



# Roma Street

**Cross River Rail Priority Development Area**

Proposed Development Scheme

February 2021

Not Government Policy

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

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# 1. Introduction

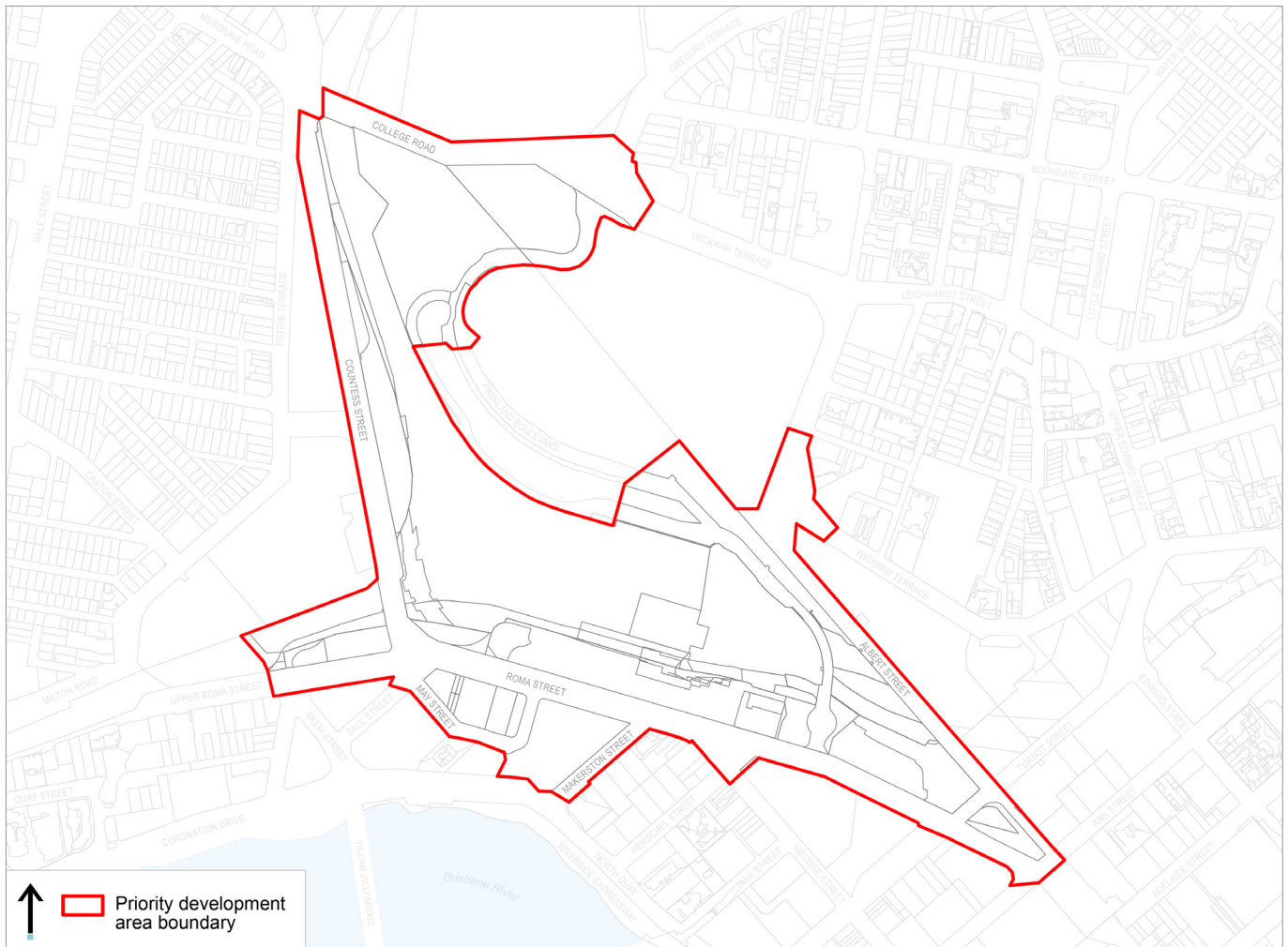
## 1.1 Economic Development Act 2012

The *Economic Development Act 2012* (the ED Act)<sup>1</sup> establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the functions and powers of the ED Act. The main purpose of the ED Act<sup>2</sup> is to facilitate economic development and development for community purposes, in the state. The ED Act<sup>3</sup> seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the state declared as priority development areas (PDAs).

## 1.2 Priority Development Area description

The Roma Street Cross River Rail (CRR) PDA was declared by a regulation<sup>4</sup> on 13 December 2019. The Roma Street CRR PDA, identified in Map 1, is approximately 32 hectares and is located on the western edge of Brisbane's city centre. The Roma Street CRR PDA contains the Roma Street Railway Station, railyards and busway area, and is generally defined by Countess Street, Roma Street, Albert Street, College Road and Parkland Boulevard. The Roma Street CRR PDA also includes land on the southern side of Roma Street between Makerston and May Streets, and State Government (emergency services) land on the western side of Countess Street.

Map 1: Roma Street CRR PDA



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

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

## 1.3 Strategic context

### 1.3.1 The Cross River Rail project

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

On 26 March 2010, the Coordinator-General declared Cross River Rail 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 project changes. 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 *Cross River Rail Delivery Authority Act 2016* establishes the Cross River Rail Delivery Authority (CRRDA). A purpose of the CRRDA is to plan, carry out, promote or coordinate activities to facilitate economic development, and development for community purposes in a Cross River Rail PDA. A Cross River Rail PDA is defined as a PDA declared under the ED Act for proposed development for the Cross River Rail project or a part of the project.

### 1.3.2 Focus of the Roma Street CRR PDA

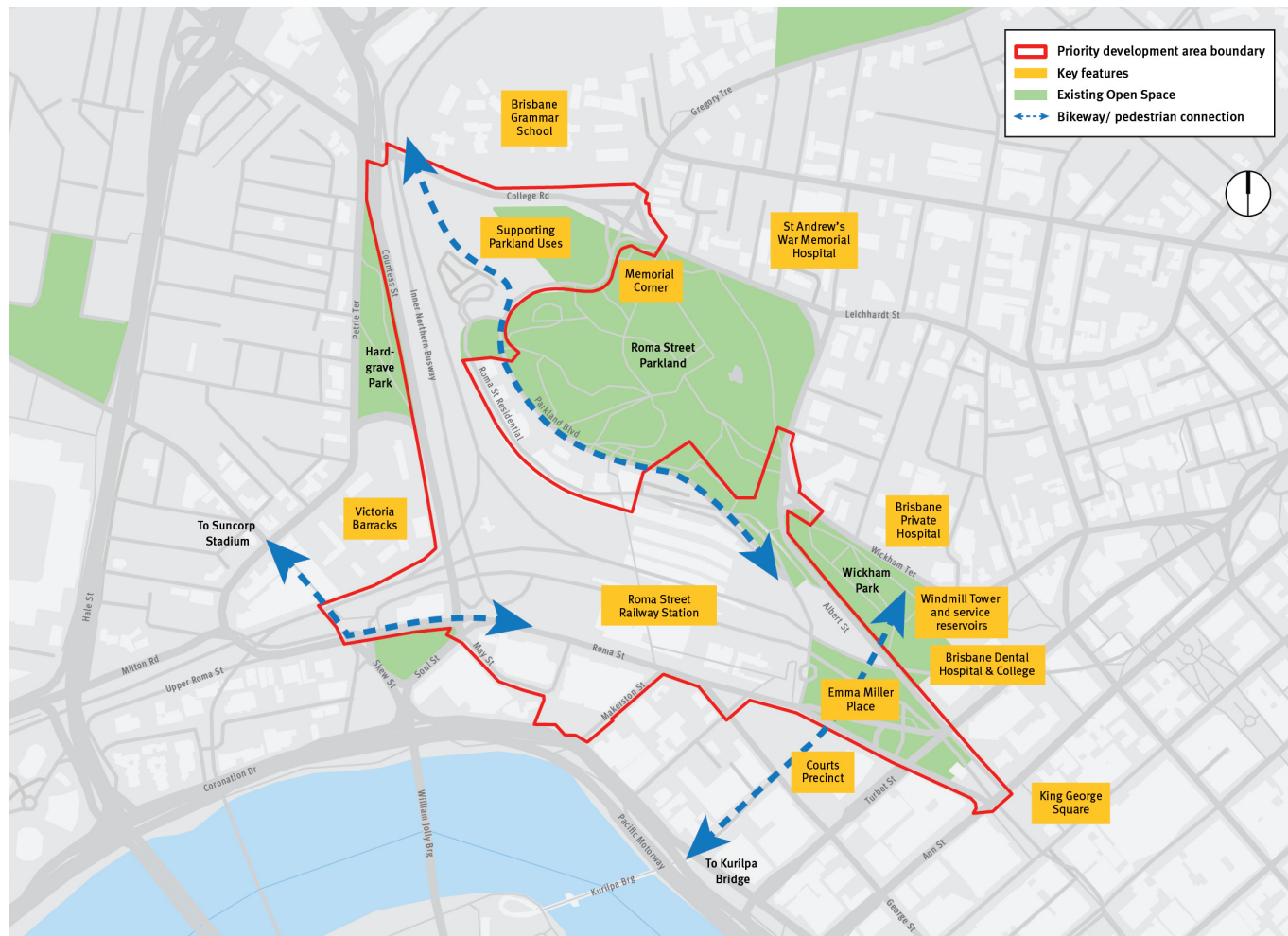
The Roma Street CRR PDA development scheme has been prepared to regulate certain types of development within the PDA and to coordinate the renewal and repurposing of large government land holdings and assets surrounding the Roma Street Cross River Rail station for economic development and development for community purposes. Major redevelopment will be transit oriented and people focused, supporting Brisbane's enviable subtropical lifestyle by activating streets and public interfaces, reinvigorating heritage places, providing new public spaces and good quality design outcomes.

Development in the PDA provides the opportunity to better connect the area to a significant network of surrounding parkland and public space, to the city centre and to the nearby neighbourhoods of Petrie Terrace, Spring Hill and South Brisbane. It also facilitates economic development and development for community purposes, including a potential major sport, recreation and entertainment facility, that can further strengthen the role of the city centre and support development aligned to a transit rich environment. Together these development outcomes will support a vibrant city centre and local culture that can continue to attract strong new investment and talent to Queensland.

The PDA contains a complex array of significant transport infrastructure (both above and below ground) and development will need to be carefully managed to ensure the integrity, safety and operations of this infrastructure are not compromised.

The PDA forms the north western edge of the city centre and will manage the transition of city centre scale development (characterised by very tall towers with street buildings and plazas) to lower scale campus-style towers that interface to surrounding neighbourhoods and Roma Street Parkland.

Map 2: Roma Street CRR PDA context map



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



### 1.3.3 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 Rules<sup>5</sup>.

For the Roma Street CRR PDA there is an existing designation for the Roma Street Fire and Ambulance Station and part of the designation for Suncorp Stadium (Lang Park Stadium Redevelopment) within the PDA as detailed in Table 1<sup>6</sup>.

There is also an existing designation for the Brisbane Supreme Court and District Court immediately adjoining the PDA boundary to the south of Roma Street.

**Table 1: Infrastructure designations**

Reference	Description	Type	Date of Gazettal
249	Roma Street Fire and Ambulance Station Redevelopment	(g) emergency services facilities	01/07/2005
86	Lang Park Stadium Redevelopment	(d) Community facilities; (l) parks and recreational facilities; (m) railway lines, stations and associated facilities; (o) transport infrastructure; (r) storage works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (d), (l), (m) and (o) above.	06/11/2000
357	Brisbane Supreme Court and District Court	(s) any other facility not in (a) to (r) and intended to accommodate govt. functions (v) any other facility not mentioned in paragraphs (a) to (u) ... primarily to accommodate gov functions	18/07/2008

<sup>5</sup> For guidance, refer to chapter 7 and 8 of Minister's guidelines and rules <https://dsdmipprd.blob.core.windows.net/general/GuidanceforMGRfinal.pdf>

<sup>6</sup> To access details of existing designations, refer to <https://planning.dsdmip.qld.gov.au/planning/better-development/infrastructure-designations?source=decisions&noScroll=true>

## 1.4 Application of the development scheme

The Roma Street CRR PDA development scheme (the development scheme) is applicable to development on land<sup>7</sup> within the boundaries Roma Street CRR PDA (refer to Map 1).

