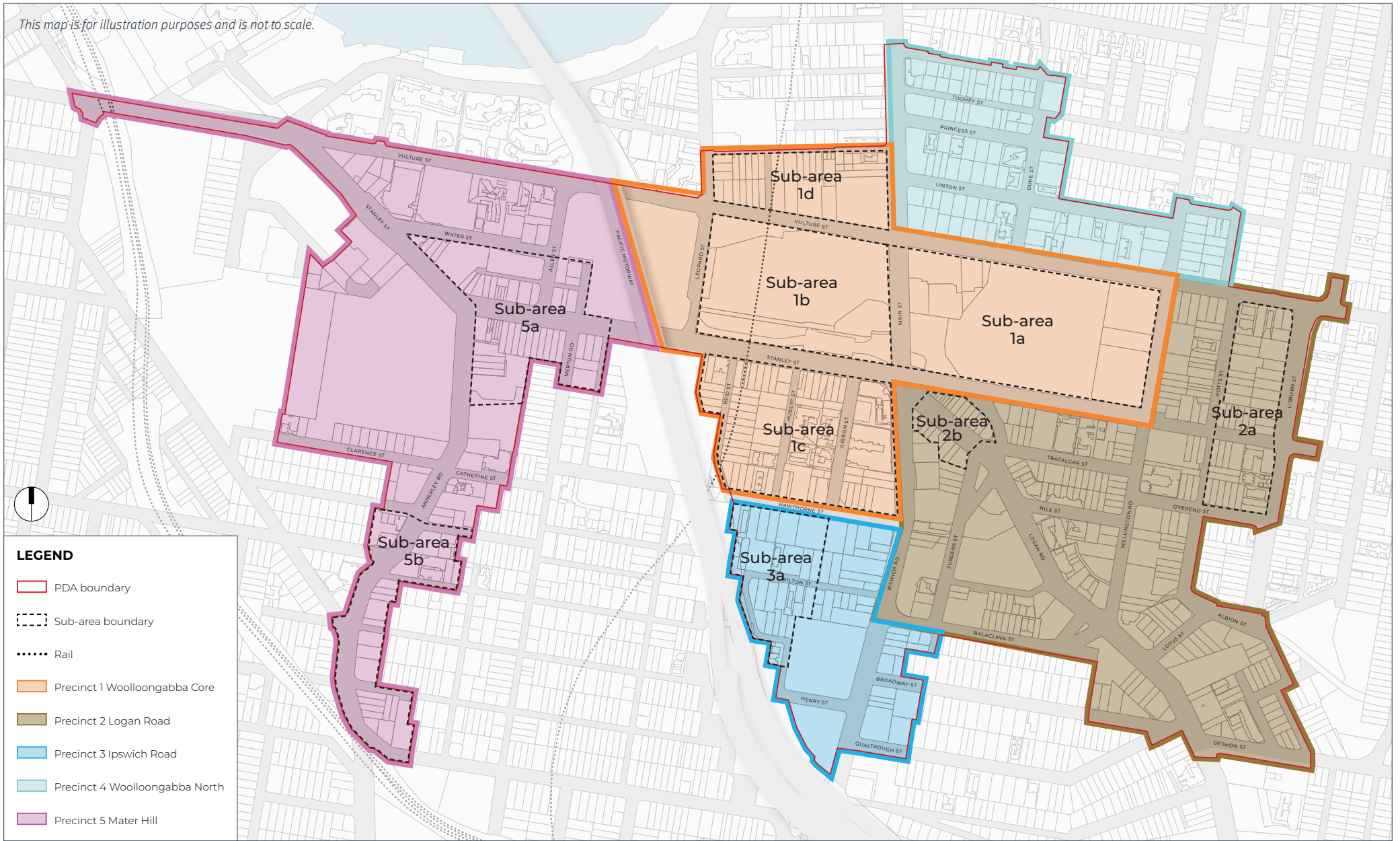
⁶⁶ Refer to Brisbane City Plan 2014 Road Hierarchy overlay map.

⁶⁷ For guidance, refer to PDA Guideline 16 – Housing.

⁶⁸ PDA guideline no.2 Accessible housing outlines standards for planning and design of accessible housing in PDAs.



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



Map 4: Woolloongabba PDA Precinct Plan

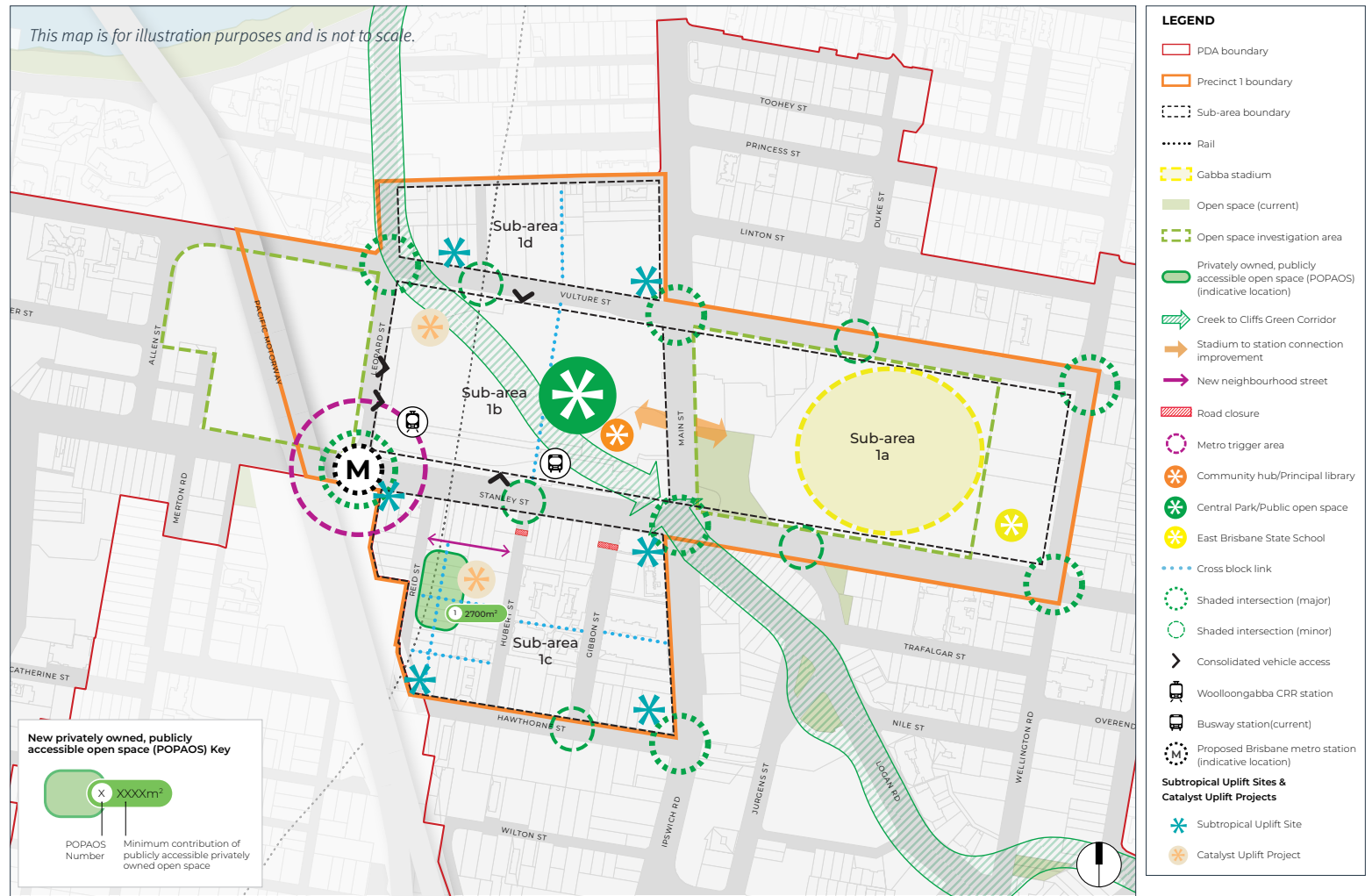


4.4.1 Precinct 1: Woolloongabba core

4.4.1.1 Precinct intent

Precinct 1 will undergo major development to establish a thriving precinct core, supporting cultural activities, major events and rich day and night activity. The precinct will be anchored by high-frequency public transport, world-class open space and active transport, and the Gabba Stadium. The precinct accommodates the greatest concentration of mixed-use activity within the Woolloongabba PDA. This includes principal business and administration functions, complemented by retailing, entertainment, education, community and cultural facilities, tourism and residential uses, including affordable housing.

Generous and inviting open space, focused on a new Central Park will significantly uplift amenity, celebrate the rich history of the precinct, and provide inclusive, quality spaces for community enjoyment and civic engagement. Open space will seamlessly integrate with improved active transport connections across Main Street, linking the Gabba Stadium to the Woolloongabba public transport hub including CRR and the proposed Brisbane Metro Station. 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 minimised and situated underground.



Map 5: Precinct 1 Plan



Sub-area 1a – Gabba Stadium⁶⁹

Sub-area 1a is anchored by the Gabba Stadium and is a destination for entertainment, sport, innovation and education, with clear visual and physical connections to major public transport infrastructure and sensitive interfaces with East Brisbane State School. Investment in new public realm and Gabba Stadium improvements will enhance visitor experience and patronage.

Streetscape improvements are focused at the corners of the Sub-area to provide attractive entries and interfaces to the surrounding urban context.

Heritage buildings may be leveraged for adaptive reuse as appealing new venues for activity and complement the primary use of the Sub-area for event and educational purposes.

Sub-area 1b – Cross River Rail⁷⁰

Sub-area 1b will leverage unprecedented public transport investment and new public realm creating a vibrant ‘heart’ within Woolloongabba. New open space and public realm elements will be highly functional and designed to celebrate and respect the area’s rich history and cultural significance.

The sub-area will feature a high level of permeability, with a diverse mix of land uses and housing that support patronage and activity along key corridors. New community facilities, retail, services and food and drink offerings will enhance local convenience and support an outdoor, community-oriented lifestyle.

Built form will be of the highest quality, supporting place identity and exemplifying subtropical and sustainable design principles framing a new Central Park.

Sub-area 1c – Woolloongabba Civic

Sub-area 1c extends the built form and place qualities of Sub-area 1b, providing an intensive mix of employment, knowledge-based, community, educational and residential uses.

Development will be high density and mixed-use, concentrated in the vicinity of existing and future public transport infrastructure, including infrastructure associated with CRR and the proposed Brisbane Metro station.

The rich cultural heritage significance and values of places fronting Stanley Street are to be celebrated and respected through adaptive re-use and street level activation. Contemporary infill buildings will complement existing heritage values. This will enable the establishment of a revitalised and subtropical Stanley Street along its southern frontage. This will be achieved by:

1. restricting servicing via Stanley Street
2. enabling two-way traffic movements along Hubert and Reid Streets, and
3. converting the northern ends of Hubert and Gibson Streets into cul-de-sac heads.

Sub-area 1d – Mark Lane

Sub-area 1d will leverage important views to the Brisbane River and Kangaroo Point Cliffs. Mark Lane will be complemented by high-quality landscape treatments, delivering improved pedestrian comfort and sensitive interface to lower density residential development to the north. The sub-area is characterised by predominately high density residential uses, supported by a mix of compatible non-residential uses at ground and lower levels. Both Lahey and Mark Lanes are intended to remain in their current configuration.

Built form and landscape treatments will enhance the existing Russian Orthodox Church State heritage.

⁶⁹ Refer to section 3.2.12 Sub-area plan requirements within Precinct 1: Woolloongabba core

⁷⁰ *Ibid.*



4.4.1.2 Preferred land uses

Table 4 details preferred land uses within Precinct 1.

Table 4: Preferred Land uses – Precinct 1

Preferred uses – Precinct 1 (excluding Sub-area 1a)
<ul style="list-style-type: none"> • Bar • Community use • Education establishment • Food and drink outlet • Office • Hotel • Multiple dwelling • Park • Place of worship • Shop • Short-term accommodation
Preferred uses – Sub-area 1a
<ul style="list-style-type: none"> • Community use • Educational establishment • Food and drink outlet • Function facility • Indoor sport and recreation • Major sport, recreation and entertainment facility • Office • Park

4.4.1.3 Connectivity, access and public realm⁷¹

Development within Precinct 1:

1. provides strong and legible active transport connections, accommodating pedestrians, cyclists and people using other personal mobility devices, between existing and future public transport infrastructure, including infrastructure associated with CRR, proposed Brisbane Metro station, busway network, and the Gabba Stadium, by providing safe connections that:
 - a. follow desire lines, and
 - b. are of ample unobstructed width to cater and appropriately manage peak volumes of different active transport modes
2. improves pedestrian access and connectivity across Main Street, between existing and future public transport services and the Gabba Stadium, providing for both maximum capacity 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. where applicable, utilises the indicative consolidated vehicle access locations identified in Map 5: Precinct 1 plan
5. creates no additional vehicle crossovers to Main Street, Stanley Street and Vulture Street

6. delivers streetscape improvements and landscape treatments along the key streetscape interfaces identified in Map 3: Woolloongabba PDA Structural Elements Plan and Map 5: Precinct 1 plan
7. delivers expansive open space including a new Central Park⁷² generally in accordance with the location identified in Map 5: Precinct 1 plan and forming part of the Creek to Cliffs Green Corridor
8. does not compromise the Gabba Stadium’s operational requirements, pedestrian and crowd movement requirements⁷³, and
9. provides improved connections across Stanley Street and Vulture Street for community accessibility, convenience and safety.

4.4.1.4 Built environment

Development:

1. supports a concentration of mixed-use activity and built form, in proximity to existing and future public transport infrastructure, including infrastructure associated with CRR, proposed Brisbane Metro station and the bus network
2. exhibits outstanding building architecture that, contributes to Woolloongabba’s role as the southern arrival point into Brisbane’s city centre

3. is of a scale and design that:
 - a. enables existing and future towers to be well separated from each other, whether within the same site or nearby sites, to allow for light penetration, air circulation, views, vistas and privacy, particularly for residential towers
 - b. ensures tower shape, setbacks and roof form reduce the visual scale of the building and provides variation, maintains the openness of street vistas and contributes positively to the streetscape, precinct characteristics and city skyline, and
 - c. at ground storey and lower levels provides an open and permeable environment for pedestrian movement throughout the precinct, to and around the Gabba Stadium and the surrounding public realm⁷⁴
4. will exhibit urban design excellence⁷⁵, and
5. accords with the maximum building height requirements identified in Map 6: Maximum building height and Table 5: Design parameter guidelines for Precinct 1.