From the date of approval, the development scheme replaces the Roma Street CRR PDA interim land use plan which commenced upon declaration.

## 1.5 Content of the development scheme

The development scheme consists of the following:

1. a land use plan that regulates development in the PDA (section 2)
2. an infrastructure plan that describes required infrastructure to support the achievement of the land use plan and state applicable infrastructure charges (section 3), and
3. 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 4).

## 1.6 Acknowledgements

The development scheme was prepared under delegation by the Cross River Rail Delivery Authority in collaboration with Economic Development Queensland (EDQ), state agencies, and other key stakeholders.

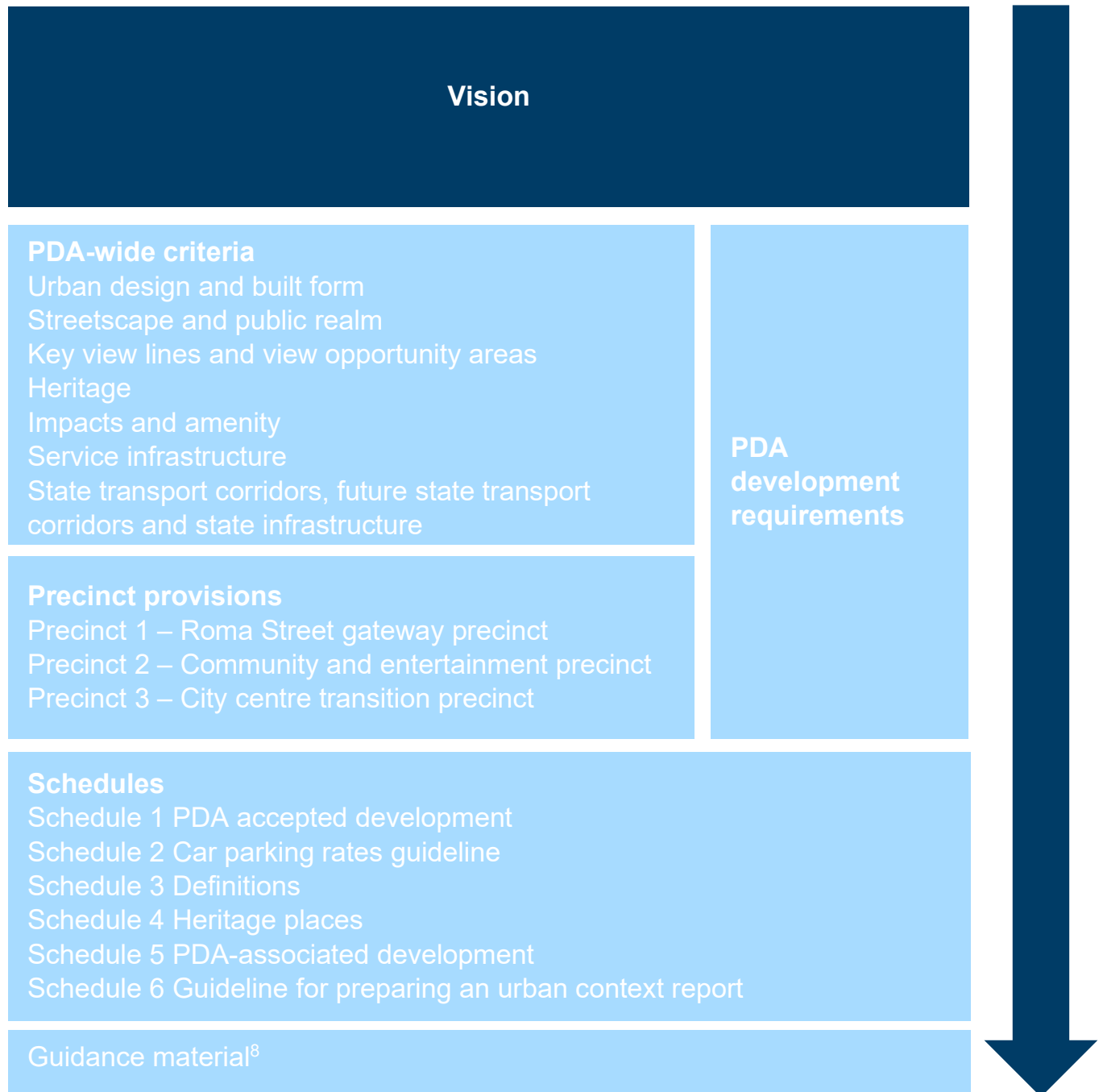
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<sup>7</sup> See section 47A of the Acts Interpretation Act 1954

# 2. Land use plan

## 2.1 Components of the land use plan – hierarchy of provisions

Figure 1: Components of the land use plan – hierarchy of provisions



<sup>8</sup> Refer to the EDQ guidelines and practice notes available on EDQ's website. These should be read in conjunction with the Land use plan, Infrastructure plan and Implementation strategy and any other document or guideline called up by the development scheme.



### 2.1.1 Vision

The vision (section 2.3) 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.

### 2.1.2 PDA development requirements

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

1. PDA-wide criteria (section 2.4), and
2. Precinct provisions (section 2.5).

### 2.1.3 Schedules

Schedule 1 identifies PDA accepted development.

Schedule 2 provides guidance for the maximum car parking rates for the Roma Street CRR PDA.

Schedule 3 defines terms used in the development scheme.

Schedule 4 identifies Heritage places in the PDA.

Schedule 5 identifies PDA-associated development.

Schedule 6 provides guidance for preparing an urban context report.

### 2.1.4 Guidance material

Guidance material includes EDQ guidelines and any other document or guideline that is referenced in the development scheme.

## 2.2 Development assessment

### 2.2.1 Interpretation

The interpretation of terms and definitions will rely on:

1. Section 33 of the ED Act which defines development, and
2. Schedule 3 of this development scheme which provides the definitions required to interpret and apply the development scheme with reference to the ED Act and the *Brisbane City Plan 2014*.

### 2.2.2 PDA development applications

To the extent the land use plan (section 2), infrastructure plan (section 3), implementation strategy (section 4) and the guidance material are relevant, they are to be taken into account in the preparation of a PDA development application and the assessment of the application by the MEDQ<sup>9</sup>.

Development proponents are encouraged to hold pre-application discussions with the MEDQ to obtain feedback and advice on compliance with the development scheme to expedite the PDA development application assessment process and timeframes.

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<sup>9</sup> The MEDQ may delegate certain function and powers under section 169 of the Act. Development assessment powers have been delegated by the MEDQ to the Cross River Rail Delivery Authority.

## 2.2.3 Types of development

### PDA accepted development

Column 1 in Table 8 identifies PDA accepted development and includes Schedule 1.

### PDA assessable development<sup>10</sup>

Column 2A in Table 8 identifies PDA assessable development that is permissible development. Column 2B in Table 8 identifies PDA assessable development that is prohibited development under the development scheme.

## 2.2.4 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 requirements<sup>11</sup>.

However, development that is inconsistent with any of the outcomes of the relevant PDA development requirements may be consistent with the land use plan if:

1. the development is an interim use<sup>12</sup>, 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 outcomes<sup>13</sup>, and
2. overwhelming community need.

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

Development that is inconsistent with the land use plan cannot be granted a PDA development approval<sup>14</sup>.

## 2.2.5 Plans of development

A plan of development (PoD)<sup>15</sup> may:

1. accompany a PDA development application for a material change of use or reconfiguring a lot, or
2. consider any proposed use, and any associated building work or operational work, or
3. form part of a PDA development approval.

Schedule 1 identifies development consistent with an approved PoD as PDA accepted development.

<sup>10</sup> Under section 73 of the ED Act, PDA assessable development cannot be carried out without a PDA development permit.

<sup>11</sup> For further guidance refer to the hierarchy of provisions described under section 2.1.

<sup>12</sup> Refer to section 2.2.11

<sup>13</sup> An urban design review panel, see implementation strategy (section 4), will provide guidance on the assessment and acceptability of superior design outcomes.

<sup>14</sup> See section 86 of the ED Act.

<sup>15</sup> For further advice in preparing a PoD, refer to:

i. the applicable EDQ practice note available at: [www.statedevelopment.qld.gov.au/resources/guideline/pda/practice-note-10-plans-of-development.pdf](http://www.statedevelopment.qld.gov.au/resources/guideline/pda/practice-note-10-plans-of-development.pdf)  
ii. Urban Context Report requirements in Schedule 6.

## 2.2.6 Preliminary approval

There is no requirement to obtain a preliminary approval<sup>16</sup>. However, applicants may choose to use preliminary approvals to stage development or to gain approval for a development concept before undertaking detailed planning and design.

In this regard, preliminary approvals may demonstrate how development achieves the requirements of the scheme within the broad spatial framework of the Structural Elements and the individual development proposals or associated Plans of Development (PoDs).

A preliminary approval may:

- i. include all or a relevant part of the PDA determined in consultation with the MEDQ
- ii. identify the location of connections to network infrastructure, including transport, within the PDA
- iii. identify land uses and development densities
- iv. resolve if required, any development constraints that may determine the extent of developable area or appropriate uses
- v. resolve the boundaries of public open space and any identified sites for community infrastructure such as parks, and
- vi. demonstrate that the development proposal:
  - does not prejudice the ability for surrounding land to be developed in an orderly and efficient manner
  - having regard to existing and approved development in the preliminary approval area or adjoining areas
  - addresses other matters specified in a guideline issued by EDQ.

## 2.2.7 Notice of applications

A PDA development application will require public notice if the development may, in the opinion of the MEDQ:

- a. have potential adverse impacts on the amenity or development potential of adjoining land, or
- b. is for a use or of a size or nature which warrants public notice.

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

## 2.2.8 State interests

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

<sup>16</sup> See section 94 of the ED Act.

<sup>17</sup> Section 87 of the ED Act states that any relevant State interest must be considered and decided in a PDA development application. For the purposes of addressing State interests in development assessment, the State Development Assessment Provisions (SDAP) provide guidance in identifying if a State interest is relevant to the assessment of a PDA development application. For further advice on the consideration of State interests refer to the EDQ Practice Note 14: State interests in development assessment in priority development areas, available at <http://www.statedevelopment.qld.gov.au/edq/pdas-guidelines-and-practice-notes.html> and refer to DSDMIP Development Assessment Mapping System (DAMS) available at <https://dams.dsip.esriaustraliaonline.com.au/damappingsystem/>.



### **2.2.9 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 *Environmental Protection Act 1994*, *Plumbing and Drainage Act 2002*, *Building Act 1975* and the Planning Act including subordinate legislation.

Relevant local laws made under the *City of Brisbane Act 2010* apply in the PDA to the extent they are not replaced by a by-law made under the ED Act.

### **2.2.10 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 calls up various 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.

### **2.2.11 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
2. must not prejudice or delay:
  - a. a preferred land use(s)
  - b. an appropriate intensity of development, or
  - c. infrastructure delivery envisaged by the vision for the PDA.

### **2.2.12 PDA-associated development**

Schedule 5 identifies development external to the PDA that is PDA-associated development. The development specified in Schedule 5 as PDA-associated development is PDA assessable development under Table 8.

## 2.3 Vision

The Roma Street CRR PDA is located at one of Brisbane's most significant city centre arrival points and is a major transit interchange anchored by the new CRR station and plaza. The PDA will become a key economic and community hub, built around the reinvigorated Roma Street Railway Station heritage place. Extensive new public spaces and streetscape improvements will have strong connections to, and be integrated with, nearby major parklands and facilities, including the Roma Street Parkland. Development will be well suited to the transit-rich environment and city centre context including a potential major sport, recreation and entertainment facility which could further activate the precinct throughout the day and night.