⁷¹ Refer to the Draft Public Realm Guideline.

⁷² Representing a minimum 50% of the CRR Sub-area 1b, with additional open space potential subject to investigations (see Map 5: Precinct 1 plan).

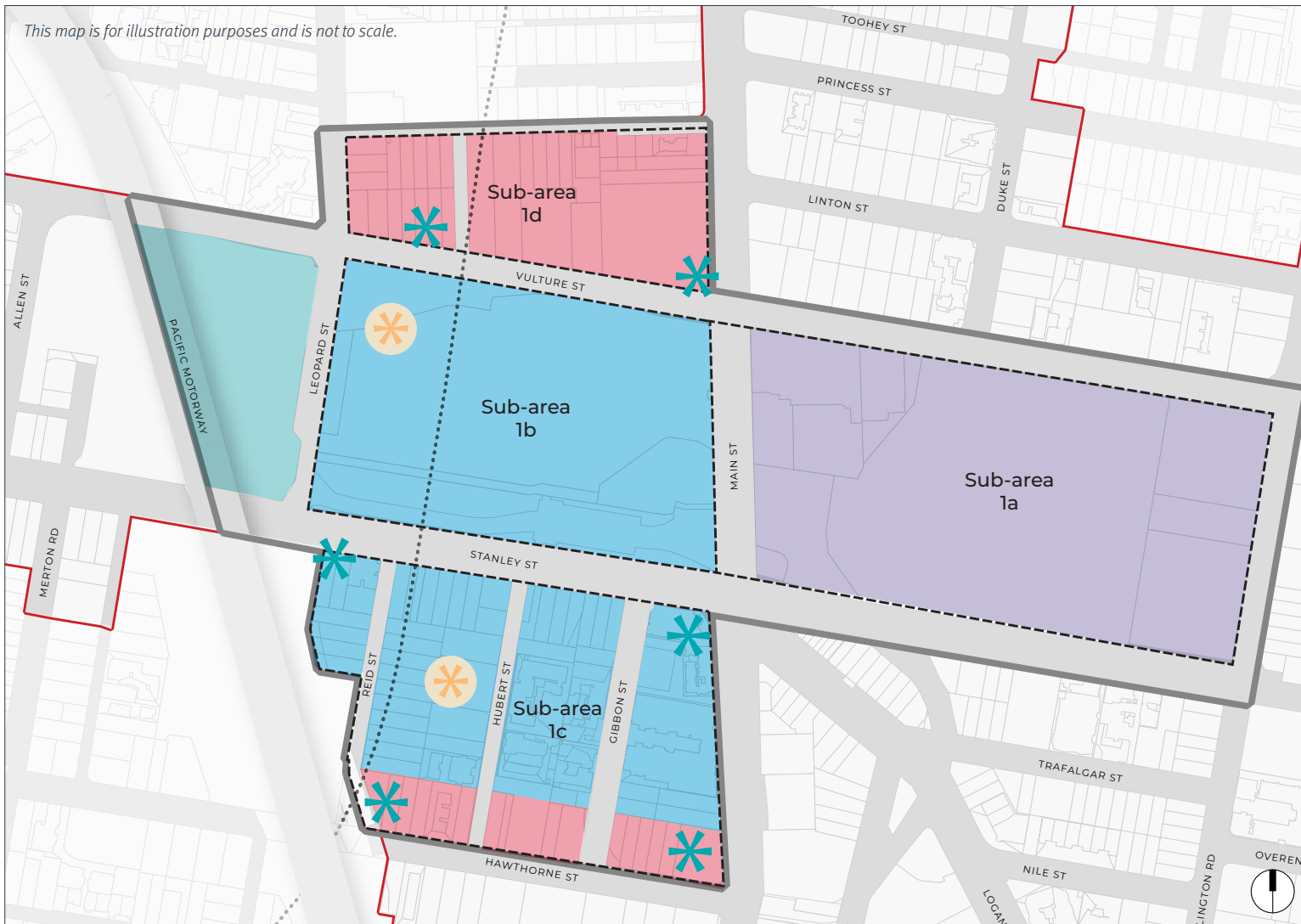
⁷³ As part of a relevant development application, crowd and pedestrian modelling may be required to demonstrate that sufficient movement network capacity is maintained for safe and efficient access and egress.

⁷⁴ 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.

⁷⁵ Refer to the Draft Public Realm Guideline.



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



LEGEND

- PDA boundary
- Precinct boundary
- Sub-area boundary
- Rail

Building Heights

- 1 storey
- 20 storeys
- 30 storeys
- 50 storeys

Subtropical Uplift Sites & Catalyst Uplift Projects*

- Subtropical Uplift Site (up to 20% increase in height)
- Catalyst Uplift Project (up to 50% increase in height)

*Subject to meeting all relevant requirements as outlined in section 3.2

Map 6: Maximum building height – Precinct 1: Woolloongabba core



Table 5: Design parameter guidelines for built form – Precinct 1: Woolloongabba Core

Item	Design parameter					
Maximum building height	<ul style="list-style-type: none"> Where on a site with a primary street frontage of 20m or more and/or a site area of 1,200m² or more: 					
		Sub-area 1a	Sub-area 1b	Sub-area 1c	Sub-area 1d	Other
	Maximum building height	20 storeys	50 storeys	30 storeys where fronting Hawthorne Street (refer to Map 6: Maximum building height), or 50 storeys, in all other cases	30 storeys	1 storey
	Maximum building height where a Subtropical uplift site	N/A	N/A	36 storeys where fronting Hawthorne Street (refer to Map 6: Maximum building height), or 60 storeys, in all other cases	36 storeys	N/A
Maximum building height where a Catalyst uplift project	N/A	75 storeys	75 storeys	N/A	N/A	
	<p><i>Notes:</i></p> <ul style="list-style-type: none"> Development within Sub-area 1a that is located outside the perimeter of the Gabba Stadium at a height of 10 storeys or more is required to demonstrate that no adverse impacts of shadowing will result on the field of play within the Gabba Stadium For Subtropical uplift sites and Catalyst uplift projects, fractions which result from the calculations are rounded down to the nearest storey 					
Minimum street setbacks for towers	Minimum setback to Main Street, Vulture Street and Stanley Street: <ul style="list-style-type: none"> 8m, or where fronting the southern side of Stanley Street, between Reid Street and Gibbon Street: 10m 					
Urban grain and visual permeability – ground level/s	<ul style="list-style-type: none"> Non-residential uses fronting Logan Road: an average of at least one tenancy or one pedestrian entry / exit per 15m of building frontage 					



4.4.1.5 Sub-area 1a – Gabba Stadium

Connectivity, access and public realm⁷⁶

Development:

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. uplift active travel, amenity, comfort and safety to existing uses such as the East Brisbane State School
 - b. provide welcoming, legible and safe urban interfaces that create a visual and spatial connection between the stadium and its surrounds
 - c. enhance visitor experience for stadium events, accommodating a range of event-related activities and showcasing Brisbane's unique climate culture and heritage, and
 - d. accommodate various experiences including temporary uses, events and activities such as markets and festivals
2. where for the redevelopment or significant upgrades to a Major sport, recreation and entertainment facility:
 - a. ensures streets provide for generous and continuous pedestrian pathways with a dedicated minimum verge width of 6m (expanded in places in response to crowd modelling requirements)

- b. 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, and
- c. ensures Main Street delivers:
 - i. a dedicated off-road active transport corridor integrated into the western side of the street, and
 - ii. an attractive and functional at-grade interface to the Gabba Stadium.

Built environment and heritage

Development:

1. incorporates views to the Woolloongabba Police Station (former) State heritage place through building siting, separation, setbacks and a design response that conserves its streetscape presence and enables public appreciation
2. provides sensitive interfaces to the East Brisbane State School and uplifts pedestrian safety and continuity to this much loved community asset, and
3. provides equitable access to all stadium entrances, aligning vertical circulation for all mobilities to the maximum extent practicable.



⁷⁶ Refer to the Draft Public Realm Guideline.



4.4.1.6 Sub-area 1b – Cross River Rail

Connectivity, access and public realm⁷⁷

Development within Sub-area 1b:

1. delivers exemplary sustainable building design outcomes that achieve either:
 - a. a minimum 6 star rating under the Green Star Buildings or Green Star Communities Tool, or
 - b. a rating under an alternative sustainability rating tool that delivers outcomes commensurate with the above relevant standards
2. delivers public open space, including a new Central Park as shown in Map 3: Structural Elements Plan
3. accommodates high volumes of pedestrian and cyclist traffic moving between major public transport stations and surrounding community destinations including the Gabba Stadium, Stanley Street, Upper Logan Road, South Brisbane knowledge and technology precinct and Kangaroo Point by providing integrated sub-surface parking and consolidated access points
4. provides significant streetscape improvements to the northern side of Stanley Street which enhance the pedestrian environment, helping transform Stanley Street into a successful high subtropical boulevard
5. improves connection to surrounding major public transport and destinations, and does not compromise the operational and fire safety design requirements of infrastructure associated with the CRR station.

Built environment and heritage

Development within Sub-area 1b:

1. establishes a new inner-city core, delivering activity-generating uses that create an active and attractive public realm
2. supports high density mixed-use development that:
 - a. creates vibrant, safe, and attractive frontages to public open space, including the new Central Park, and adjoining streets
 - b. creates fine-grained and human-scaled interfaces with existing and future public realm
 - c. provides fine-grained complementary uses such as retail, food and drink to support locals, commuters, and workers, and
 - d. minimises overshadowing to the new Central Park⁷⁸
3. at ground storey and lower levels of a building fronting a public plaza, park or pathway, provide strong physical and visual integration to the adjoining public space, to blend indoor and outdoor spaces
4. maintains a minimum of 4 hours of direct sunlight at the winter solstice over at least 50% of the Central Park, and
5. facilitates visual permeability from Hubert Street and the St Nicholas Russian Orthodox Church through to the Central Park.

⁷⁷ Refer to the Draft Public Realm Guideline.

⁷⁸ A minimum 4 hours of daylight, between 10am and 2pm, during the winter solstice.



4.4.1.7 Sub-area 1c – Woolloongabba civic

Connectivity, access and public realm⁷⁹

Development within Sub-area 1c:

1. provides a permeable environment with a range of new publicly accessible spaces and connections that break down large street blocks throughout the sub-area and through a combination of arcades, pedestrian laneways, shared zones and plaza areas that:
 - a. facilitate direct, convenient, comfortable and safe access through developments and destinations
 - b. have a visible presence from Stanley Street, Vulture Street, Hawthorne Street and other public spaces with clear entries and sight lines for wayfinding throughout the precinct including public transit stations
 - c. incorporate active frontages with operable openings providing physical and visual permeability
 - d. provides lighting, shelter, and landscaping with high-quality finishes
 - e. minimise significant grade changes within and adjacent to the site, and
 - f. provides opportunities for the flexible use of public spaces by the community for activities such as markets and other small-scale events

2. transforms Hawthorne Street and the northern extent of Ipswich Road into a subtropical boulevard, delivering subtropical streetscape treatments and improved connections with Logan Road, Stanley Street and the CRR sub-area, and
3. integrates with the proposed Brisbane Metro station, ensuring convenient and easy access to major public transport.

Built environment and heritage

Development within Sub-area 1c:

1. supports a concentration of activity and built form, including employment generating land uses, focused along Stanley Street, in proximity to the CRR station and the proposed Brisbane Metro station
2. retains, responds to, and enhances the form and appearance of heritage places and character buildings along Stanley Street, through a range of retail, dining and local convenience offerings
3. development adjoining character residential areas incorporates interface treatments including setbacks, building height transitions and planting to minimise amenity and privacy impacts

4. comprises a built form that supports the creation of a high-quality open space adjoining existing and future public transport infrastructure, including infrastructure associated with CRR, the proposed Brisbane Metro station and busway network
5. maintains and enhances the small-scale commercial and mixed-use character along the southern side of Stanley Street, and
6. does not detract from the visual prominence of the existing Stanley Street building elevation.

4.4.1.8 Sub-area 1d – Mark Lane

Connectivity, access and public realm⁸⁰

Development within Sub-area 1d:

1. extends the Creek to Cliffs Green Corridor along Leopard Street, to the north of the intersection with Vulture Street, to provide for:
 - a. safe, comfortable and direct active transport movement, and
 - b. landscape treatments and shade trees to create a subtropical connection between the CRR sub-area and Kangaroo Point cliffs
2. small-scale mixed-use tenancies are encouraged along Lahey Lane to increase activation and promote pedestrian-friendly spaces, and
3. enables safe and comfortable pedestrian access to the CRR station and over Vulture Street.

Built environment and heritage

Development within Sub-area 1d:

1. creates an active, green edge to Vulture Street
2. provides a transition in building height to surrounding lower density residential areas and heritage places, and
3. appropriately responds to the form and scale of the St Nicholas Russian Orthodox Cathedral to ensure a sensitive interface.

⁷⁹ Refer to the Draft Public Realm Guideline.

⁸⁰ Ibid.

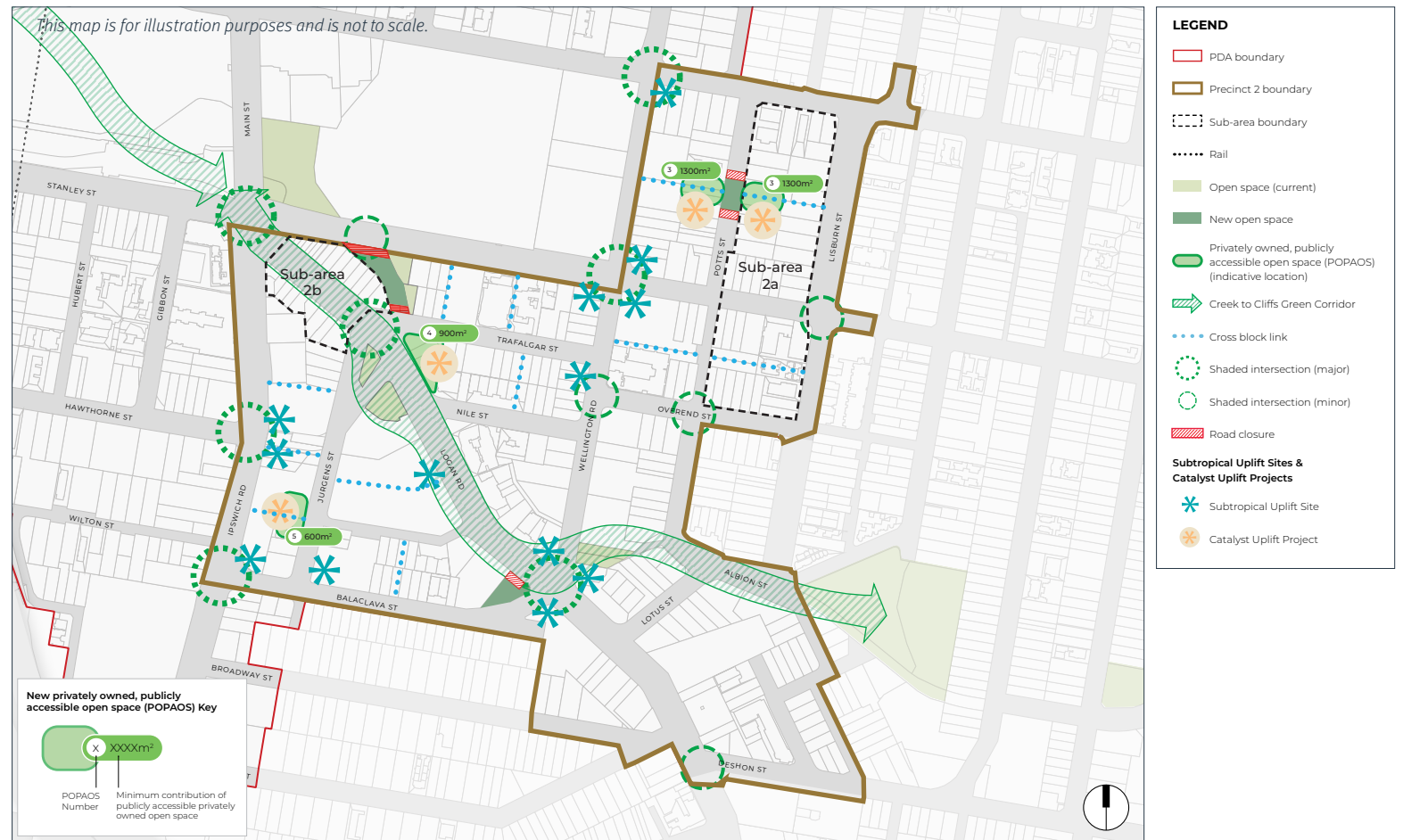


4.4.2 Precinct 2: Logan Road

4.4.2.1 Precinct intent

Precinct 2 will experience significant urban renewal, developing into a green and vibrant mixed-use neighbourhood. Centred on a transformed Jurgens Street park, forming part of the Creek to Cliffs Green Corridor, the precinct provides clear, comfortable and equitable access to existing and future public transport infrastructure and nearby major facilities and employment nodes.

Whilst enabling mixed-use opportunities, Precinct 2 has a predominately residential focus, capitalising on the precinct's improved urban amenity, proximity to public transport options and high-quality public realm. At street-level, frontages of buildings along Logan Road, Ipswich Road, Stanley Street and Wellington Road are activated with supporting non-residential land uses and conveniences. An enhanced Logan Road, forming part of the Creek to Cliffs Green Corridor⁸¹, will transform the appeal of this key corridor for recreation, outdoor dining and other street-based activities.



Map 7: Precinct 2 Plan

⁸¹ Refer to the Draft Public Realm Guideline.



Sub-area 2a – Potts Street

Sub-area 2a provides a transition from the area immediately framing the Gabba Stadium to existing low-medium density development east of Lisburn Street supported by new POPAOS. Development within this sub-area comprises predominantly residential uses and enhances elements of traditional commercial building character⁸². An active and fine-grain frontage is provided to Stanley Street, through compatible non-residential uses.

Sub-area 2b – Upper Logan Road

Sub-area 2b retains a strong sense of place and character providing dining and entertainment experiences. The scale and established character of the sub-area is preserved and enhanced through sensitive development that achieves consistency in terms of existing land uses and built form.

4.4.2.2 Preferred land uses

Table 6 opposite details preferred land uses within Precinct 2.

4.4.2.3 Connectivity, access and public realm⁸³

Development within Precinct 2:

1. contributes to the delivery of a new Creek to Cliffs Green Corridor along Logan Road, incorporating mature planting, public realm enhancements and linear open space between Stanley Street and Wellington Road, enhancing wider connection to Kingfisher Creek and Rotary Park
2. enhances Jurgens Street Park to provide a key place for recreation, and integrated with Logan Road subtropical boulevard
3. delivers pedestrian permeability through the provision of cross-block links (see Map 7: Precinct 2 plan), and
4. improves pedestrian and cyclist movement along Logan Road, Stanley Street, Ipswich Road and Wellington Road through:
 - a. dedicated pedestrian pathways, cycleways and safe crossings, where maintaining the operation and safety of on-road public transport services, and
 - b. streetscape improvements and landscape treatments along Logan Road, Stanley Street and Vulture Street.

4.4.2.4 Built environment and heritage

Development within Precinct 2:

1. incorporates a mixed-use character, with a focus on residential uses above ground levels
2. at ground-level, buildings along Logan Road are activated by retail and small-scale non-residential uses, providing for outdoor dining and local conveniences
3. mitigates amenity impacts, including emissions (vibration, noise, light and odour) from existing industries, major sporting venues and major transport infrastructure to achieve acceptable noise and air quality standards⁸⁴
4. the fine-grain character of Logan Road is maintained at the ground level, and
5. is consistent with Map 8: Maximum building height and Table 7: Design parameter guidelines for Precinct 2.

Table 6: Preferred Land uses – Precinct 2

Preferred uses – Precinct 2 (excluding Sub-area 2a and 2b)
<ul style="list-style-type: none">• Food and drink outlet• Multiple dwelling• Indoor sport and recreation• Health care service• Park• Rooming accommodation• Service industry• Shop• Showroom (up to 1,500m² in gross floor area, where fronting Vulture Street/Stanley Street/Ipswich Road/Wellington Road and where integrated into a multistorey development)
Preferred uses – Sub-area 2a
<ul style="list-style-type: none">• Food and drink outlet• Shop (where fronting Stanley Street and where no greater than 1,500m² for any individual tenancy)• Multiple dwelling• Residential care facility• Retirement facility• Rooming accommodation
Preferred uses – Sub-area 2b
<ul style="list-style-type: none">• Bar• Club• Community care centre• Community use• Food and drink outlet• Hotel• Office (where not at ground level)• Shop (where no greater than 250m² for any individual tenancy)

⁸² Commercial character buildings area identified on the Commercial character building overlay of the Brisbane City Plan 2014.

⁸³ Refer to the Draft Public Realm Guideline.

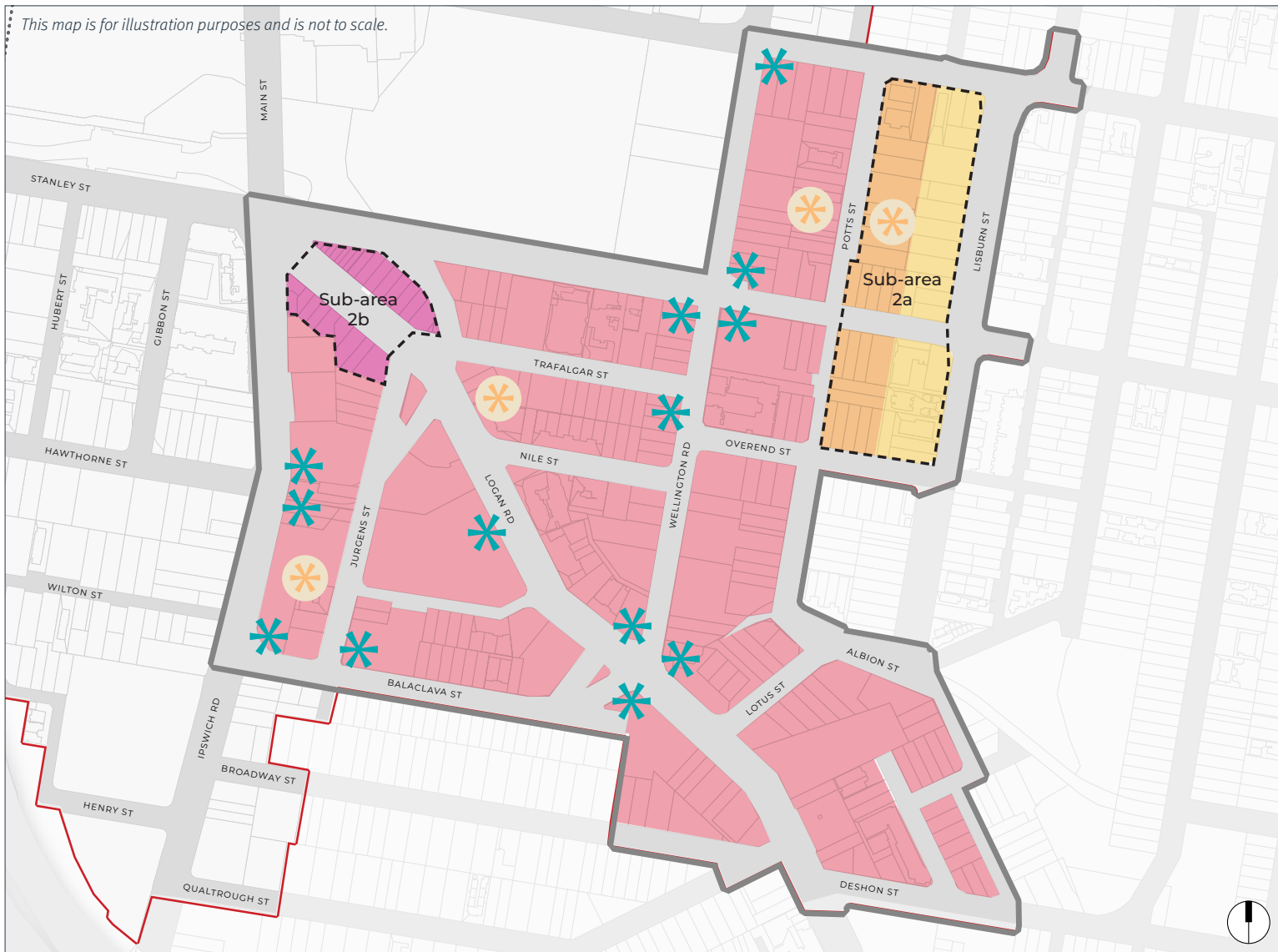
⁸⁴ Land in the Industrial amenity overlay is identified on the Industrial amenity overlay of the Brisbane City Plan 2014. For guidance refer to:

a. Industrial amenity overlay code of the Brisbane City Plan 2014, and

b. PDA Guideline 18: Development interfaces (May 2015).



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



LEGEND

- PDA boundary
- Precinct boundary
- Sub-area boundary
- Rail

Building Heights

- 3 storeys
- 10 storeys
- 15 storeys
- 30 storeys

Subtropical Uplift Sites & Catalyst Uplift Projects*

- ✱ Subtropical Uplift Site (up to 20% increase in height)
- ✱ Catalyst Uplift Project (up to 50% increase in height)

*Subject to meeting all relevant requirements as outlined in section 3.2

Map 8: Maximum building height – Precinct 2: Logan Road



Table 7: Design parameter guidelines for built form – Precinct 2: Logan Road

Item	Design parameter			
Maximum building height	<ul style="list-style-type: none"> Where on a site with a primary street frontage of 20m or more and/or a site area of 1,200m² or more: 			
	Type	Sub-area 2a	Sub-area 2b	Other
	Maximum building height (storeys)	10 storeys where fronting Lisburn Street, or 15 storeys where fronting Potts Street	3 storeys	30 storeys
	Maximum building height where a Subtropical uplift site (storeys)	N/A	N/A	36 storeys
Maximum building height where a Catalyst uplift project (storeys)	22 storeys where fronting Potts Street (refer to Map 8: Maximun building height)	N/A	45 storeys	
<p><i>Note: For Subtropical uplift sites and Catalyst uplift projects, fractions which result from the calculations are rounded down to the nearest storey</i></p>				
Minimum street setbacks for towers	<ul style="list-style-type: none"> Precinct 2b, where fronting Logan Road, Jurgens Street, and / or Stanley Street: 10m 			
Urban grain and visual permeability – ground level/s	<ul style="list-style-type: none"> Non-residential uses fronting Logan Road: An average of at least one tenancy or one pedestrian entry / exit per 15m of building frontage 			

4.4.2.5 Sub-area 2a – Potts Street

Development within Sub-area 2a:

1. ensures that activated podiums are capped at a maximum height of 2 storeys on Lisburn Street.

4.4.2.6 Sub-area 2b – Upper Logan Road

Development within Sub-area 2b:

1. supports the existing role and function of the sub-area as a retail, dining and entertainment precinct, with street activation, and
2. maintains and enhances existing Commercial character and scale heritage buildings.