Development in the Roma Street CRR PDA will better connect and unify the area with the city centre, Spring Hill, Petrie Terrace and South Brisbane neighbourhoods and associated facilities including Suncorp Stadium, Roma Street Parkland and the Queensland Cultural Centre.

Active street frontages, a range of safe and inviting public spaces and permeable, accessible connections for pedestrians and cyclists will be delivered. Visual and physical connections to key features will be established and respected, assisting wayfinding and community appreciation of these features within a highly urbanised environment.

Development in the Roma Street CRR PDA will:

1. deliver high-quality architecture and subtropical design with buildings, public realm and landscaping that are open, engaging and embellished with greenery
2. provide logical, legible and well-defined linkages for both pedestrians and cyclists
3. contribute to the city's distinctive skyline by ensuring towers are sited to maintain the openness of street vistas with adequate spacing between buildings to allow for light penetration, air circulation, views and vistas, and privacy for residential towers
4. provide a well-connected and accessible public realm that is activated, permeable and prioritises pedestrians, cyclists and users of public passenger transport
5. ensure streets are tree lined and pedestrian-oriented, with the visual and physical impact of vehicles and servicing minimised
6. deliver a large public plaza between Roma Street and the Roma Street Railway Station heritage place to form a focal point for arrival, and provide views to the heritage place from Roma Street and George Street
7. be located and designed to enhance the accessibility and integration of existing and future public passenger transport infrastructure, and to respond to high-volume pedestrian movements throughout the precinct
8. protect the functional requirements of state transport infrastructure, state transport corridors and future state transport corridors to ensure the operational efficiency, integrity and safety of the transport network is maintained
9. provide a level of amenity commensurate with that of a city centre environment to occupants and adjoining residents and users of the public realm, parks and transport network
10. provide for the conservation of heritage places within the PDA, including the adaptive reuse of the Roma Street Railway Station heritage place, and
11. ensure the ongoing operation, function and premier status of Roma Street Parkland is maintained.

Figure 2: Roma Street Parkland and parkland residences



*Image credit – Fullframe Photographics*

*Note: Figure 2 demonstrates variations in tower form (including setbacks, facades, building height and roof projections) and sensitive interfaces to the Roma Street Parkland / Parkland Boulevard through the extensive use of landscaping and greening elements.*



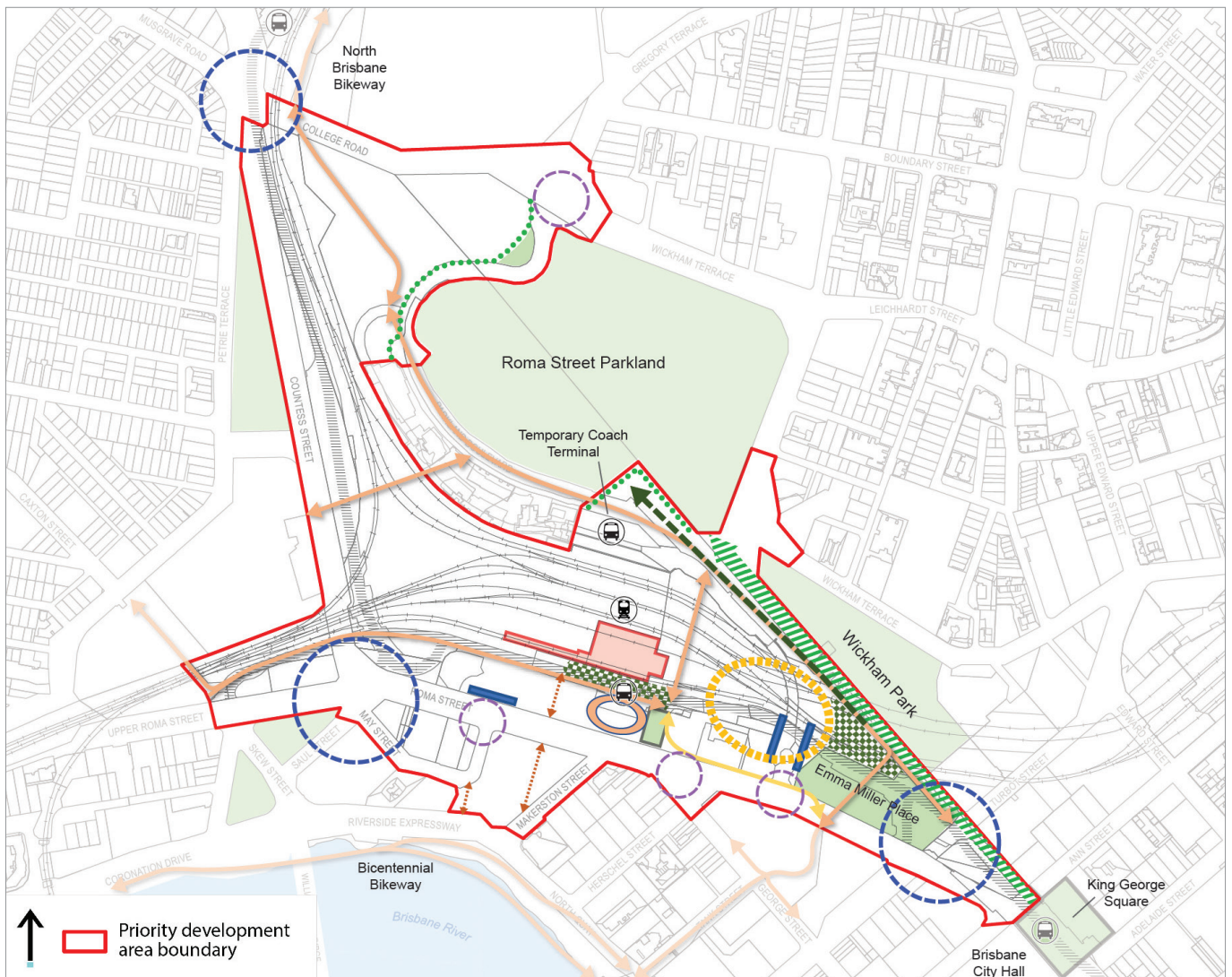
## 2.4 Structural elements

The Roma Street CRR PDA structural elements identified in Map 3 represent a spatially indicative depiction of the highest order physical elements described in the vision statement and apply to all PDA assessable development in the Roma Street CRR PDA.

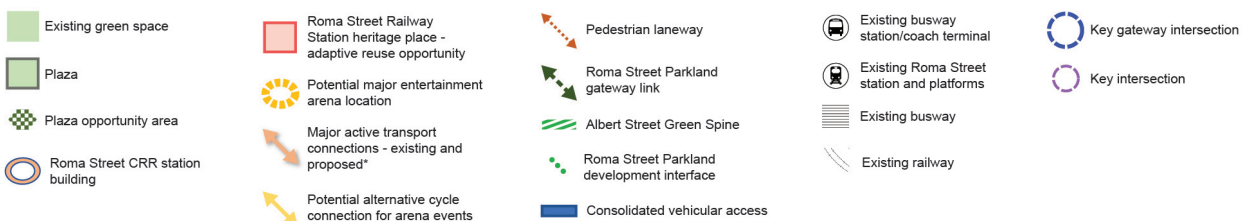
The structural elements support the delivery of the vision and PDA development requirements.

To the extent that the structural elements are relevant, they are to be taken into account in the preparation of PDA development applications and the assessment of those applications.

**Map 3: Roma Street CRR PDA Structural elements plan**



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



\*Note – Active transport links connect into active transport networks located outside the Roma Street CRR PDA that are regulated through other statutory planning instruments.

## 2.5 PDA-wide criteria

### 2.5.1 Urban design and built form<sup>18</sup>

Development:

1. is designed to respond to its site characteristics, context and setting within the city centre, including cityscape, streetscape, public realm, heritage places, surrounding buildings, topography, natural assets and movement networks.
2. exhibits outstanding building architecture that, where applicable:
  - a. contributes to Roma Street's role as a significant arrival point into Brisbane's city centre
  - b. creates an integrated and cohesive urban environment, with well-connected, functional and attractive interfaces between different development sites and areas adjoining the Roma Street CRR PDA, including Roma Street Parkland
  - c. creates an active and continuous streetscape edge that promotes fine grain, human-scale experiences
  - d. enhances the character and identity and attractiveness of the Roma Street CRR PDA, and
  - e. delivers a built form which breaks down the existing large and inaccessible street blocks and sites into a legible, permeable and pedestrian friendly environment.
3. incorporates Crime Prevention through Environmental Design (CPTED) principles into the arrangement and design of buildings and public and private spaces to create a safe and inviting environment for day and night activity<sup>19</sup>.
4. 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, and
  - b. ensures tower shape and setbacks reduce the visual width and scale of the building and provide variation, maintain the openness of street vistas and contributes positively to the streetscape, adjoining parkland and city skyline.
5. achieves exemplary sustainable building design outcomes<sup>20</sup>.
6. provides facilities to support the charging of electric vehicles including at least one Destination AC charger and the electrical capacity for Basic AC charging on all non-visitor parking<sup>21</sup>.
7. provides facilities to support the storage and charging of e-bikes, e-scooters or other electric micro-mobility devices within:
  - a. end of trip facilities for a non-residential land use, and
  - b. dedicated secure spaces where a residential land use.
8. exhibits best practice subtropical and climate-responsive design to maximise solar access, natural air movement and circulation, and mitigate heat, reducing the need for mechanical heating, cooling and lighting.
9. presents a highly landscaped environment, including:
  - a. landscaping, water features and outdoor spaces that make the most of Brisbane's subtropical climate, and
  - b. landscaped spaces on ground levels, roofs, balconies, terraces, and edges of buildings.
10. frames, respects and activates the public realm, with buildings creating a human-scaled environment.
11. ensures building services (including air conditioning, lift wells, fire and electricity components) form an integral

<sup>18</sup> For guidance, refer to the following:

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

b. From the Brisbane City Plan 2014:

i. Table 7.2.3.7.3.D – Sustainable development criteria in the City Centre neighbourhood plan and Brisbane City Council's New World City Design Guide – Buildings that Breathe

ii. Landscape work code

iii. Planting species planning scheme policy

<sup>19</sup> Development demonstrates practical conformance with the requirements, standards and guidance identified in the Crime Prevention through Environmental Design (CPTED): Guidelines for Queensland document, prepared by Queensland Police, 2007, as amended or replaced from time to time.

<sup>20</sup> For guidance, outcomes should be based on an industry recognised Australian certification standard for example minimum 5 Star Green Star: Design and as Built certification or 6 Leaf EnviroDevelopment certification

<sup>21</sup> For guidance refer to Economic Development Queensland Practice Note Electric Vehicle (EV) Charging Infrastructure.



part of the building design and do not visually, acoustically or climactically detract from the building or its use, especially at the street or ground level/s.

12. where reconfiguring a lot:
  - a. facilitates the creation of lots of an appropriate size, dimension, orientation and arrangement to enable land use, built form, access, amenity and infrastructure outcomes, and
  - b. does not adversely impact on the amenity or functionality of lawful uses or identified values of other lots.
13. for multiple dwellings:
  - a. delivers usable and attractive communal and private open space areas in varied settings including landscaped rooftops and podiums that contribute to improved resident and visitor amenity
  - b. provides for communal open space that is universally accessible allowing for a range of appropriate recreation opportunities and a pleasant outlook for residents
  - c. delivers integrated and functional private open space in all residential development
  - d. ensures visual and noise privacy, adequate storage space, adequate room sizes and function room relationship, and
  - e. provides a wide choice in housing and housing adaptability that meets the needs of a diverse population and responds to residents' life-cycle needs.