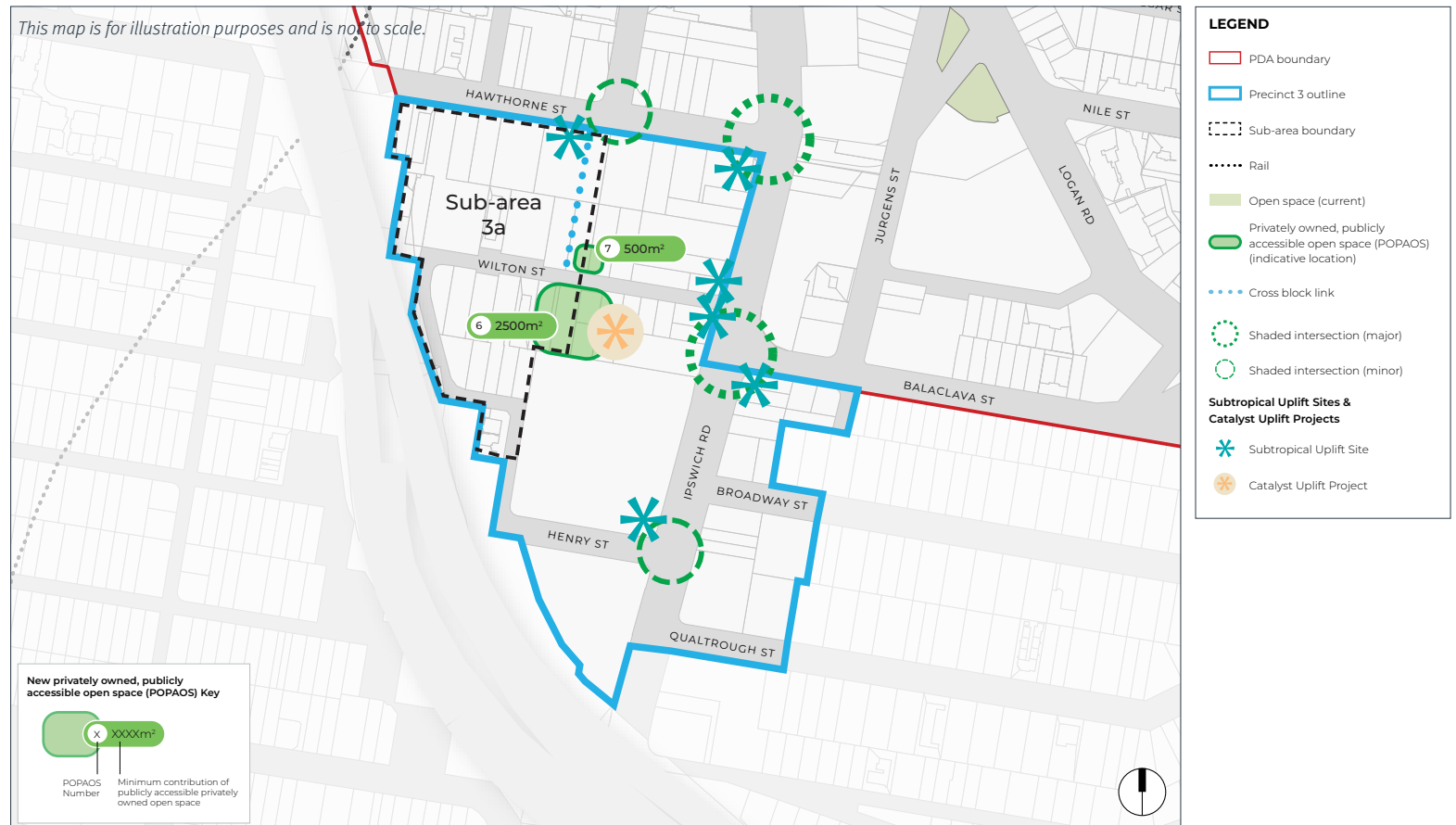
4.4.3 Precinct 3: Ipswich Road

4.4.3.1 Precinct intent

Precinct 3 supports a diverse mix of uses, with more intensive non-residential development orientated to the Ipswich Road subtropical boulevard. Amenity will be enhanced through subtropical streetscape treatments and new open space supporting a growing residential population primarily focused within Sub-area 3a.

The precinct frames the Woolloongabba core precinct and delivers improved active transport connections to major public transport infrastructure. Hawthorne Street will maintain a prevailing residential focus, providing transition between the mixed-use character of the Woolloongabba core precinct and Ipswich Road.

Sub-area 3a supports a downward transition in building height from the more intensive scale of development along Ipswich Road and within Precinct 1, to a residential character supporting diverse housing with sensitive interfaces to adjoining residential character areas. Sub-area 3a enables new POPAOS, improved amenity and pedestrian connectivity including new north-south cross-block linkages.



Map 9: Precinct 3 Plan



4.4.3.2 Preferred land uses

Table 8 details preferred land uses within Precinct 3.

4.4.3.3 Connectivity, access and public realm⁸⁵

Development within Precinct 3:

1. delivers subtropical boulevards along Ipswich Road and Hawthorne Street, and
2. delivers POPAOS and streetscape improvements along Wilton Street.

4.4.3.4 Built environment and heritage

Development within Precinct 3:

1. supports the delivery of a mix of uses, with the greatest concentration of built form orientated towards Ipswich Road
2. provides an interface to the Nazareth Lutheran Church that responds to its' scale and enhances the character of its heritage place, and
3. is consistent with Map 10: Maximum building height and Table 11: Design parameter guidelines for Precinct 3.

Table 8: Preferred land uses – Precinct 3

Preferred uses – Precinct 3 (excluding Sub-area 3a)

- Childcare centre
- Educational establishment
- Food and drink outlet
- Health care services
- Multiple Dwelling
- Office
- Place of Worship
- Research and technology industry
- Retirement facility
- Rooming accommodation
- Shop (where no greater than 1,500m² for any individual tenancy)
- Showroom (up to 1,500m² in gross floor area, where fronting Ipswich Road and where integrated into a multistorey development)

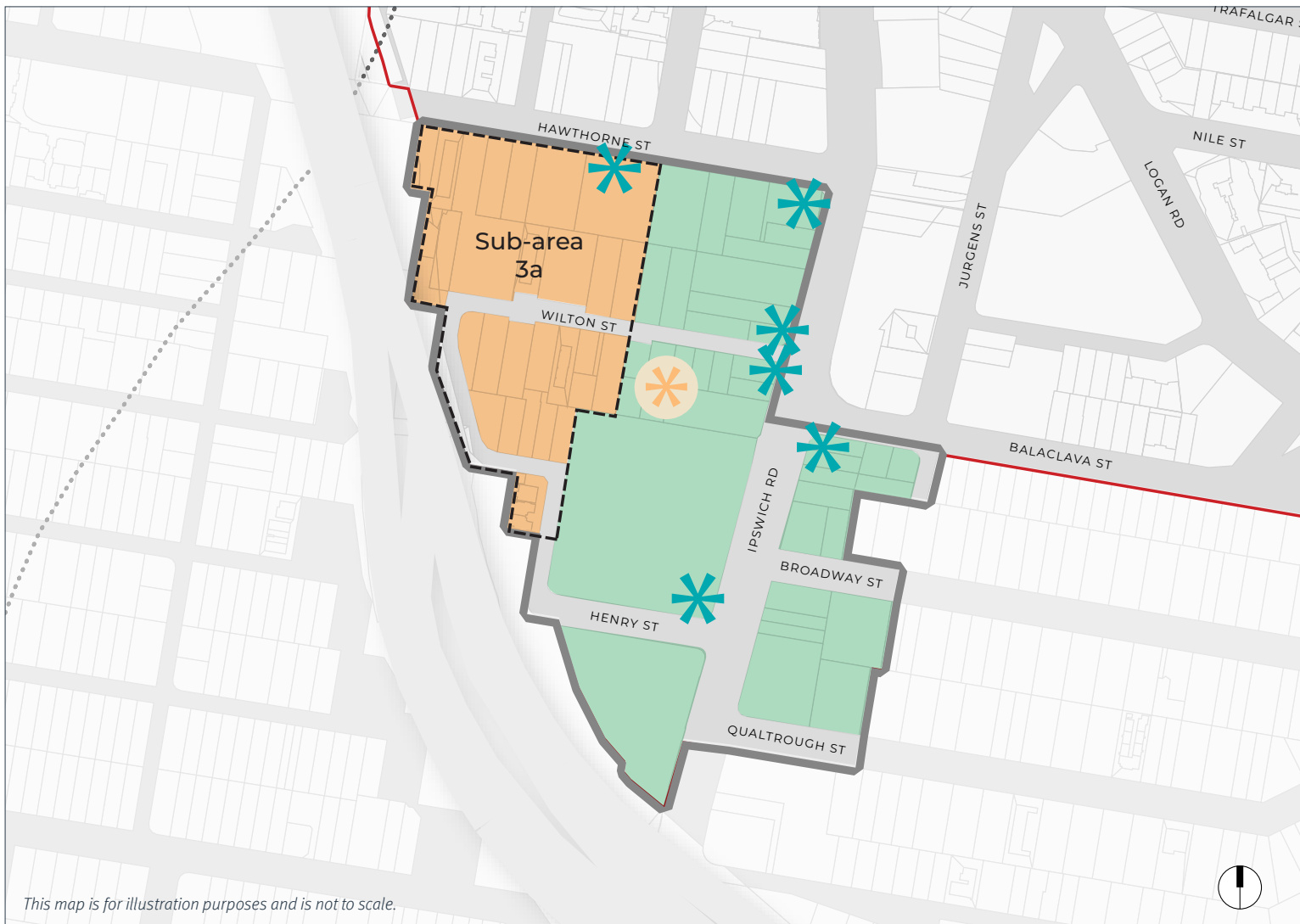
Preferred uses – Sub-area 3a

- Community care centre
- Community residence
- Community use
- Health care services
- Multiple dwelling
- Park



⁸⁵ Refer to the Draft Public Realm Guideline.





LEGEND

- PDA boundary
- Precinct boundary
- Sub-area boundary
- Rail

Building Heights

- 25 storeys
- 15 storeys

Subtropical Uplift Sites & Catalyst Uplift Projects*

- ✱ Subtropical Uplift Site (up to 20% increase in height)
- ✱ Catalyst Uplift Project (up to 50% increase in height)

*Subject to meeting all relevant requirements as outlined in section 3.2

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

Map 10: Maximum building height – Precinct 3: Ipswich Road



Table 9: Design parameter guidelines for built form – Precinct 3: Ipswich Road

Item	Design parameters		
Maximum building height	<ul style="list-style-type: none"> Where on a site with a primary street frontage of 20m or more and/or a site area of 1,200m² or more: 		
	Area	Sub-area 3a	Other
	Maximum building height	15 storeys	25 storeys
	Maximum building height where a Subtropical uplift site	18 storeys	30 storeys
	Maximum building height where a Catalyst uplift project	22 storeys	37 storeys
<p><i>Note: For Subtropical uplift sites and Catalyst uplift projects, fractions which result from the calculations are rounded down to the nearest storey</i></p>			
Urban grain and visual permeability – ground level/s	<ul style="list-style-type: none"> Non-residential uses fronting Hawthorne Street: An average of at least one tenancy or one pedestrian entry / exit per 15m of building frontage Non-residential uses fronting Ipswich Road: An average of at least one tenancy or one pedestrian entry / exit per 20m of building frontage 		

4.4.3.5 Sub-area 3a – Woolloongabba Hill

Development in Sub-area 3a:

1. provides a building height transition to existing lower scale residential development which responds to the residential character of the area
2. is predominantly for residential uses, with non-residential uses limited to community facilities and small-scale retail uses, primarily focused along Hawthorne Street that maintains existing residential character
3. protects and enhances the character, appearance and setting of the Nazareth Lutheran Church heritage place
4. incorporates sensitive interface to buildings constructed prior to 1911, including building separation, setbacks and landscaping treatments which respond to traditional building character, and
5. provides POPAOS and cross-block linkages to increase pedestrian permeability.



4.4.4 Precinct 4: Woolloongabba North

4.4.4.1 Precinct intent

The Woolloongabba North precinct enables improved connections between the Woolloongabba Core precinct, Kangaroo Point, Raymond Park and the Brisbane river.

Higher density development is focused in proximity to the existing and future public transport infrastructure within the Woolloongabba Core precinct.

New development provides a transition in building heights to the adjoining traditional character areas to minimise amenity impacts.

Precinct 4 has a residential land use focus, with commercial, retail and mixed-use development orientated towards Vulture Street and Main Street.

Development enables improved north-south connections along Main Street, promoting active transport to the Kangaroo Point Cliffs and Kangaroo Point Green Bridge. Duke Street is revitalised as a subtropical green spine, linking the Woolloongabba Core precinct and Raymond Park, with new cross-block links and open space supporting a walkable neighbourhood.

Building heights are managed to minimise overshadowing of the Gabba Stadium.



Map 11: Precinct 4 Plan



4.4.4.2 Preferred land uses

Table 10 details preferred uses within Precinct 4: Woolloongabba North.

4.4.4.3 Connectivity, access and public realm⁸⁶

Development within Precinct 4:

1. creates a clear entry to the PDA from Kangaroo Point by facilitating an improved north-south connection between the Brisbane river and Precinct 1: Woolloongabba core
2. is characterised by pedestrian orientated design and mixed-use development and activated subtropical streetscapes
3. delivers streetscape improvements, and
4. supports the revitalisation of Duke Street as a subtropical spine to enhance connections between the Woolloongabba Core precinct and Raymond Park, with new cross-block links supporting a green walkable neighbourhood.

4.4.4.4 Built environment

Development within Precinct 4:

1. focuses density and building height along Vulture Street and Main Street transitioning down towards the northern boundary of the PDA
2. protects and enhances the significance, appearance and setting of heritage buildings such as the Kangaroo Point Uniting Church
3. provides sensitive interfaces to existing dwellings
4. is consistent with Map 11: Maximum building height and Table 11: Design parameter guidelines for Precinct 4, and
5. building heights are managed to avoid adverse overshadowing of the Gabba Stadium, in particular the field of play during winter months.

Table 10: Preferred land use – Precinct 4

Preferred uses – Precinct 4 – Woolloongabba North
<ul style="list-style-type: none">• Childcare centre• Club• Food and drink outlet• Function facility• Hotel• Multiple dwelling• Shop (where no greater than 1,500m² for any individual tenancy)• Short-term accommodation

⁸⁶ Refer to the Draft Public Realm Guideline.