### **2.5.2 Streetscape and public realm**

Development:

1. includes provision of a significant amount of publicly accessible space, major active transport connections, pedestrian laneways and connections that enhance the functioning of the western parts of the city centre and its public realm.
2. enhances key gateway intersections through lighting, art and other place making and public realm improvements to promote a sense of arrival to the city centre.
3. ensures public spaces and parklands are linked to create a highly interconnected public space and parkland network that contributes to a net gain in publicly accessible open space in the PDA including:
  - a. the Albert Street to Roma Street Parkland gateway link, which
    - i. incorporates landscape treatments to create a green edge along the interface of the gateway link including any structural components that may extend over or frame the gateway link
    - ii. achieves a minimum unencumbered width of 6 metres, where enhancement of the gateway link is proposed, and
    - iii. incorporates design treatments to manage potential interactions and conflicts between pedestrians, cyclists and users of other personal mobility devices
  - b. transforming Roma Street into a boulevard with broad footpaths, street trees and pedestrian crossings to accommodate comfortable and safe movement of people
  - c. providing new or enhanced active transport links within the PDA to surrounding neighbourhoods, including Spring Hill, Petrie Terrace and South Brisbane, and
  - d. allowing for universal access for all members of the community and their mobility needs.
4. facilitates:
  - a. safe, attractive and convenient pedestrian and cyclist connections between public passenger transport stations and surrounding streets and public spaces that cater to current and future high volumes of pedestrian and cyclist traffic 24 hours / 7 days per week
  - b. breaking down large street blocks to create a permeable environment that priorities active transport providing a range of new connections throughout the area which could include arcades, pedestrian laneways and shared zones
  - c. intuitive wayfinding through building location, design and signage
  - d. accessible, safe and convenient pedestrian movement networks with a high level of attractiveness, shade and shelter, and
  - e. integration between development and surrounding active transport networks.

5. incorporates:
  - a. balconies, openings and louvres to create a high degree of permeability that allow building occupants to overlook the street and any adjacent publicly accessible space
  - b. outdoor spaces that allow building occupants to access open air, and
  - c. vertical landscaping, awnings and shade structures, and articulation that provide shade and shelter for pedestrians on the street and the building.
6. contributes to the role of the city centre as a focus for vibrant commercial activity and community life by:
  - a. activating the ground storey of buildings to engage with street frontages and publicly accessible spaces that can include clearly defined entrances, occupiable spaces, active uses and facades with a high level of transparency
  - b. providing a minimum ground storey ceiling height of 4.2 metres
  - c. ensuring above ground storey façades contribute to an attractive pedestrian environment and overlooking of the street and publicly accessible spaces, and
  - d. ensuring footpath space and design that caters for pedestrian movement and amenity, including congregation at intersections and destinations<sup>22</sup>.
7. provides:
  - a. weather protection for pedestrians along Roma Street, Garrick Street, Makerston Street, Countess Street and to adjoining plaza areas, pedestrian laneways, bicycle parking and major active transport connection frontages, and
  - b. awnings at a height and coverage that provides weather protection, shade, comfort and lighting for pedestrians, complements adjoining awnings and does not compromise public passenger transport.
8. ensures the design of vehicular access, on-site servicing and parking:
  - a. does not compromise the walkability, cycling or activation of the street frontage
  - b. maximises opportunities for co-location of servicing and parking openings within single buildings or with adjoining developments
  - c. limits vehicular crossovers along the northern frontage of Roma Street to locations identified on Map 3 Structural elements plan
  - d. does not create additional vehicular crossovers on the southern side of Roma Street or George Street, with a preference that any future development orientates vehicular access to other streets or laneways wherever possible
  - e. does not compromise active transport connections to public passenger transport or cause vehicular and pedestrian conflict, and
  - f. does not compromise or conflict with public passenger transport.
9. ensures that the location and design of features such as vehicular access, refuse collection, fire access and control room and building services are not a dominant element of any streetscape<sup>23</sup>.
10. provides artwork of a capital city quality<sup>24</sup>, commensurate with the status and scale of the proposed development and site, that is designed:
  - a. as an integral part of the project design
  - b. to be conceptually relevant to the city centre, Roma Street Parkland and the Roma Street CRR PDA
  - c. to enhance the interest and vitality of the city centre
  - d. to enhance the quality of life, cultural tourism and point of difference in the marketplace
  - e. to reflect and respond to the cultural values of the community
  - f. to promote local character in a planned and informed manner, and
  - g. to be visually accessible and to safely integrate with the development design response to the public realm.
11. provides high-quality creative lighting that enlivens the cityscape at night and reinforces the daytime and night-time presence of buildings and public spaces.

<sup>22</sup> For guidance, for provision, construction and embellishment of a footpath refer to the specifications of the Brisbane City Plan 2014 Infrastructure design planning scheme policy.

<sup>23</sup> For guidance, refer to the requirements and standards identified in the Brisbane City Plan 2014 Transport, access, parking and servicing code and Transport, access, parking and servicing planning scheme policy.

<sup>24</sup> For guidance, refer to the requirements and standards identified in the Brisbane City Plan 2014, Infrastructure design planning scheme policy.



Figure 3: Daisho/Mincon Building at 190 Ann Street



Image credit – Cross River Rail Delivery Authority

Note: Figure 3 demonstrates activation of the ground storey and street frontage, including occupiable and engaging spaces, inverse street buildings providing a sense of space and openness, built form and landscaping variation, shelter and comfort for pedestrians and public art. This example also addresses level changes, public pedestrian access and permeability through the site.



### 2.5.3 Key view corridors and view opportunity areas

(Refer to Map 4)

Development:

1. creates or maintains key view corridors through landscaping and building siting, separation, setbacks and design that:
  - a. enables public appreciation of the prominent features and heritage buildings that define the Roma Street CRR PDA as well as the adjacent Roma Street Parkland, city centre identity and character
  - b. facilitates way finding throughout the Roma Street CRR PDA and to surrounding city centre features
  - c. visually signifies Roma Street CRR PDA as a major transit hub and destination
  - d. respects the George Street axis, and
  - e. is compatible with the significance of the setting, including key views of the Roma Street Railway Station heritage place.
2. creates multiple viewing prospects for the public within view opportunity areas to identified key features through the orientation, siting and design of buildings, active transport links and public plazas.

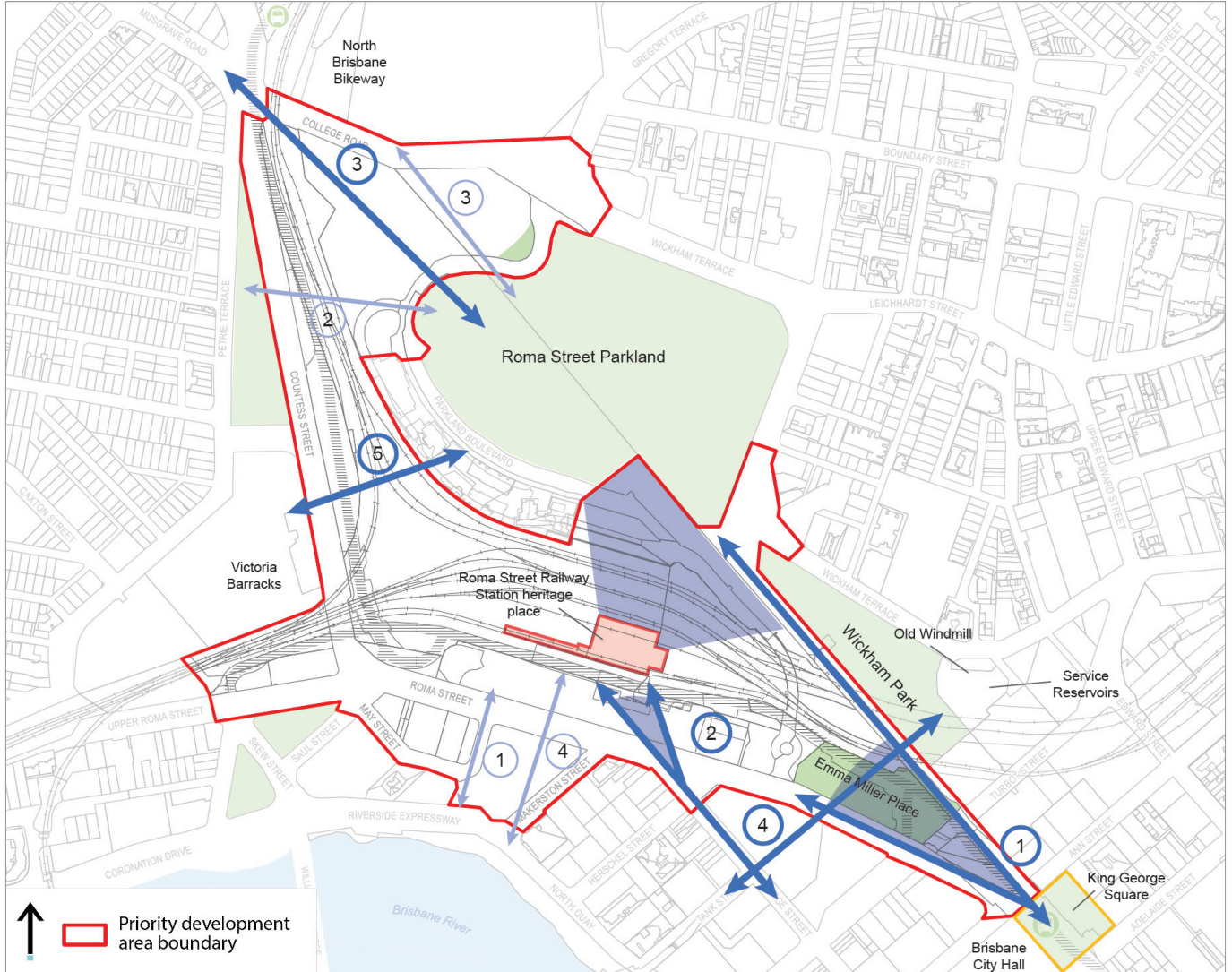
Figure 4: Primary view corridor 1- Albert Street


















Image credit – Cross River Rail Delivery Authority

Note: Figure 4 demonstrates the primary view corridor that extends along Albert Street to King George Square, Brisbane City Hall, and the City Botanic Gardens beyond. Over time Albert Street is to be transformed into a green spine, landscaped and prioritised for pedestrians and cyclists, extending through the city centre connecting Roma Street Parkland to the City Botanic Gardens.

Map 4: Roma Street CRR PDA key view corridor and view opportunity area plan



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

- |   |  |  |
|---|--|--|
|  Existing green space  |  Key view corridors - primary (minimum width 20m)   |  Key view corridors - secondary (minimum width 10m)               |
|  Heritage place        |  1 Albert Street Green Spine/Emma Miller Place to King George Square & Brisbane City Hall |  1 Roma Street along Garrick Street to Brisbane River             |
|  King George Square    |  2 George Street to Roma Street Station heritage place                                    |  2 Hargrave Park to Roma Street Parkland                          |
|  View opportunity area |  3 Normanby Fiveways to Roma Street Parkland  |  3 College Road to Roma Street Parkland                           |
|   |  4 Tank Street across Queensland Place to Wickham Park and the Old Windmill               |  4 Roma Street to Brisbane River (through new pedestrian laneway) |
|   |  5 Victoria Barracks to Roma Street Parkland  |  |



## 2.5.4 Heritage

Development:

1. reinforces the historic identity of the area by showcasing heritage places within and adjoining the PDA as key civic landmarks by maintaining key view corridors and improving access to them.
2. provides for the conservation and adaptive re-use of heritage places within the PDA, including Roma Street Railway Station, in a way which:
  - a. conserves their cultural heritage significance<sup>25</sup> while allowing new uses that do not distort or obscure their cultural significance, or detract from their interpretation and appreciation
  - b. maintains or enhances the significant built form character and setting of heritage places
  - c. does not compromise the structural integrity of heritage places including protection of building fabric during construction, and
  - d. minimises or mitigates unavoidable impacts on the cultural heritage significance of heritage places<sup>26, 27</sup>.
3. provides building setbacks, bulk, massing and form that do not have an adverse impact on the architectural character and cultural heritage significance of the Roma Street Railway Station heritage place. Significant aspects and features of the heritage place that must be considered include (but are not limited to) the:
  - a. symmetrically composed, two-storey station building with a prominent carriage porch centered on its southern facade and two storey hipped roof
  - b. features of acknowledged importance relating to the station building's composition and its fine architectural qualities
  - c. highly intact areas on the station building's interior and exterior
  - d. former Country station platform extending west of the southern side of the station building with a corrugated metal clad awning that follows a narrow, curved alignment, and
  - e. open concrete northern platform facing the station building's buttresses, that demonstrates the use of the place as a passenger station.

Figure 5: Roma Street Railway Station heritage place - historical image and present day



Image credits – Department of Environment and Science

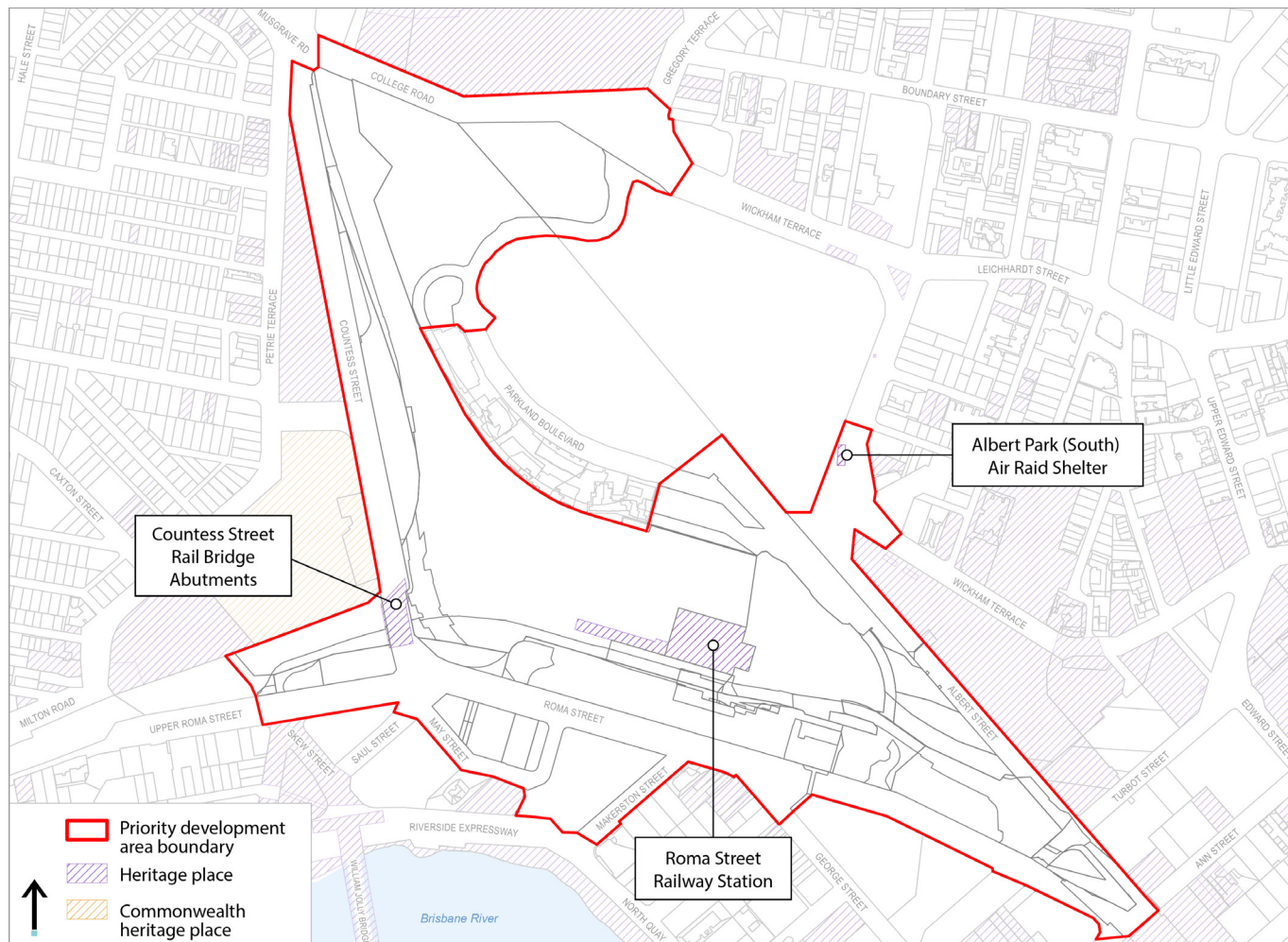
25 Refer to the relevant Queensland Heritages Register statement of significance or Brisbane City Plan 2014 Heritage overlay citation.

26 For guidance, refer to the State Development Assessment Provisions (SDAP) State Code 14: Queensland Heritage and the Developing Heritage Places: Using the development criteria document, a guideline prepared by Department of Environment and Heritage Protection, 2013, as amended or replaced from time to time.

27 To understand how to fulfil these requirements, development applicants should refer to:

- i. *Developing Heritage Places: Using the development criteria*, a guideline prepared by Department of Environment and Science, as amended or replaced from time to time
- ii. *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural heritage significance 2013*, available at <http://australia.icomos.org/publications/charters/> along with several useful Practice Notes.

Map 5: Roma Street CRR PDA heritage places map



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

## 2.5.5 Service infrastructure

Development:

1. provides for access and movement for all transport modes, with safety and convenience for walking and cycling given the highest priority, followed by public passenger transport and then private and service vehicles<sup>28</sup>.
2. does not impact on the efficiency, safety or operational and structural integrity of the existing and future surrounding transport networks.
3. provides car, bicycle and micro-mobility parking to meet the functional requirements of the PDA<sup>29</sup>.
4. allows for a maximum of one parking station to operate at any one time within Precinct 1 and Precinct 2 combined.
5. provides end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options<sup>30</sup>.
6. provides water, wastewater<sup>31</sup> and other services and utilities to meet the needs of the development in a timely, orderly and integrated manner.
7. provides for utilities and services to the standards that ensure an acceptable level of environmental performance, safety and efficiency<sup>32</sup>.
8. ensures opportunities for sustainable, integrated on-site water, wastewater, waste, energy or other systems are facilitated, provided that they:
  - a. do not result in any undue impact on the amenity or visual quality of the surrounding area
  - b. will not result in any environmental harm or nuisance
  - c. achieve a level of service, environmental performance and life-cycle cost that is equivalent to or better than normal servicing arrangement, and
  - d. do not detract from the ability to develop and use the PDA as intended.
9. appropriately integrates with and does not detract from existing or planned infrastructure within or external to the PDA.

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<sup>28</sup> Refer to the requirements set out in the Transport, access, parking and servicing code and Transport, access, parking and servicing planning scheme policy of the Brisbane City Plan 2014 for guidance.

<sup>29</sup> Refer to Schedule 2 for maximum car parking rates. For other (non-car) parking, including bicycle parking, refer to the requirements set out in the Transport, access, parking and servicing code and Transport, access, parking and servicing planning scheme policy of the Brisbane City Plan 2014 for guidance

<sup>30</sup> For guidance, end-of-trip bicycle facilities are provided in accordance with the definition and relevant requirements for 'major development' as set out in the Queensland Development Code Mandatory Part 4.1 – Sustainable Buildings.

<sup>31</sup> Refer to the requirements set out in the Wastewater code for guidance of the Brisbane City Plan 2014 for guidance

<sup>32</sup> Refer to the requirements set out in the Infrastructure design code, Stormwater code and Infrastructure design planning scheme policy of the Brisbane City Plan 2014 for guidance

## 2.5.6 State transport corridors, future state transport corridors and state infrastructure

(Refer to Maps 3, 6 and 7)

Development<sup>33</sup>:

1. does not:
  - a. create a safety hazard for users of a state transport corridor, a future state transport corridor or state transport infrastructure, that would increase the likelihood or frequency of loss of life or serious injury
  - b. compromise the structural integrity of surface and subsurface<sup>34</sup> infrastructure associated with a state transport corridor, future state transport corridor or state transport infrastructure and associated works within a state transport corridor
  - c. result in a worsening of the physical condition or efficiency of state transport infrastructure and associated transport networks<sup>35</sup>
  - d. compromise the state's ability to construct, maintain, manage or operate surface and subsurface state transport infrastructure, and
  - e. expose the public or building occupants to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure.

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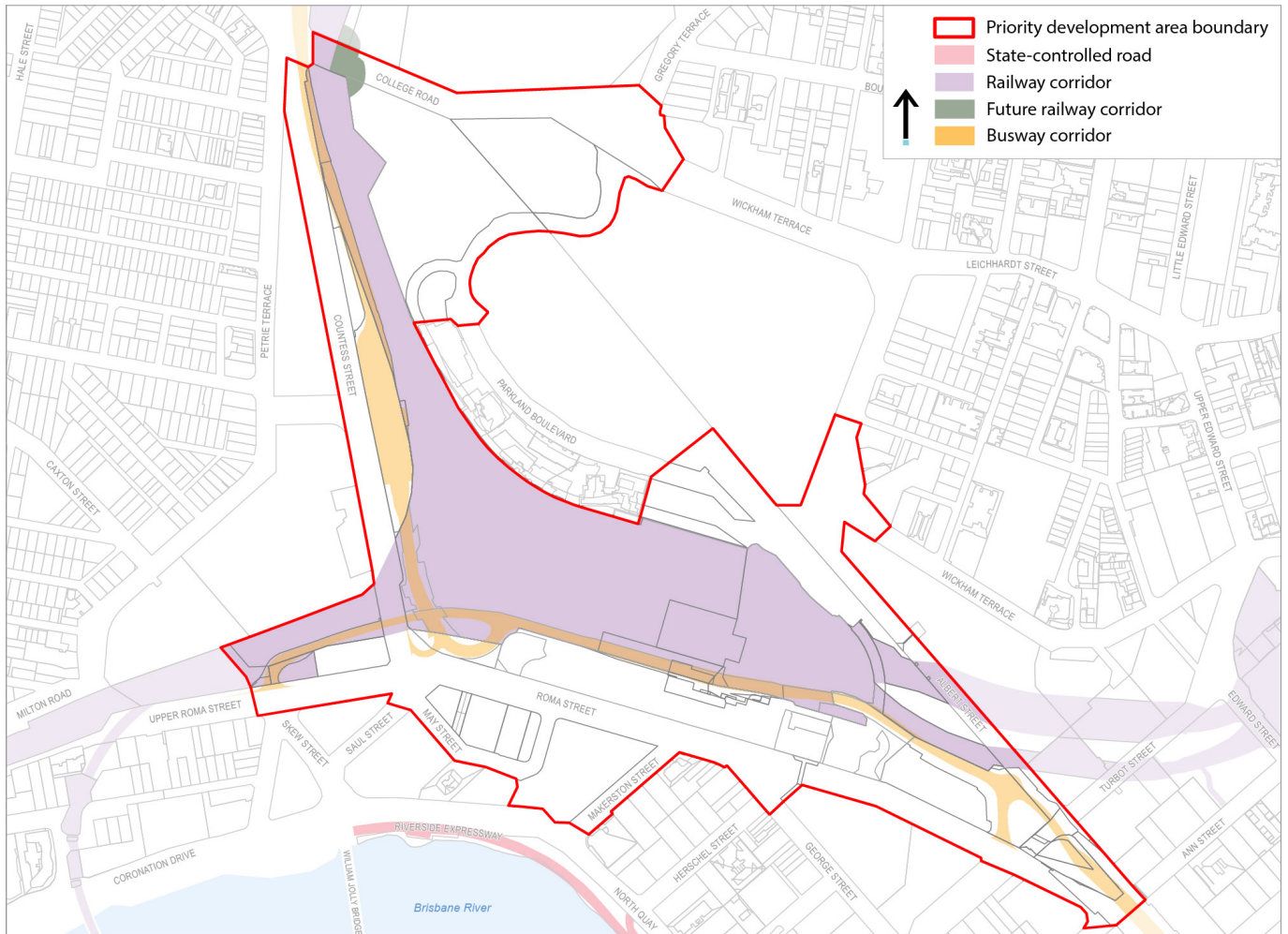
<sup>33</sup> Refer to State Development Assessment Provisions – State Code 2: Development in a railway environment, State Code 3: Development in a busway environment, State code 5: Development in a state-controlled transport tunnel environment and State Code 6 – Protection of state transport networks, as amended or replaced from time to time.