LEGEND

- PDA boundary
- Precinct boundary

Building Heights

- 15 storeys
- ✱ Subtropical Uplift Site (up to 20% increase in height)*

*Subject to meeting all relevant requirements as outlined in section 3.2

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

Map 12: Maximum building height – Precinct 4: Woolloongabba North



Table 11: Design parameter guidelines for built form – Precinct 4: Woolloongabba North

Item	Design parameter								
Maximum building height	<ul style="list-style-type: none"> Where on a site with a primary street frontage of 20m or more and/or a site area of 1,200m² or more: 								
	<table border="1"> <thead> <tr> <th data-bbox="618 392 1144 427">Area</th> <th data-bbox="1144 392 1520 427">Precinct 4</th> </tr> </thead> <tbody> <tr> <td data-bbox="618 427 1144 464">Maximum building height</td> <td data-bbox="1144 427 1520 464">15 storeys</td> </tr> <tr> <td data-bbox="618 464 1144 531">Maximum building height where a Subtropical uplift site</td> <td data-bbox="1144 464 1520 531">18 storeys</td> </tr> <tr> <td data-bbox="618 531 1144 592">Maximum building height where a Catalyst uplift project</td> <td data-bbox="1144 531 1520 592">N/A</td> </tr> </tbody> </table>	Area	Precinct 4	Maximum building height	15 storeys	Maximum building height where a Subtropical uplift site	18 storeys	Maximum building height where a Catalyst uplift project	N/A
	Area	Precinct 4							
	Maximum building height	15 storeys							
Maximum building height where a Subtropical uplift site	18 storeys								
Maximum building height where a Catalyst uplift project	N/A								
<p><i>Note: For Subtropical uplift sites and Catalyst uplift projects, fractions which result from the calculations are rounded down to the nearest storey</i></p>									
Urban grain and visual permeability – ground level/s	<ul style="list-style-type: none"> Non-residential uses fronting Main Street or Vulture Street: An average of at least one tenancy or one pedestrian entry / exit per 15m of building frontage 								



4.4.5 Precinct 5: Mater Hill

4.4.5.1 Precinct intent

Precinct 5: Mater Hill is anchored by major health infrastructure including the Mater and Children's hospitals and facilitates the growth and expansion of specialised health and knowledge facilities. Development in this precinct does not diminish or adversely impact the ability of these key hospitals to function and operate effectively.

Positioned at the western extent of the Woolloongabba PDA, Precinct 5 provides an important connection between the PDA and the major entertainment, recreation and creative destination of South Bank Parklands. Development will support further enhancement of the movement functions and public realm quality of key corridors, including Stanley Street and Annerley Road, which are vital to the connectivity of this precinct.

The Mater Hill busway station serves a significant function providing access to and from the precinct, with development within Precinct 5 facilitating opportunities to enhance accessibility to this infrastructure.

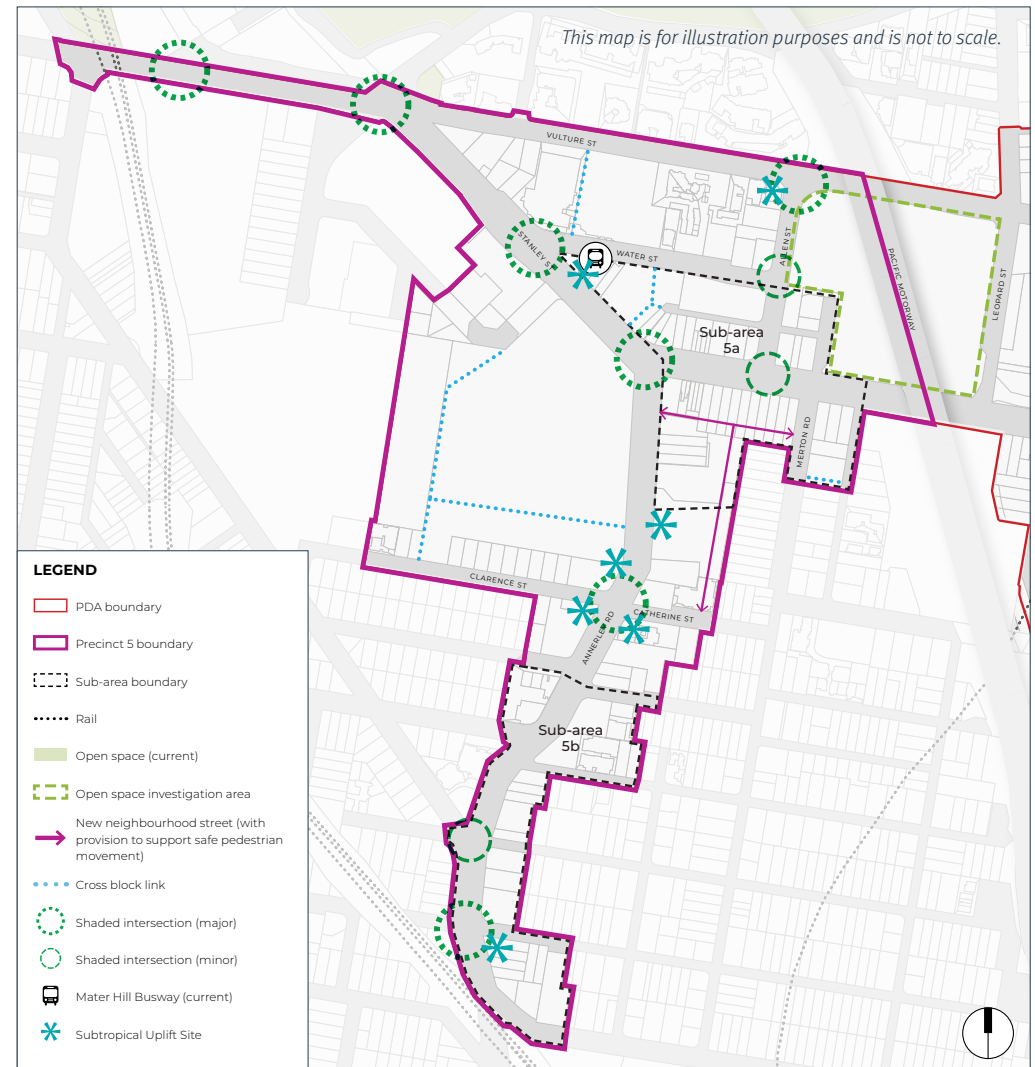
Heritage places are to be retained and adaptively reused in a way which respects the cultural significance of these places.

Sub-area 5a: Stanley Street

Sub-area 5a supports a mix of health care services, key worker housing and other residential opportunities, as well as restaurants and dining activities which support revitalisation of Stanley Street and Annerley Road and improves active travel.

Sub-area 5b: Annerley Road

Sub-area 5b: Annerley Road is characterised by mixed-use and residential development. This area is capable of supporting more housing, short-term accommodation, commercial, retail and allied health services along an improved subtropical boulevard.



Map 13: Precinct 5 Plan



4.4.5.2 Preferred land uses

Table 12 details preferred uses for the precinct and relevant sub-areas.

4.4.5.3 Connectivity, access and public realm⁸⁷

Development within Precinct 5 ensures:

1. streetscape treatments and improvements are provided along Stanley Street, Annerley Road and Vulture Street, improving connectivity and movement for active transport and public transport modes
2. prioritisation of emergency access to the primary hospital entrance along Stanley Street
3. streetscape and public realm upgrades maintain the existing level of access efficiency for emergency and private vehicle access to hospitals, including the Mater Hospitals and Queensland Children's Hospital
4. access to and from key health infrastructure is direct, efficient and unimpeded by future development, and
5. development provides relevant streetscape improvements.

4.4.5.4 Built environment and heritage

Development within Precinct 5 ensures:

1. active frontages are encouraged along Annerley Road
2. heritage places and features are to be retained and enhanced, including through adaptive reuse which supports renewal of Stanley Street
3. the operation and function of the health uses including the Mater Hospital are not diminished, and
4. built form is consistent with Map 14: Maximum building height and Table 13: Design parameter guidelines for Precinct 5.

4.4.5.5 Sub-area 5a – Stanley Street

Development in Sub-area 5a:

1. enhances the character and low-scale of built form along the southern side of Stanley Street and the setting of the Princess Theatre on Annerley Road
2. consolidates access and servicing arrangements, and
3. creates a vibrant and active pedestrian environment, including new cross-block links that enliven the character of the sub-area and enhance pedestrian connectivity and amenity.

4.4.5.6 Sub-area 5b – Annerley Road

Development in Sub-area 5b:

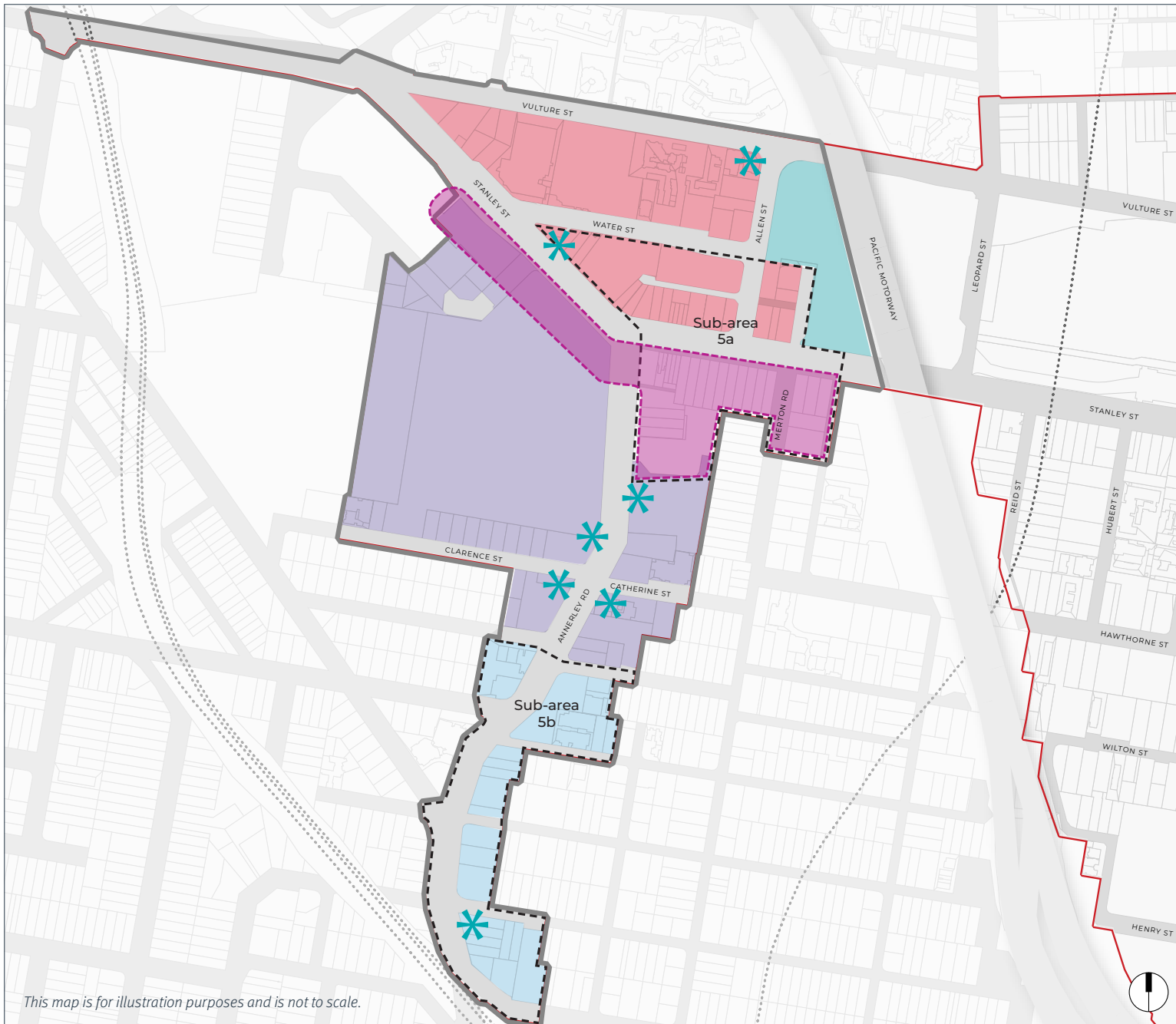
1. provides an active frontage to Annerley Road, with non-residential uses at ground level and a mix of medium to high density residential development above that offer passive surveillance of the street
2. facilitates a highly active and shaded pedestrian connection along Annerley Road to encourage movement between South Bank, the Mater Hospitals and Boggo Road CRR PDA, and
3. effectively manages the development interfaces with adjacent character residential areas.

Table 12: Preferred land uses – Precinct 5

Preferred uses – Precinct 5: Mater Hill (excluding Sub-areas 5a and 5b)
<ul style="list-style-type: none"> • Community care centre • Child care centre • Educational establishment • Emergency services • Health care services • Hospital • Short-term accommodation
Preferred uses – Sub-area 5a: Stanley Street
<ul style="list-style-type: none"> • Health care services • Health co-located uses • Food and drink outlet • Shop (where no greater than 1,500m² for any individual tenancy) • Short-term accommodation • Multiple dwelling (where for key workers associated with hospital or health care services)
Preferred uses – Sub-area 5b: Annerley Road
<ul style="list-style-type: none"> • Food and drink outlet • Multiple dwelling • Shop (where no greater than 1,500m² for any individual tenancy) • Short-term accommodation • Rooming accommodation

⁸⁷ Refer to the Draft Public Realm Guideline.