<sup>34</sup> Development located in proximity to a State-controlled transport tunnels and Future State-controlled transport tunnels is to be supported by the submission of engineering and geotechnical reports. Refer to State Development Assessment Provisions – State code 5: Development in a state-controlled transport tunnel environment', as amended or replaced from time to time.

<sup>35</sup> Refer to the Temporary Coach Terminal in Map 3.



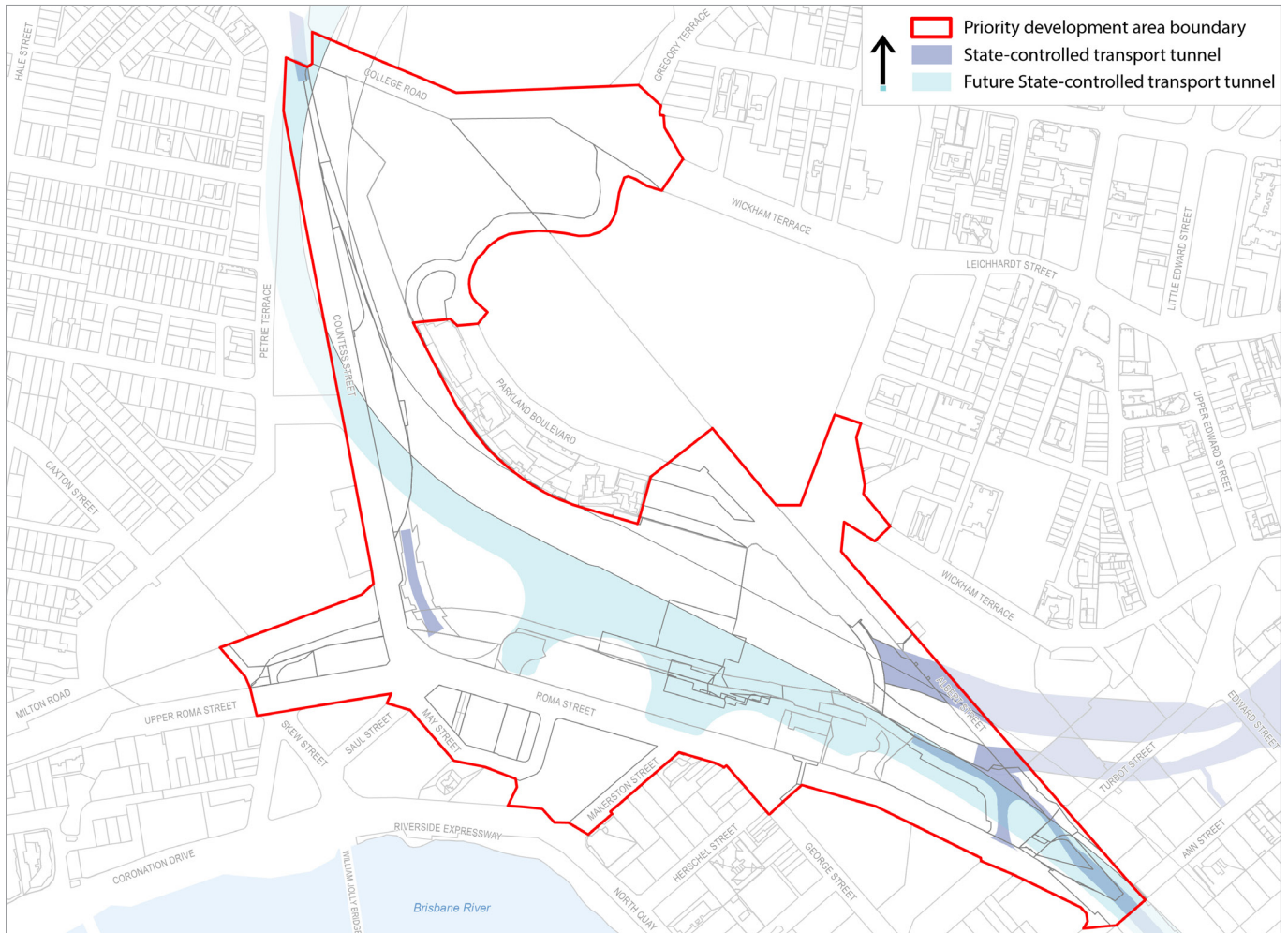
Map 6: Roma Street CRR PDA state transport corridors, future state corridors and state infrastructure



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



Map 7: Roma Street CRR PDA subsurface state transport corridors, future state corridors and state infrastructure



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

## 2.5.7 Impacts and amenity

Development:

1. ensures the continued successful operation of Roma Street Parkland as a premier parkland of state significance, having regard to:
  - a. access, movement and parking arrangements
  - b. the operation and efficiency of parkland administration, maintenance and other support facilities
  - c. potential impacts on water management and water quality, gardens, event spaces, Memorial Corner and horticultural activities
  - d. stormwater drainage into the Roma Street Parkland lake, and
  - e. the need to achieve a minimum of 4-hours of solar access in winter months, to allow for continued growth of plants and turf.
2. is oriented, designed, constructed and operated to:
  - a. reduce exposure to noise impacts from designated transport noise corridors, state transport corridors, future state transport corridors and state infrastructure<sup>36</sup>
  - b. where for a sensitive land use, is appropriately designed to manage and attenuate impacts from high levels of noise from existing and future traffic and transport infrastructure, and
  - c. where for a sensitive land use, reduce the exposure to noise impacts from lawfully operating entertainment venues including Roma Street Parkland and major sport, recreation and entertainment facilities<sup>37</sup>.
3. in a transport (road) air quality overlay is designed to (refer to Map 8)<sup>38</sup>:
  - a. minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of uses of occupants within a sensitive land use, and
  - b. manage wind movement around buildings and the dispersion of traffic air pollutants.
4. is designed, constructed and operated to minimise lighting<sup>39</sup> and odour<sup>40</sup>, having regard to impacts generated by the development and uses itself and impacts of other existing or anticipated development within or near to the PDA.
5. is designed, constructed and operated to ensure public health and safety and the integrity and efficient operation of emergency services and public utilities are protected<sup>41</sup>.
6. does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport<sup>42</sup>.
7. within overland flow paths<sup>43</sup>:
  - a. maintains the conveyance of flood waters
  - b. does not worsen flood impacts outside the development site, and
  - c. minimises the risk to people and property from water flows.

<sup>36</sup> Refer to:

a. Brisbane City Plan 2014 Transport Noise overlay map

b. State Planning Policy Interactive Mapping System transport noise corridor mapping

c. Transport and Main Roads Traffic Noise Management: Code of Practice with respect to external road traffic noise levels, and the Queensland Development Code, Mandatory Part 4.4 'Buildings in a Transport Noise Corridors', each as amended or replaced from time to time

d. State Development Assessment Provisions – State Code 2: Development in a railway environment, State Code 3: Development in a busway environment and State Code 6 – Protection of state transport networks, as amended or replaced from time to time.

<sup>37</sup> A building is 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 near a lawfully operating entertainment venue. Residents living near lawfully operating entertainment venues also need to be aware that noise levels will be relatively higher both inside and outside of residences. Refer also to Brisbane City Plan 2014 Transport Noise corridor overlay code.

<sup>38</sup> Refer to Brisbane City Plan 2014 Transport Air quality corridor overlay map and the Transport air quality corridor overlay code.

<sup>39</sup> Refer to Brisbane City Plan 2014 Outdoor lighting code.

<sup>40</sup> Refer to Brisbane City Plan 2014 Air Quality planning scheme policy and the Queensland EPA Guidelines on Odour Impact Assessment from Developments.

<sup>41</sup> Refer to the requirements set out in the Brisbane City Plan 2014 Operational works code for guidance.

<sup>42</sup> Refer to Brisbane City Plan 2014 Airport environs overlay code for guidance. This criterion is relevant to the consideration of building height within the PDA.

<sup>43</sup> For guidance, refer to the mapping and requirements set out in the Brisbane City Plan 2014 Flood overlay code

8. is managed to avoid environmental harm from disturbance of acid sulfate soils or contaminated land, and potential for erosion and sedimentation<sup>44, 45</sup>.
9. has regard for the archaeological potential of the site<sup>46</sup>.
10. ensures water sensitive urban design is implemented through stormwater and drainage systems<sup>47</sup> by:
  - a. maximising infiltration and opportunities for capture, treatment and reuse of water for use to minimise runoff 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. not worsening drainage conditions outside the development site, and
  - f. minimising whole of life-cycle costs of infrastructure and provide for safe and efficient maintenance.
11. ensures landscape works are undertaken to an appropriate standard to ensure sustainable, functional, attractive, safe and well-integrated landscape design<sup>48</sup>.
12. either avoids impacts on significant vegetation<sup>49</sup>, or minimises and mitigates impacts after demonstrating avoidance is not reasonably possible<sup>50</sup>, and:
  - a. replaces with advanced stock of a suitable tree species<sup>51</sup>, or
  - b. provides an offset if the development results in significant residual impact on a prescribed environmental matter<sup>52</sup>.

<sup>44</sup> For guidance, refer to the mapping and requirements set out in the Brisbane City Plan 2014 Potential and actual acid sulfate soils overlay code and Filling and excavation code

<sup>45</sup> For guidance, development should consider and demonstrate consistency with the Roma Street Parkland Site Management Plan in place for management of contamination containment cells located within Parkland and under Parkland Boulevard and the entrance to College Close Car Park.

<sup>46</sup> Archaeological artefact discoveries are required to be reported in accordance with the Queensland Heritage Act 1992. In some instances, an archaeological management plan may be required which should be prepared in accordance with the Department of Environment and Science guideline 'Archaeological Investigations'.

<sup>47</sup> For guidance, refer to the requirements set out in the Brisbane City Plan 2014 Stormwater code

<sup>48</sup> For guidance, refer to the requirements set out in the Brisbane City Plan 2014 Landscape work code

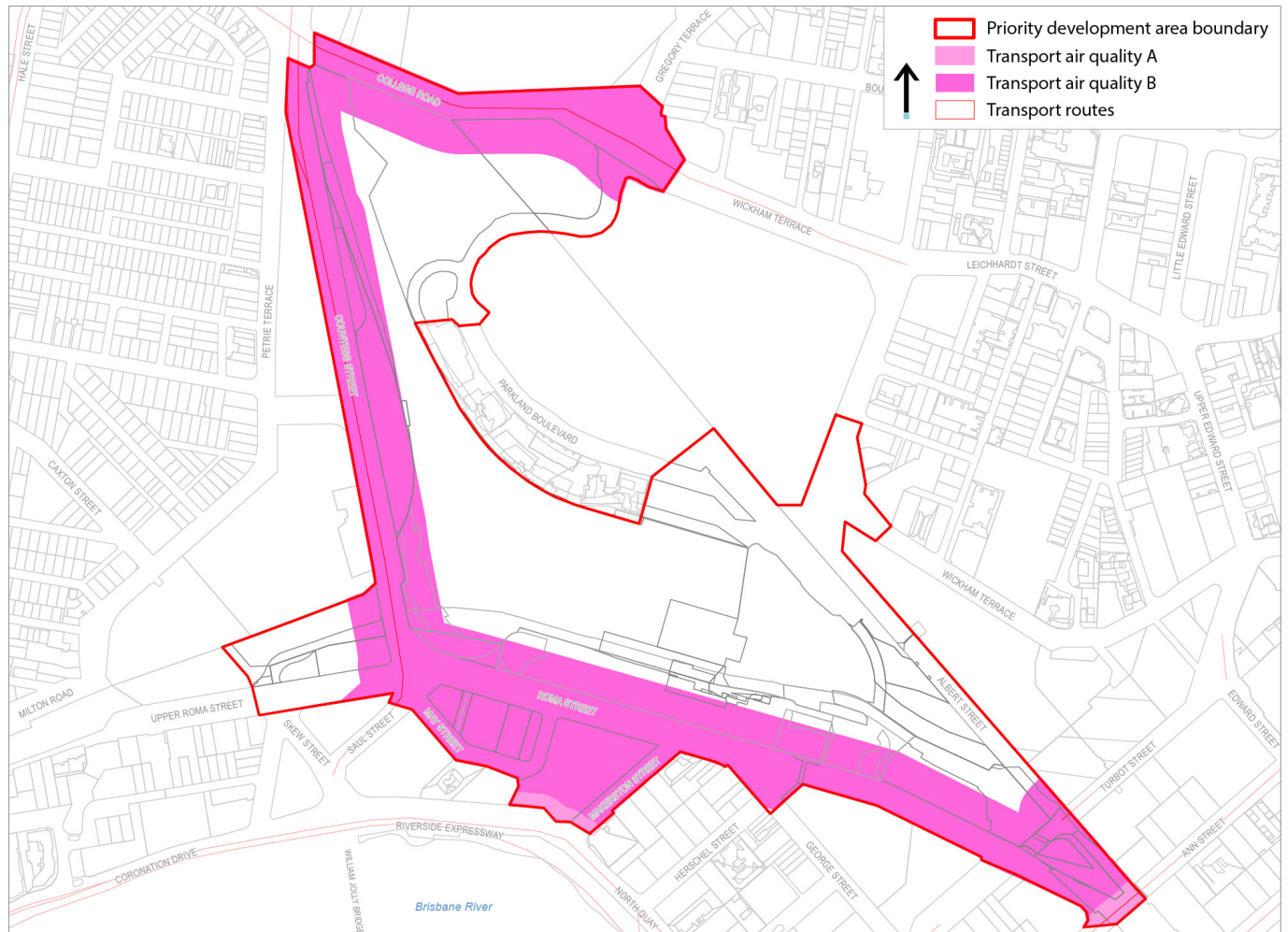
<sup>49</sup> For guidance refer to the Economic Development (Vegetation Management) By-law 2013.

<sup>50</sup> Consideration should be given to circumstances where the removal of significant vegetation is necessary for public safety.

<sup>51</sup> Suitable tree species are set out within SC6.24 Planting species planning scheme policy of the Brisbane City Plan 2014.

<sup>52</sup> Refer to the Department of Environment and Science environmental offsets framework available at [www.ehp.qld.gov.au](http://www.ehp.qld.gov.au)

Map 8: Roma Street CRR PDA transport (road) air quality



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



## 2.6 Precinct provisions

Precinct provisions provide direction on development outcomes sought within the PDA.

Where in doubt, if a development application includes land over two or more precincts, the Precinct provisions of the substantive area should prevail, having regard to the intent of any other relevant precinct. The PDA is made up of three precincts, each having its own precinct intents, preferred land uses and sub-areas.

The three precincts are:

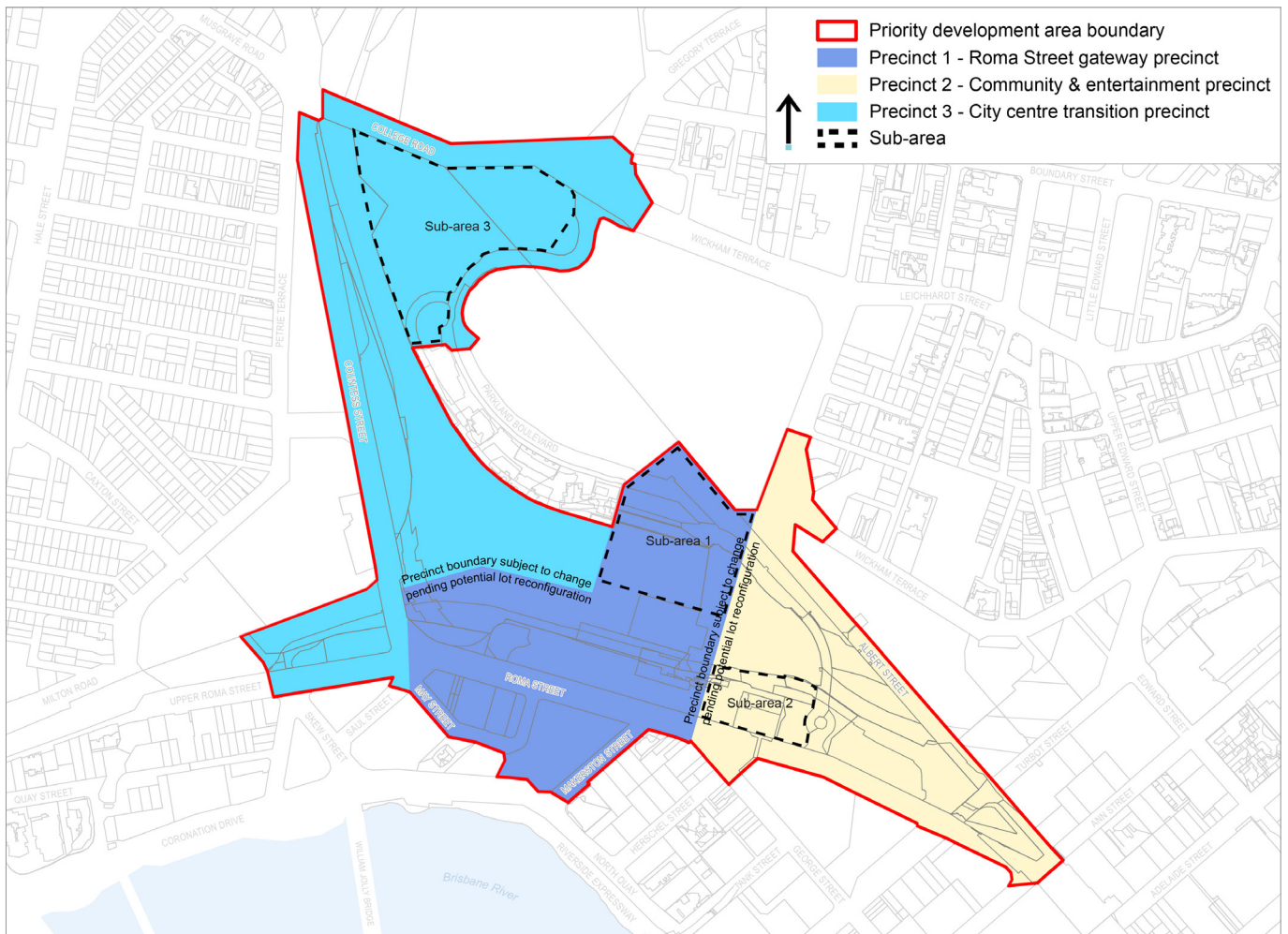
Precinct 1: Roma Street gateway precinct

Precinct 2: Community and entertainment precinct

Precinct 3: City centre transition precinct

Precincts and sub-areas are shown on Map 9 Roma Street CRR PDA precinct boundaries.

Map 9: Roma Street CRR PDA precinct boundaries



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



## 2.6.1 Precinct 1: Roma Street gateway precinct

### Precinct intent

The Roma Street gateway precinct is a highly urbanised environment that provides the greatest concentration of activity in the Roma Street CRR PDA through a mix of uses that strengthen the economic role of the capital city centre.

The precinct is focused around a major transit interchange that forms a significant city centre gateway for large numbers of people, including tourists, throughout the day and night and to access surrounding destinations such as Suncorp Stadium and Roma Street Parkland. The precinct is anchored by the Roma Street Railway Station heritage place where development and public realm sensitively interfaces with this heritage place to enable greater public access, interpretation and appreciation of this important heritage landmark.

Development interfacing with Roma Street will break down large land holdings and street blocks by:

- creating a more permeable ground level
- avoiding the creation of large development walls through the use of variation in street building facades, tower setbacks and separation, and
- incorporating breaks between buildings including for pedestrian laneways and view corridors.

Development in sub-area 1 is designed to transition down and respect interfaces to the Roma Street Parkland and Parkland Residences.

Figure 6: Roma Street CRR Station and public plaza (artist impression of reference design)



*Image credit: Cross River Rail Delivery Authority*

## Preferred land use

Development provides for a diverse mix of land uses that support the city centre’s primary business and administrative functions along with other complementary uses. Preferred land uses for Precinct 1: Roma Street gateway precinct are identified in Table 3.

**Table 3: Preferred land uses**

Preferred uses	
Bar	Residential care facility
Centre activities (activity group)	Retirement facility
Hotel where not in sub-area 1 <sup>53</sup>	Rooming accommodation
Market	Showroom (up to 1,500m <sup>2</sup> in gross floor area and where integrated into a multistorey development)
Medium impact industry (where a micro-brewery or distillery producing less than 200 tonnes per annum)	Telecommunication facility
Multiple dwelling	Utility installation
Night club entertainment facility where not in sub-area 1	
Park (including ancillary maintenance, administrative and other supporting uses for Roma Street Parkland)	

## Connectivity, access and public realm

Development within the Roma Street gateway precinct will:

1. provide a public plaza between Roma Street and the Roma Street Railway Station heritage place linking directly to all public transit stations. The public plaza may be delivered in stages, with a plaza opportunity area subject to the relocation or modification of the Inner Northern Busway.
2. accommodate pedestrians, cyclists and people using other personal mobility devices moving to and from major community destinations like Suncorp Stadium, Roma Street Parkland and a potential major sport, recreation and entertainment facility by providing:
  - a. safe and convenient connections that:
    - i. follow desire lines
    - ii. are of ample unobstructed width to cater and appropriately manage peak volumes of different active transport modes, and
    - iii. integrate with the surrounding active transport networks.
  - b. improved pedestrian crossings where new or modified key intersections are proposed
  - c. broad footpaths, along the northern side of Roma Street (that seamlessly extend into private property) that achieve a minimum width of 6 metres, and
  - d. a comfortable and safe public realm that includes frequent street trees and shelter for pedestrians.
3. provide a permeable environment with a range of new publicly accessible connections that break down large street blocks and sites throughout the precinct which could include arcades, pedestrian laneways, shared zones and community congregation areas that:
  - a. facilitate direct, convenient, comfortable and safe access through developments and destinations
  - b. have a visible presence on Roma Street and other public spaces with clear entries and sightlines 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 and robust materials
  - e. addresses any significant grade changes within and adjacent to the site, and

<sup>53</sup> For guidance, refer to the defined activity groups in the Brisbane City Plan 2014, Schedule 1 Definitions, Table SC1.1.2.B – Defined Activity groups.

- f. provides opportunities for the flexible use of spaces by the community for activities such as markets and small scale events.
4. integrate with public passenger transport facilities and public spaces.
5. provides a safe and functional consolidated access and intersection arrangement to Roma Street, that mitigates unreasonable impacts on the surrounding road and active transport network<sup>54</sup>.
6. provide for new connections for pedestrian access and movement that links Roma Street to Roma Street Parkland and the adjoining precincts within the Roma Street CRR PDA that:
  - a. manage grade changes to ensure pedestrian comfort and facilitate pedestrian flow, and
  - b. enhances wayfinding and legibility between Roma Street and the Roma Street Parkland.
7. connect with public transit interchanges and facilities, and manage electromagnetic, noise and visual impacts where located within 100m of the existing substation on land 40 Makerston Street, Brisbane City, described as Lot 1 on RP82185.
8. where within sub-area 1, development:
  - a. minimises vehicular access crossovers to Parkland Boulevard through the use of integrated and consolidated points of vehicular access
  - b. development celebrates and protects the culturally significant Ficus tree located along Celebration Vista, and
  - c. maintains 24 hours / 7 days per week public access between Roma Street Railway Station and the Roma Street Parkland at all times.