LEGEND

- PDA boundary
- Precinct boundary
- Sub-area boundary
- Rail

Building Heights

- 1 storey
- 12 storeys
- 20 storeys
- 30 storeys
- Helicopter restriction area
- * Subtropical Uplift Site (up to 20% increase in height)*

**Subject to meeting all relevant requirements as outlined in section 3.2*

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

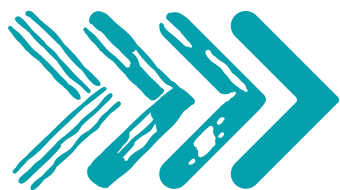
Map 14: Maximum building height – Precinct 5: Mater Hill



Table 13: Design parameter guidelines for built form and landscaping – Precinct 5: Mater Hill

Item	Design parameter			
Acoustic design	<ul style="list-style-type: none"> Buildings are designed to address impacts from helicopter flight paths, providing appropriate internal conditions, and mitigated acoustic conditions for outdoor recreation areas as per the recommendations of a suitably qualified acoustic expert. 			
Maximum building height	<ul style="list-style-type: none"> Where on a site with a primary street frontage of 20m or more and/or a site area of 1,200m² or more: 			
	Area	Sub-area 5a	Sub-area 5b	Other
	Maximum building height	30 storeys where north of Stanley Street, or 15 storeys* where south of Stanley Street	12 storeys	30 storeys where north of Stanley Street 20 storeys where south of Stanley Street 1 storey where adjoining the Pacific Motorway
Maximum building height where a Subtropical uplift site	36 storeys	14 storeys	36 storeys where north of Stanley Street 24 storeys where south of Stanley Street	
Urban grain and visual permeability – ground level/s	<ul style="list-style-type: none"> Non-residential uses fronting Main Street, Vulture Street or Duke Street: An average of at least one tenancy or one pedestrian entry / exit per 15m of building frontage. 			
	<p><i>*Buildings and structures do not exceed 60m AHD where located within the Helicopter restriction area in Sub-area 5a to avoid presenting an obstacle for helicopters using the Queensland Children’s Hospital and Mater Hospital helipads</i></p> <p><i>Note: For Subtropical uplift sites and Catalyst uplift projects, fractions which result from the calculations are rounded down to the nearest storey</i></p>			





5 Infrastructure plan

5.1 Purpose

The purpose of this Infrastructure plan is to ensure that the Vision for the PDA is achieved through:

1. integrating infrastructure planning with land use planning identified in the development scheme
2. identifying the infrastructure requirements which may be delivered by applicants / developers to address impacts relating to a development proposal or the relevant infrastructure provider such as State Government, Brisbane City Council (BCC), Urban Utilities or applicants
3. providing a basis for imposing conditions on PDA development approvals, and
4. responding to the increased demand on infrastructure networks.

5.2 Infrastructure networks

The following infrastructure networks may require additional infrastructure provision or upgrades to support growth in the PDA:

1. wastewater and water supply
2. stormwater (quantity and quality)
3. transport (pedestrian and cycle paths, public passenger transport infrastructure, intersections, roads)
4. open space, public realm and community facilities
5. electricity and gas
6. telecommunications, and
7. PDA-associated development (as described by Schedule 6).

5.3 Infrastructure categories

The infrastructure planned to be delivered within the PDA will fall into one of the following categories:

1. trunk infrastructure
2. non-trunk infrastructure, or
3. other infrastructure.

5.3.1 Trunk infrastructure

Trunk infrastructure is the higher order shared infrastructure that is planned to service the wider catchments in or external to the PDA, rather than individual development sites. Trunk infrastructure may be delivered by the relevant infrastructure provider, such as State Government, BCC, Urban Utilities, or by developers if required by a condition of a PDA development approval. Trunk infrastructure will be wholly or partially funded by development charges.

All details contained in the Infrastructure plan are subject to review as part of the preparation of the Development Charges and Offsets Plan (DCOP).



5.3.2 Non-trunk infrastructure

Non-trunk infrastructure is the lower order infrastructure which generally services a single development site, is internal to a development site, or connects the development site to trunk infrastructure and protects or maintains the safety or efficiency of the infrastructure network of which the non-trunk infrastructure is a component. Non-trunk infrastructure will be provided by the applicant / developer, in accordance with the relevant responsible entity's requirements and as specified in a condition of a PDA development approval. Non-trunk infrastructure is not eligible for an infrastructure charges offset.

5.3.3 Other infrastructure

Other infrastructure includes BCC and Urban Utilities' infrastructure not funded from infrastructure charges, and infrastructure which is not part of BCC's or Urban Utilities' infrastructure networks. Other infrastructure may include necessary development infrastructure or provision for upgrades to the electricity, gas, telecommunications or State transport networks.

Other infrastructure may be delivered by the State Government, other infrastructure providers or by applicants/developers who may be required to deliver or preserve the ability to provide this infrastructure by a condition of a PDA development approval.

5.3.4 Infrastructure catalogue

Table 14 provides an interim infrastructure catalogue for the Woolloongabba PDA, and includes trunk infrastructure, non-trunk infrastructure and other infrastructure. As such, the inclusion of infrastructure in Table 14 does not in itself make it eligible for infrastructure charges offset.

This infrastructure catalogue may be varied by a DCOP.

5.4 Infrastructure charges, funding and conditions

Infrastructure charges will be based on the Infrastructure Funding Framework (IFF) in force at the time the PDA development application is approved unless:

1. a DCOP is approved for the PDA, or
2. an infrastructure agreement is entered into between the applicant and the MEDQ, or its delegate.

The requirement to pay infrastructure charges or to deliver trunk infrastructure identified in a DCOP, will be through a condition of a PDA development approval. Infrastructure may be required to be delivered in accordance with a detailed Infrastructure Master Plan (IMP) that is prepared to support a PDA development application or required by condition.

Applicable trunk infrastructure delivered as part of the development may be offset against the applicable infrastructure charges in accordance with a DCOP or the applicable policy in force at the time of the PDA development approval.



Table 14: Infrastructure catalogue for the Woolloongabba PDA

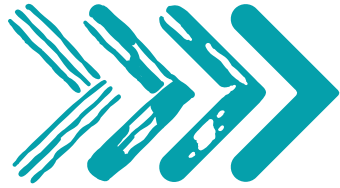
Infrastructure network	Details / Item Description
<i>The identified infrastructure in this table reflects current understanding of infrastructure needs at the time of preparing the proposed development scheme. It may be varied by a DCOP.</i>	
Wastewater	
Conveyance and treatment	As required to service the PDA and may include augmentations and / or new items and network innovations.
Water supply	
Potable water	As required to service the PDA and may include augmentations and / or new items and network innovations.
Stormwater	
Detention, conveyance, and treatment	<p>As required to manage the impacts of the PDA and may include the following augmentation and / or new items:</p> <ul style="list-style-type: none"> • network relief pipes at Henry Street, Ipswich Road, Jurgens Street, Walker Street and Logan Road • flood mitigation, which may include stormwater harvesting and total water cycle management plan opportunities • upgrade of existing infrastructure • development site detention, and • internal network relief. <p>Protection of:</p> <ul style="list-style-type: none"> • existing mains
Transport	
Intersections and site access	Potential upgrades / modifications, as required, to implement the Land use plan.
Streets and laneways	Potential upgrades / modifications, as required, to implement the Land use plan.
Pedestrian and cyclist movement	As required to service the PDA and may include enhancements to the local and principal pedestrian and cycle network. This may include:
Public transport	Potential upgrades / modifications, as required, to implement the Land use plan.



Table 14: Infrastructure catalogue for the Woolloongabba PDA (continued)

Infrastructure network	Details / Item Description
Open space, public realm, and community facilities	
Open space and public realm	Potential upgrades / modifications, as required, to implement the Land use plan.
Community facilities	Enhance community use opportunities in the PDA, including: <ul style="list-style-type: none"> • Library (Community Hub / Principal Library) • Community meeting rooms
Gas	
Gas mains and infrastructure	As required to service the PDA, and protection of: <ul style="list-style-type: none"> • existing gas infrastructure.
Electricity	
Electrical network	As required to service the PDA, and protection of: <ul style="list-style-type: none"> • existing electricity infrastructure • existing substations.
Telecommunications	
Fibre optic cable	As required to service the PDA and other telecommunications infrastructure where relevant (e.g. 5G, Satellite, and Cybernode).
PDA-associated development	
All infrastructure networks	Land, works, investigations, enhancements external to the PDA boundary: <ul style="list-style-type: none"> • roadworks • active transport and pedestrian connections • landscape and streetscape works • stormwater works • water connection service works • sewer connection service works • public passenger transport infrastructure works • uses or works associated with the Gabba Stadium • associated ancillary works • open space.





6 Implementation strategy

6.1 Purpose

The ED Act requires a development scheme to include an implementation strategy to achieve the main purposes of the ED Act for the PDA, to the extent that they are not achieved by the land use plan or infrastructure plan⁸⁸.

The implementation strategy for the development scheme fulfils this requirement by identifying objectives and actions that support the achievement of the strategic intent and outcomes for the PDA, including the delivery of economic development and development for community purposes within the PDA.

6.2 Implementation objectives and actions

6.2.1 Place renewal framework

Objective

Through collaboration with key stakeholders deliver strategic coordination and integration of development, design excellence, and accelerate and maximise the creation of value through placemaking.

Actions

1. EDQ may identify and declare an area known as a Place Renewal Area that may be equal to or part of the PDA and PDA-associated land, where place renewal activities will be focused
2. EDQ may prepare a Place Renewal Framework (the framework) in collaboration with relevant State Government agencies, service and infrastructure providers, BCC, industry experts, Traditional Owners, businesses and the community

⁸⁸ See section 57 of the ED Act.

3. The framework would address:
 - a. creation of a high-quality, integrated and connected physical environment (including buildings, infrastructure and the public realm)
 - b. programming and activation of the place
 - c. governance, curation and ongoing management, reporting and maintenance of the place
4. the framework would include a vision, objectives and outcomes for place renewal with a supporting implementation plan and collaborative governance framework
5. EDQ will lead the delivery of the framework in partnership with relevant stakeholders
6. EDQ will review the framework regularly in partnership with relevant stakeholders to ensure alignment with agreed priorities and to track progress against milestones.

6.2.2 Public realm

Objective

The Woolloongabba PDA will be a place of increased population and activity. A growing population will require more open space and greening throughout the PDA.

Establishing a better network of green spaces and corridors will deliver comfort and enjoyment for people living, working and visiting this highly urbanised locality. It also provides opportunities to identify and celebrate places of Traditional Owners' cultural significance. Areas of public realm will need to balance high-volume active travel with street-level activation, landscaping, public art and pedestrian comfort.

This development scheme is supported by the Draft Public Realm Guideline which promotes the delivery of high-quality public realm and active transport connections throughout the PDA. The public realm guideline outlines how the public realm requirements of the development scheme can be achieved, including conceptual design parameters, treatments and specifications for public realm works, public art, streetscape improvements and shaded intersections.

Actions

1. EDQ, Department of Transport and Main Roads (DTMR), Queensland Rail (QR) and BCC to work together to investigate active transport and public transport service integration opportunities within the public realm
2. EDQ will work with industry to enable the delivery of a new Central Park within Precinct 1, providing an attractive and highly functional new community focal point
3. EDQ will update the Draft Public Realm Guideline over time to ensure it keeps pace with best practice
4. EDQ will investigate long-term open space opportunities within the open space investigation areas shown in Map 5: Precinct 1 plan, targeting 50% of this area to be allocated for open space purposes.



6.2.3 Supporting transport modal shift

Objective

The introduction of CRR and the proposed Brisbane Metro services, together with the local bus network, will significantly improve public transport accessibility within Woolloongabba and surrounding inner-city destinations. Addressing existing barriers and prioritising pedestrian and cycle movement will also ensure Woolloongabba's continued economic growth and prosperity by connecting places of employment with workers and customers. There is also an opportunity to enable an integrated public transport hub in Woolloongabba, significantly improving the accessibility to the city centre and to other parts of the inner-city and the wider health and knowledge corridor.

Actions

1. DTMR to investigate opportunities for the optimisation of an integrated Woolloongabba public transport hub (incorporating CRR and the proposed Brisbane Metro station) in order to deliver unprecedented level of accessibility and enhance the public transport user experience
2. DTMR to investigate opportunities to reconfigure M1 ramps and intersections to enhance east-west pedestrian and cycle movement and to identify potential development opportunities
3. DTMR to work with BCC to develop an overarching cycling movement strategy in consultation with key stakeholders, focusing on optimising connections to the PDA network

4. EDQ in collaboration with DTMR, BCC and other key stakeholders, to investigate the funding and delivery of network design and infrastructure improvements that encourage greater use of emerging transport technologies (including e-bike e-scooters, vehicle share and electric vehicles)
5. DTMR to work with BCC to create a safer environment for pedestrians and cyclists by reviewing the design and signal phasing of Stanley, Vulture and Main Streets
6. DTMR to work with BCC to investigate opportunities to accommodate additional public transport requirements during stadium event mode (e.g. a shuttle station).

6.2.4 Sustainability

Objective

Promote opportunities to deliver ecologically sustainable and innovative through the design, construction, and operation of development in the PDA. This will include opportunities to deliver sustainable outcomes that reduce demand on external water supply, wastewater, energy and stormwater networks through best-practice management systems.

Actions

1. EDQ to consult with utility providers and industry to optimise wastewater and water management in the PDA, including investigating recycled water reuse opportunities

2. EDQ to consult with utility providers and industry to facilitate the delivery of other sustainable and innovative measures within the PDA where possible, including opportunities for centralised energy, district cooling and heating.

6.2.5 Flood and climate resilience

Objective

Ensure development addresses safety and resilience to flooding within the climate risk context.

Actions

1. EDQ to prepare a Woolloongabba PDA Flood Resilience Design Guideline, including guidance in relation to climate risk
2. EDQ to liaise with BCC on an ongoing basis to identify any future works outside the PDA that may affect sites within the PDA
3. EDQ to collaborate with BCC as part of DCOP reviews and Local Government Infrastructure Plan (LGIP) reviews to monitor change in flood and climate conditions / information and to determine strategic adaptive planning pathways to address climate risk.

6.2.6 First Nations engagement

Objective

Support First Nations engagement and promote opportunities to incorporate First Nations culture and heritage into the PDA built form and public realm outcomes.

Actions

1. EDQ to prepare a tailored First Nations Engagement Protocol (part of a wider EDQ initiative) to encourage and support engagement with First Nations Peoples on relevant PDA matters
2. EDQ to explore the opportunity to prepare a guideline that assists with incorporating First Nations culture and heritage into the PDA's built form, landscape and public realm design
3. If requested by the applicant and where supported by the First Nations/ Traditional Owners, EDQ to facilitate engagement.



6.2.7 Signage and wayfinding strategy

Objective

Prepare a signage and wayfinding strategy to improve connectivity and legibility throughout the PDA. The strategy will provide guidance on how to implement signage and wayfinding tools that aid navigation and orientation of employees, visitors, and residents.

Actions

1. EDQ, in collaboration with relevant stakeholders, to prepare and implement a signage and wayfinding strategy that aids with active travel navigation and accessibility.

6.2.8 Planning for development over the busway

Objective

Unlock underutilised land above the existing busway on the northern side of Stanley Street for development that, in combination with transport and public realm improvements, assists in revitalising Stanley Street.

Actions

1. EDQ, DTMR and BCC to investigate the opportunities for realising the full potential of space above and adjoining the busway – key design considerations include structural design, and opportunities to incorporate soft, natural elements such as established trees, landscaping and water features
2. DTMR to confirm interface arrangements between CRR tunnel and Brisbane’s busway network considering future integration of proposed Brisbane Metro into the Woolloongabba PDA and improvements to bus-to-bus connectivity.

6.2.9 Community Hub/Principal Library within Precinct 1

Objective

Determine a suitable location for a new multi-purpose community facility within Precinct 1 that may include a library.

Actions

1. EDQ to work with BCC and other state departments to determine the optimal location, design, size, ownership, funding and tenure arrangement for a community hub/library within the PDA, taking into account accessibility and operational requirements. The facility is to be delivered in a highly visible and accessible location in the PDA with frontage to public realm.

6.2.10 Infrastructure planning

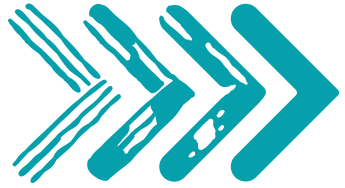
Objective

Ensure the planning, funding and timely delivery of trunk infrastructure.

Actions

1. EDQ, in collaboration with utility providers and other key stakeholders, to prepare a DCOP, incorporating infrastructure charges, financial sustainability, infrastructure planning and offsets processes for the PDA
2. EDQ to review the DCOP periodically to ensure that it keeps pace with best practice, innovation, price escalations and possible change in baseline.





7 Schedules



Schedule 1: PDA Accepted Development

Table 15: PDA Accepted Development

Building work
Carrying out minor building work where not on a heritage place.
Carrying out building work where for removal, demolition or demolition of part of a building or other structure, where not: <ol style="list-style-type: none"> 1. on a heritage place 2. within 10 metres of a heritage place 3. a pre-1911 building, or 4. a Commercial character building.
Carrying out building work associated with an approved material change of use where not on a heritage place.
Carrying out building work associated with a material change of use that is PDA accepted development where not on a heritage place.
Reconfiguring a lot
Reconfiguring a lot involving road widening and truncations required as a condition of a PDA development approval.
Material change of use
Making a material change of use of premises for a park where not in Sub-area 1b 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 where not identified within the Flood hazard overlay and/or Industrial hazard overlay of the <i>Brisbane City Plan 2014</i> : <ol style="list-style-type: none"> 1. Centre activities, where located at ground level and not exceeding 250m² of GFA per tenancy 2. Health co-located uses, where located within Precinct 5 and where not in Sub-areas 5a and 5b 3. Home-based business, where complying with all acceptable outcomes in the Home-based business code of the <i>Brisbane City Plan 2014</i> 4. Market, where located within Precinct 1 5. Sales office.
Operational work
Carrying out operational work for filling or excavation where not on a heritage place or contaminated land, and not involving the following: <ol style="list-style-type: none"> 1. a retaining wall greater than 1 vertical metre, or 2. an increase in the depth or height of the ground level or finished design level greater than 1 vertical metre, or 3. the construction of an artificial stormwater channel, or 4. 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>.
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: 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.</i>



Table 15: PDA Accepted Development (continued)

Plumbing work or drainage work
Carrying out plumbing work or drainage work.
All aspects of development
Development consistent with an approved plan of development.
Development prescribed in Schedule 6, other than Part 5 section 28, and Schedule 7 of the <i>Planning Regulation 2017</i> .
Development for the Cross River Rail project.



Schedule 2: Definitions

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

Table 16: Definitions

Term	Definition
Active transport	A mode of travel that is physically active. It most commonly refers to walking and cycling but other modes include scooters and skateboards (including electric-powered devices).
Brisbane City Plan 2014	The Brisbane City Council Planning Scheme 2014, as amended and replaced from time to time.
Building height transition	An area where a height transition is required at the interface between higher density and lower density areas or buildings, as required by the relevant PDA development requirements.
Catalyst uplift project	An area shown as such on a Precinct map where development may seek uplift through additional building height in exchange for a significant public realm contribution in the form of: <ul style="list-style-type: none"> relevant privately owned, publicly accessible open space (POPAOS) as indicatively shown on the Structural Elements Plan and Precinct plans, and excellence in architecture, landscape architecture, and urban design. Refer to the Draft Public Realm Guideline.
Central park	As indicated in the Structural Elements Plan and detailed in relevant Precinct provisions.
Cross-block link	A pedestrian connection that is part of the pedestrian movement network and is publicly accessible.
Creek to Cliffs Green Corridor	A series of parks, open space and streetscape improvements linking the Kangaroo Point Cliffs and Kingfisher Creek, incorporating Logan Road, as shown on the Structural Elements Plan in section 4.2.
Cross River Rail project	Is defined in section 6 of the <i>Cross River Rail Delivery Authority Act 2016</i> (which may include any transport related project made by Regulation, made by the Minister administering the Act).
Deep planting	A landscaped area that: <ul style="list-style-type: none"> supports the retention of existing shade trees, and provides for the establishment, maintenance, and longevity of shade trees.
Future state transport corridor	Is defined in Schedule 24 of the <i>Planning Regulation 2017</i> . <i>Note: Future state transport corridor includes a future railway corridor.</i>
GFA	Gross floor area as defined in <i>Brisbane City Plan 2014</i> .
Health co-located uses	An activity group comprising two or more of the following uses: <ul style="list-style-type: none"> Community care centre, if not exceeding a gross floor area of 250m² Emergency services, if not exceeding a gross floor area of 500m² Food and drink outlet, if not exceeding a gross floor area of 250m² Health care service, if not exceeding a gross floor area of 250m² Hospital, if not exceeding a gross floor area of 500m² Office, if not exceeding a gross floor area of 250m² Shop, if not exceeding a gross floor area of 250m².



Table 16: Definitions (continued)

Term	Definition
Heritage Place	Places which are identified by the Queensland Heritage Register, the State's Development Assessment Mapping System (DAMS) and the Heritage Overlay of the <i>Brisbane City Plan 2014</i> , as amended from time to time.
Interim use	Refer to section 3.10.
Non-trunk infrastructure	Refer to section 5.
Offset park	A park contribution to replace Woolloongabba Place Park in the event that it is redeveloped. Refer to section 5.
Open Space	Green space and public realm used for active and passive recreation, including public parks.
Other infrastructure	Refer to section 5.
Other rail infrastructure	See Schedule 6 of the <i>Transport Infrastructure Act 1994</i> .
Plan of development	Refer to Practice Note 10: Plans of Development as amended and replaced from time to time.
Pre-1911 building	Houses built before 1911, which are identified by the Pre-1911 building overlay of the <i>Brisbane City Plan 2014</i> as amended from time to time.
Privately owned, publicly accessible open space	Privately owned space at ground level that is made publicly accessible through appropriate tenure arrangements. Also referenced as POPAOS. Refer to the Draft Public Realm Guideline.
Public passenger transport	The carriage of passengers by a public passenger service using a public passenger vehicle.
Public passenger transport infrastructure	Is defined in Schedule 1 the <i>Transport Planning and Coordination Act 1994</i> .
Public Realm Guideline	The Woolloongabba Public Realm Guideline dated May 2024 (as updated from time to time).
Public transport hub	A place with interconnected public passenger transport such as Cross River Rail station and Metro station.
Reduced level	The elevation of a point above or below the Australian Height Datum.
Rail transport infrastructure	See Schedule 6 of the <i>Transport Infrastructure Act 1994</i> .
Shared zone	A pathway that provides for shared use by pedestrian, cyclists and vehicles.
Significant vegetation	All vegetation, except that listed as pest vegetation by state or local government, that is significant in its: <ul style="list-style-type: none"> • ecological value at local, state or national levels including remnant vegetation, non-juvenile koala habitat trees in bushland habitat and marine plants, or • contribution to the preservation of natural landforms, or • contribution to the character of the landscape', or • cultural or historical value, or • amenity value to the general public. <p><i>Note: Vegetation may be living or dead and the term includes their root stock.</i></p>
State transport corridor	Is defined in Schedule 24 of the <i>Planning Regulation 2017</i> .
State transport infrastructure	Is defined in State Code 6: Protection of state transport networks.
State-controlled transport tunnel	Is defined in Schedule 24 of the <i>Planning Regulation 2017</i> .



Table 16: Definitions (continued)

Term	Definition
Storey	<p>A space within a building between 2 floor levels, or a floor level and a ceiling or roof, other than:</p> <ol style="list-style-type: none"> 1. a space containing only a bathroom, shower room, laundry, toilet or other sanitary compartment, or 2. a floor level with more than 80% of the level dedicated to communal open space, or 3. a space containing only a lift shaft, stairway, meter room, rooftop plant and equipment, or 4. a space on top of a building that contains only communal open space, regardless of whether the communal open space is covered by roofed areas or shade structures, 5. a space on top of a building that contains only renewable energy generation installation for solar or wind energy generation, or 6. a space containing only a combination of the things stated in items 1-5, or 7. a mezzanine containing only one or a combination of the things stated in items 1-3, or 8. a basement with a ceiling that is not more than 1m above ground level. <p>A storey includes a mezzanine, other than a mezzanine level that is limited to item 7 above.</p>
Street building	Comprises all levels of a building up to a height of 20m, above which a tower may commence.
Sub-area plan	Refer to Schedule 8.
Subtropical boulevard	Road corridors that have been identified for subtropical planting to reinforce gateways and nodes that contain subtropical vegetation and generous footpath widths. Refer to the Woolloongabba PDA Public Realm Guideline.
Subtropical uplift site	<p>A site shown as such on a Precinct map where development may seek uplift through additional building height in exchange for:</p> <ul style="list-style-type: none"> • significant contributions to the public realm including the integration of deep planting and canopy shade tree clearances in private property, and • subtropical and public interface design excellence.
Tower	All levels of a building above 20m.
Tower floor plate	The area bounded by the outside of the external wall of a tower, including balconies but excluding projections.
Tower separation	The shortest distance, measured horizontally, between the outermost projection of a building and the outermost projection of an adjoining building.
Transport network	Is defined in State Development Assessment Provisions.
Transition zone	That part of a precinct or sub-area where the scale and intensity of development is to be controlled to reduce impacts on surrounding areas. Refer to PDA Guideline no. 18: Development Interfaces (May 2015) for further information.
Trunk infrastructure	Refer to section 5.
Tunnel stack	The ventilation shaft for the Clem 7 Tunnel located at 49 Logan Road, Woolloongabba (Lot 2 on SP234102).



Schedule 3: Car and bicycle parking rates

Table 17: Car parking rates

Use	Parking rate
Uses other than Multiple dwelling house, Dwelling, Rooming accommodation, Short-term accommodation	Maximum 1 space per 300m ² gross floor area
Multiple dwelling, Dwelling house <i>Note: Where car share spaces are provided they will not be included in the maximum car parking calculation for the use.</i>	<ul style="list-style-type: none"> • Maximum 0.5 space per 1 bedroom dwelling • Maximum 1 space per 2 bedroom dwelling • Maximum 1.5 spaces per 3 bedroom dwelling • Maximum 2 spaces per 4 and above bedroom dwelling • Maximum 1 visitor space for every 20 dwelling units • Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling • At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking
Short-term /Rooming accommodation	Maximum 0.25 spaces per room or unit
Hospital	Car parking rates to be determined by a car parking management plan submitted at the time of a development application

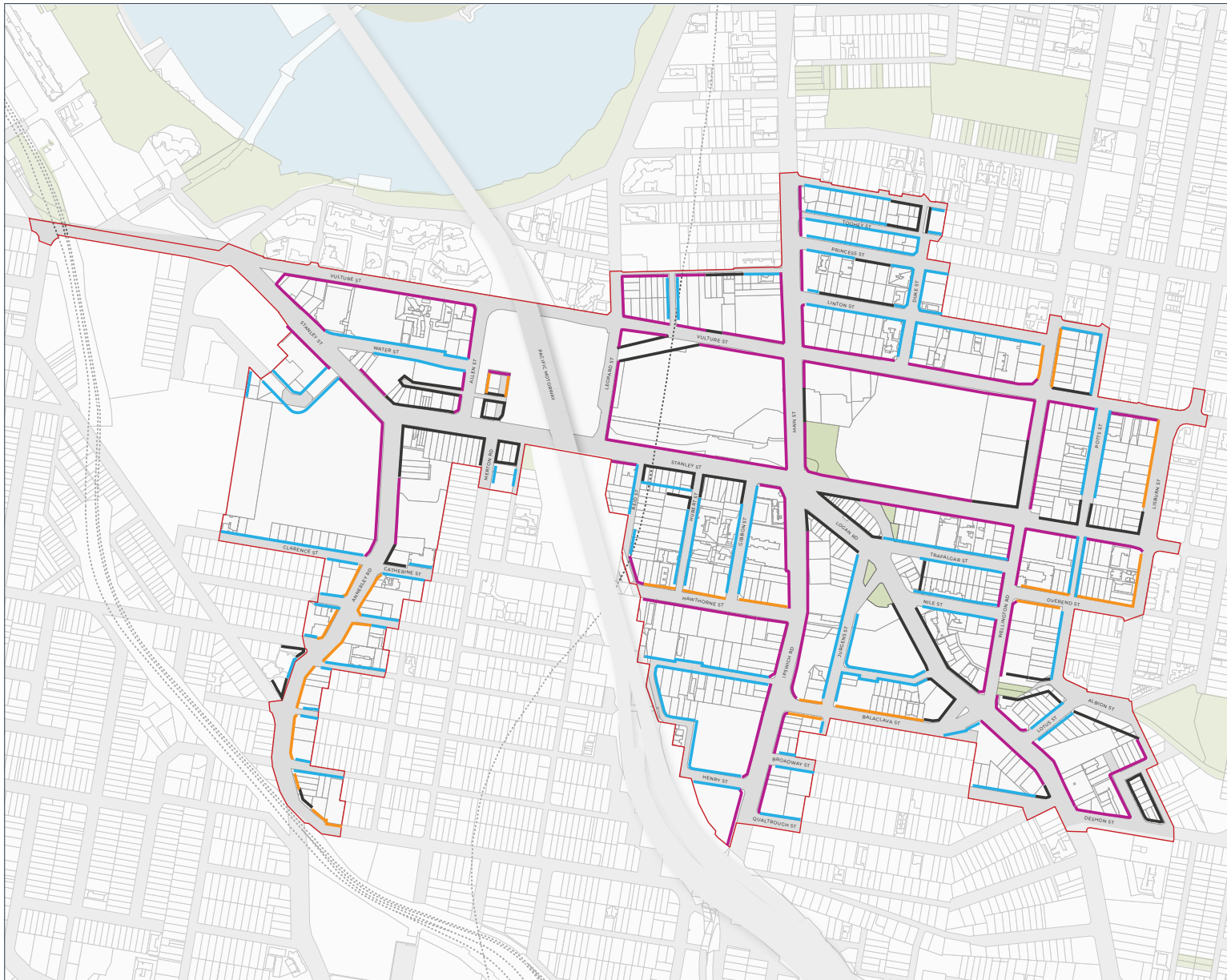
Table 18: Bicycle parking rates and end of trip facilities

Use	Bicycle parking rate	End of trip facilities requirement
Uses other than Multiple dwelling house, Dwelling house, Rooming accommodation and Short-term accommodation	1 bicycle parking space per 200m ² of gross floor area which is situated close to building entrance in a location that is obvious from the street frontage and has a high level of casual surveillance	Minimum 1 shower cubicle with provisions for both females and males; and 2 lockers per 1 bicycle space 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
Multiple dwelling, Dwelling house <i>Note: Multiple dwellings described as affordable housing, anticipated to accommodate students, accessed through a dual key arrangement or resulting from conversion from another use (including short-term accommodation) still require parking spaces in compliance with these rates for each room that is capable of being used as a dwelling.</i>	1 lockable and covered bicycle parking space, per bedroom – in an easily accessible location with a garage or separate facility, and 1 visitor bicycle parking space per 2 units or part thereof	Nil
Short-term /Rooming accommodation	1 lockable and covered bicycle parking space, per bedroom – in an easily accessible location with a garage or separate facility, and 1 visitor bicycle parking space per 4 units or part thereof	Nil



Schedule 4: Setbacks plan

Map 15 identifies the road frontage setbacks that are applied as guidance to built form where for the first four (4) storeys of a building, in accordance with the relevant provisions of the PDA-wide criteria in Section 4.3.2.



LEGEND

PDA boundary

Rail

Brisbane river

Built form setback from lot boundary

5m ground floor setback
(Subtropical boulevards)

3m ground floor setback (varies)

2.5m ground level setback (Little streets)

Maintain existing built form setback (heritage or character fabric)

Note: All setbacks to be calculated from the widened road reserve - refer to the Woolloongabba PDA Public Realm Guideline

Map 15: Road frontage setbacks plan - first four (4) storeys



Schedule 5: Guidance and specifications for planting on built form

The following provides guidance and specifications for the vertical greening of built form:

- **Contextual climatic conditions** – Contextual climatic conditions are to be analysed and responded to for each site / project, including specific micro-climatic conditions at the installation of each landscape element.
- **Planter sizes** – Planter sizes are optimised to support the establishment, maintenance, and longevity of healthy trees and landscaping. Contiguous soil volumes are preferred over isolated planter beds for optimal plant root development.
- **Planter and irrigation design** – applicants / developers are to provide:
 - » specifications and typical details of planter design, including media types that are suitable for planting on built structures, irrigation system, filtration and drainage elements, root barriers, water proofing, maintenance, and any other relevant elements, and
 - » details of irrigation systems designed to support the maintenance and longevity of a thriving landscape, including built-in backup systems.

- **Soil / media depths** – Growing media/ soil specifications are to be determined to achieve the optimum performance and sustainability of the vegetation proposed. All growing media should typically have high moisture and nutrient holding capacities with low slumping or shrinkage characteristics. Generally, the following minimum requirements will apply for soil / media depth.
 - » for ground covers that have a mature height of 200mm or less: minimum 400mm depth
 - » for shrubs that have a mature height of up to 3,000mm: minimum 600mm
 - » for trees: minimum 1,500mm to support a canopy diameter of 5m and a height of 5m within 5 years of planting

Note: Variations to these requirements may be considered subject to applicants / developers adequately demonstrating that alternative planter depths will support equivalent or better outcomes for tree / plant health and longevity.

- **Species choices** – Landscaping palettes should feature species that:
 - » are suitable for Brisbane’s subtropical climate
 - » support local biodiversity
 - » align with site conditions orientation / access to light, wind conditions, and context
 - » incorporate species of significance to First Nations, particularly in areas of cultural significance, and
 - » incorporate fire risk considerations.

Note: Species that are suitable to a tropical climate may also be considered, noting ongoing increases in heat conditions and the ability of certain tropical species to thrive in Brisbane climate conditions.

- **Structural design** – Ensure structural design of building existing or proposed buildings elements (as signed off by a Registered Professional Engineer of Queensland (RPEQ)) account for the wet weight of landscaping and any ongoing maintenance requirements. Within the context of building above tunnels or other structural / load constraints, ensure this matter is considered at the early stages of application preparation.

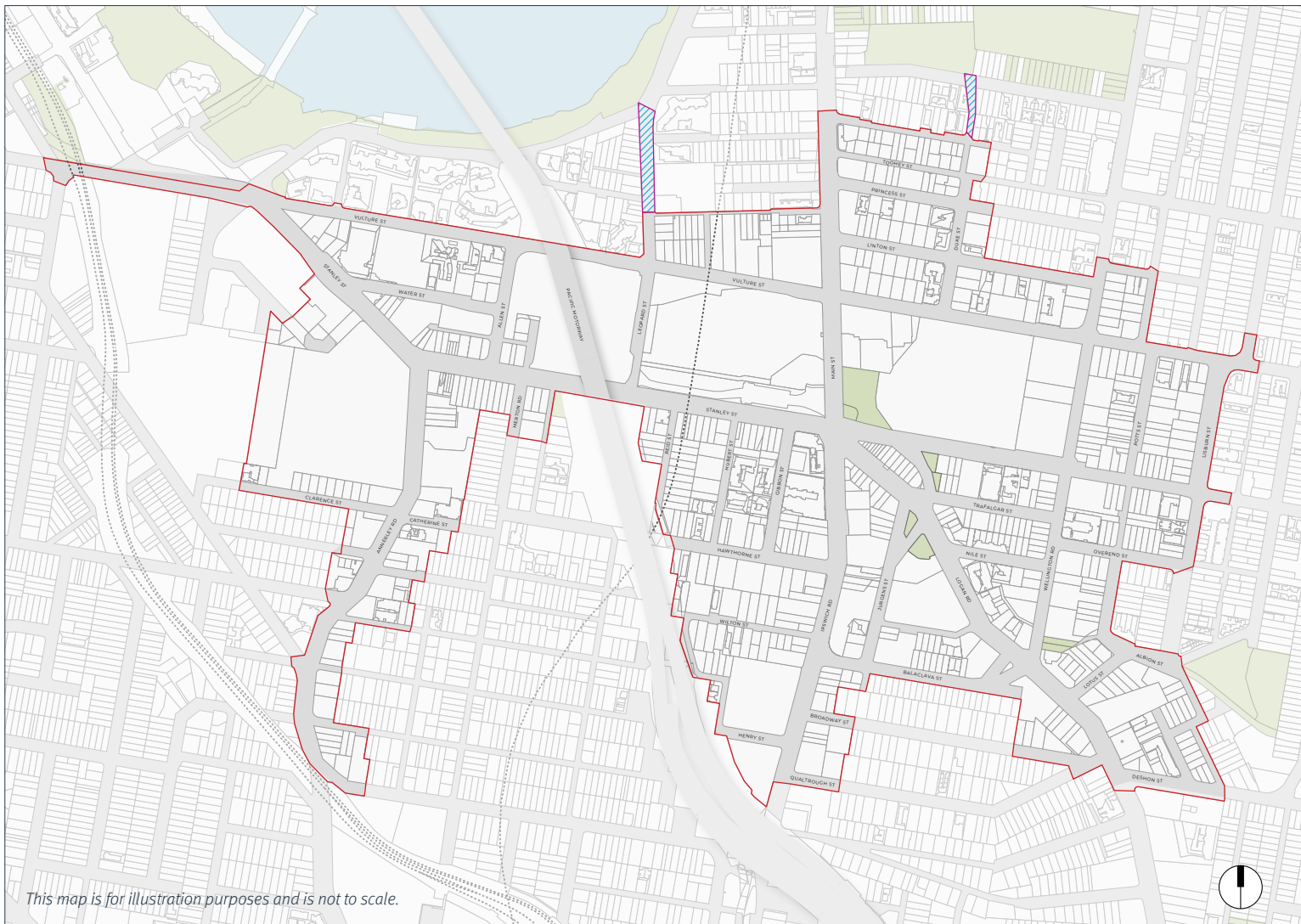


Schedule 6: PDA-associated development

Table 19: PDA-associated development

<p>Public realm and streetscape improvements</p>	<p>All aspects of development identified in Map 16, if the works:</p> <ol style="list-style-type: none"> 1. are carried out by or on behalf of the MEDQ 2. provide development infrastructure for the Woolloongabba PDA to address the impacts of any development within the PDA, whether or not the development infrastructure has another function or purpose, and 3. include one or more of the following: <ol style="list-style-type: none"> a. roadworks b. active transport and pedestrian connections c. landscape and streetscape works d. stormwater works e. water connection service works f. sewer connection service works g. public passenger transport infrastructure works h. uses or works associated with the Gabba Stadium, and i. associated ancillary works.
<p>Description of PDA-associated land</p>	<p>The road reserve as identified in Map 16, including parts of Leopard Street, River Terrace, Duke Street and Baines Street, Kangaroo Point.</p>
<p>PDA-associated land map</p>	<p>Refer to Map 16: Woolloongabba PDA-associated land on the following page.</p>





LEGEND

- PDA boundary
- PDA associated land area
- Public realm and streetscape improvements
- Rail
- Brisbane river
- Open space (current)

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

Map 16: Woolloongabba PDA-associated land



Schedule 7: Guideline for preparing an Urban context report

Development applications are required to be submitted with an Urban context report, if:

- the proposed development comprises a total GFA of 1000m² or greater and where involving building work, or
- a sub-area plan is required to be prepared (see section 3.2.12).

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

EDQ has prepared a 3D digital model and this can be made available to developers to assist with formulating development proposals and may also be used to demonstrate how the proposal meets development scheme requirements. Once a PDA development application is approved it is expected that all proponents will submit final, digitally compatible, plans to EDQ for incorporation into the 3D digital model.

The Urban context report is to address the elements in Table 19 (where relevant).

Table 20: Urban context report elements

Content	
Site characteristics	To 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).
Cityscape and built form	To demonstrate how the development: <ol style="list-style-type: none"> 1. 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 2. provides a contextually responsive built form taking into account site location within the Woolloongabba PDA (e.g. interface with rail, metro or busway infrastructure, Gabba Stadium and other major nodes, key gateway intersections etc) 3. impacts on surrounding properties, including residential areas adjoining the PDA, and public realm, including parks, in terms of overshadowing and solar access, and 4. represents outstanding architecture.
Streetscape	To demonstrate how the development impacts on and contributes to the streetscape and street functioning, in terms of: <ol style="list-style-type: none"> 1. street building height, setbacks and design 2. ground level activation, including proportion of glazing and openings 3. awning heights, coverage and continuity, and 4. footpath width, continuity, and design.
Heritage, landmarks, natural assets, views and vistas	To demonstrate how the development: <ol style="list-style-type: none"> 1. respects the streetscape and public realm context including landmarks and natural assets 2. respects and responds to nearby heritage places, including their cultural heritage significance and setting, and 3. maintains or creates views and vistas from public vantage points to heritage places and landmarks such as the Gabba Stadium, and across public realm.
Public realm, connections, attractors and movement network	To demonstrate how the development: <ol style="list-style-type: none"> 1. respects, enhances, expands and/or connects to adjoining and nearby public realm and streetscapes, and 2. maintains and enhances pedestrian permeability, including to major attractors such as the Gabba Stadium, Mater Hospital, transit stations, community destinations and the wider movement network.
Subtropical climate	To demonstrate how the development incorporates orientation, shading, outdoor spaces, natural ventilation, landscaping and articulation to reduce heat loading, protect from weather, optimise natural light and support outdoor lifestyles ⁷⁵ .

⁸⁹ For guidance, refer to Brisbane City Council's *New World City Design Guide: Buildings that Breathe*.



Schedule 8: Guideline for preparing a Sub-area plan

A Sub-area plan establishes a tool to coordinate and scope development at the precinct or sub-precinct level to assist in resolving critical interfaces and to guide future development assessment.

A Sub-area plan is to demonstrate consistency with the relevant provisions of the Land Use Plan and provide the following details, where applicable:

1. broad land use arrangement (including interim uses), and details of how proposed uses integrate with existing land uses (e.g. East Brisbane State School, Gabba Stadium and the busway) and potential Brisbane 2032 requirements
2. location, configuration and size of open space, including privately owned, publicly accessible open space
3. location of existing and proposed movement network within and beyond the Sub-area
4. connections to, and integration with, existing and proposed public transport infrastructure, routes and stops
5. building envelopes and building heights
6. approximate development yield and densities
7. broad arrangement of urban services and other infrastructure
8. proposed staging of development and infrastructure delivery timing, and
9. strategy for implementation.

The requirement for a Sub-area plan is outlined in section 3.2.12.





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