#### **Built form (refer to Table 4 building parameters – Roma Street gateway precinct for further guidance)**

Development within the Roma Street gateway precinct will provide:

1. façade treatments for any street building that are designed to:
  - a. address and activate the street and any adjacent publicly accessible space with a high level of permeability, landscaping, shade and shelter (including awnings and shade structures)
  - b. present an attractive streetscape and high quality street edge
  - c. create a smooth transition from indoors to outdoors, and
  - d. respond to the subtropical climate by opening up to the elements while providing shade and comfort.
2. a height and façade length for any street building that:
  - a. creates a human-scaled environment at street level
  - b. contributes to the vibrancy of the street
  - c. avoids large extents of unbroken building walls through fine-grained design and/or articulation while protecting key view corridors and respecting view opportunity areas, and
  - d. ensures an open and permeable environment for pedestrian movement throughout the precinct and beyond.
3. tower floor plates for non-residential uses such as offices that:
  - a. accommodate the scale and functional requirements of a capital city centre, and
  - b. manage visual and amenity impacts through tower separation, setbacks, protecting key view corridors and vistas to enhance the streetscape and skyline.
4. vertical and horizontal variations in tower forms that create visual interest and articulation.

<sup>54</sup> Applicants should undertake a traffic impact assessment in support of a consolidated access and intersection arrangement to Roma Street. This assessment should address:

- the impact of the proposed mix of uses for all stages of development;
- the associated travel behaviour assumptions;
- the achievement of a safe and functional access and intersection arrangement; and
- the impact on the surrounding road network accounting for modelled long term traffic conditions.



Figure 7: Barangaroo, Sydney



Image credit: Ethos Urban

Note: Figure 7 illustrates examples of pedestrian laneway design and activation, including landscaping and urban elements and furniture that allow for the ease of pedestrian movement as well as places to rest and relax. Demonstrates variations in street building interfaces and separation of towers, whilst also managing level changes.



Figure 8: One One One Eagle Street and Riverside Centre



*Image credit: Cross River Rail Delivery Authority*

*Note: Figure 8 demonstrates variations in tower and street building form, including use of inverse street buildings that provides positive visual and amenity outcomes through tower separation and setbacks, enabling vistas / view-lines, and incorporation of publicly accessible spaces, permeability through the site, and landscaping elements.*



Development within sub-area 1 of the Roma Street gateway precinct will provide:

1. appropriate separation and building height transition between the potential major sport, recreation and entertainment facility and the Parkland Residence buildings, to complement the existing open space and built form character in these adjoining areas, and to respect the visual setting of the Roma Street Railway Station heritage place.
2. a publicly accessible, vertical transport link connecting the temporary coach terminal level to Wickham Terrace, incorporated into a tower development north of Parkland Boulevard.

Figure 9: Lucent, 11 Longland Street, Newstead



*Image credit: Christopher Frederick Jones*

*Note: Figure 9 illustrates a development by Cavcorp that demonstrates sensitive public realm interfaces through the use of street building design and landscaping treatments, shelter and comfort for pedestrians, and the careful consideration, treatment and design of building services.*

**Table 4: Building parameters – Roma Street gateway precinct<sup>55</sup>**

Where a Street building	
Building height	<p>Maximum 20m above:</p> <ul style="list-style-type: none"> <li>i. ground level, or</li> <li>ii. rail or busway platform level where development is over state transport infrastructure.</li> </ul>
Primary street frontage setback	<p>Buildings provide a minimum front setback of:</p> <ul style="list-style-type: none"> <li>i. 3m where fronting the northern side of Roma Street, or</li> <li>ii. 0m fronting the southern side of Roma Street or any other street.</li> </ul>
Façade articulation	<p>Development of the ground storey provides:</p> <ul style="list-style-type: none"> <li>i. an average of at least one tenancy or one pedestrian entry / exit per 15m of building frontage, and</li> <li>ii. clear glazing for a minimum of 50% of building frontage (which is visually permeable and not comprised of advertising / supergraphics or other window attached treatments that limit visibility into the space).</li> </ul> <p>Where above ground storey:</p> <ul style="list-style-type: none"> <li>i. development ensures that the length of a uniform treatment of an elevation above ground level without substantial articulation is no more than 30m.</li> </ul> <p><i>Note – Substantial articulation is a full break of 6m or a change in building line of 2m plus or minus for a length not less than 5m</i></p>
Where a Tower	
Building height	<ul style="list-style-type: none"> <li>i. where not within sub-area 1, no maximum building height is prescribed<sup>56</sup></li> <li>ii. where within sub-area 1, <ul style="list-style-type: none"> <li>a. a maximum building height of 15 storeys, where located north of Parkland Boulevard</li> <li>b. elsewhere, a maximum average building height of 30 storeys.</li> </ul> </li> </ul>
Tower separation	Minimum of 10m
Façade articulation	<p>Development ensures that the length of a uniform treatment of a tower elevation without variation, substantial articulation or openings, is no more than 30m.</p> <p><i>Note – Substantial articulation is a full break of 6m or a change in building line of 2m plus or minus for a length not less than 5m</i></p>
Tower floor plate	<ul style="list-style-type: none"> <li>i. Where for a residential tower, a maximum allowable floor plate of 1,200m<sup>2</sup></li> <li>ii. Non-residential tower floor plates will be determined having regard to site context.</li> </ul>

<sup>55</sup> Refer to the EDQ guidelines and practice notes available on EDQ’s website for additional guidance.

<sup>56</sup> Development height and high-rise construction may be subject to restrictions in accordance with the Airports (Protection of Airspace) Regulations 1996.

Minimum front setback	Minimum side setback	Minimum rear setback
3m	5m or, 8m for residential components if the windows of habitable rooms are oriented towards that boundary	5m, or 8m for residential components
<b>Where a multiple dwelling</b>		
Communal open space	Development provides universally accessible communal open space as follows: <ol style="list-style-type: none"> <li>i. that is a minimum of:               <ol style="list-style-type: none"> <li>a. 80% of the site area or 15% of the multiple residential gross floor area, whichever is greater, and</li> <li>b. 60m<sup>2</sup> in area and a minimum dimension of 6m.</li> </ol> </li> <li>ii. as a mix of ground level, vertically integrated or roof top settings.</li> </ol> Communal open space excludes driveways, storage or turning areas.	
Private open space	Development provides all dwellings with private open space that: <ol style="list-style-type: none"> <li>i. is not located at the ground storey</li> <li>ii. is a minimum area of               <ol style="list-style-type: none"> <li>a. 9m<sup>2</sup> for a one-bedroom dwelling, or</li> <li>b. 12m<sup>2</sup> for a two or more bedroom dwelling, and</li> </ol> </li> <li>iii. has a minimum dimension of 3m.</li> </ol>	
<b>Where for non-residential development</b>		
Communal open space	Development provides universally accessible communal open space that is a minimum of: <ol style="list-style-type: none"> <li>i. 10% of the site area, and</li> <li>ii. 60m<sup>2</sup> in area and a minimum dimension of 6m.</li> </ol>	



## 2.6.2 Precinct 2: Community and entertainment precinct

### Precinct intent

The community and entertainment precinct is a vibrant, integrated community and entertainment hub established above existing major transport infrastructure (railway and busway) and open spaces between Albert Street, Roma Street and the Roma Street Railway Station platforms.

The precinct forms a major community destination by:

- continuing the Albert Street ‘green spine’ linking King George Square with Roma Street Parkland, Wickham Park and Emma Miller Place
- maintaining and enhancing the Albert Street to Roma Street Parkland gateway link
- ensuring Emma Miller Place continues as an important meeting, gathering and recreating space for the community
- supporting active transport functionality, and
- enhancing the community’s enjoyment of public spaces.

A major sport, recreation and entertainment facility could anchor the precinct with supporting cultural, recreation, community, food and beverage and tourist facilities. This substantial community facility, built over rail and open space areas, provides a net increase in publicly accessible open space within the precinct.

Opportunities for city centre uses such as offices and other centre activities are supported in sub-area 2. Residential uses are not listed as preferred land uses within sub-area 2, however may be considered as an appropriate city centre use based on merit and where compliance with PDA-wide criteria 2.5.7.2 is demonstrated.

### Preferred land use

Development provides for a range of community and entertainment focussed uses that build upon the proximity to significant public transit infrastructure and preserve the cultural qualities and significance of Emma Miller Place.

Preferred land uses are identified in Table 5.

**Table 5: Preferred land uses**

Preferred uses	
Bar	Medium impact industry (where a micro-brewery or distillery producing less than 200 tonnes per annum, where located within sub-area 2)
Centre activities (activity group) where located within sub-area 2	Night club entertainment facility
Community Use	Park
Food and Drink outlet	Parking Station (where integrated with a major sport recreation and entertainment facility)
Function Facility	Shop
Hotel where located within sub-area 2	Telecommunication facility
Indoor sport and recreation	Utility installation
Market	
Major sport, recreation and entertainment facility	

## Connectivity, access and public realm

Development within the community and entertainment precinct:

1. ensures any new community forecourt and public realm, which includes the plaza opportunity area, is designed to celebrate and respect the cultural qualities and significance of Emma Miller Place including any memorials, artwork and its function as a place of community gathering.
2. delivers a highly walkable, safe and comfortable street and public realm environment that successfully manages high levels of pedestrian and cyclist activity within and moving through the precinct (including minimising potential for pedestrian and cyclist conflict) in event and non-event situations.
3. transforms Albert Street into a green spine linking:
  - a. Roma Street Parkland to Wickham Park, and
  - b. Emma Miller Place and King George Square through a pedestrian focused key intersection gateway into the Roma Street CRR PDA.
4. allows for an active transport link between the Brisbane Magistrates Courts to Albert Street over Roma Street and Emma Miller Place.
5. facilitates a cyclist route along Roma Street, east of and connecting with Herschel Street.
6. where for a major sport, recreation and entertainment facility, is designed and sited to maintain pedestrian and cyclist safety and amenity within an inner-city location, through appropriate augmentation of transport infrastructure during pre and post events, including consideration of a ‘potential alternative cycle connection for arena events’.

Figure 10: Emma Miller Place



Image credit: Cross River Rail Delivery Authority

Note: Emma Miller Place contains hard and soft landscaping treatments to support its function as a community gathering place and recreational space. Significant public art has also been incorporated into the park.



## Built form

Development of a major sport, recreation and entertainment facility:

1. is the centerpiece of an integrated community and entertainment hub forming an iconic, high quality subtropical design and city defining building and associated structures.
2. creates an attractive and human scale interface with Roma Street and Albert Street with generous landscaping balanced with the needs of crowd management, comfort and safety.
3. provides a net increase in the area of shaded tree cover and publicly accessible green open space for the precinct.
4. manages the impacts on the amenity of existing sensitive land uses adjacent to the precinct through noise and lighting management, including consideration of loading bays and accesses for heavy vehicles.
5. provides ground storey activation and passive surveillance to Roma Street either side of Parkland Boulevard intersection.
6. enhances pedestrian activity and interaction with the ground level public realm and street environment
7. provides for a single integrated parking station that:
  - a. is visually unobtrusive and sleeved with design features and active uses where directly interfacing with Roma Street or public spaces
  - b. does not create additional vehicular crossovers to Roma Street, with access focused to the Parkland Boulevard consolidated access points, and
  - c. avoids long blank walls and includes building facade details that extend to disguise parking levels where above ground level.

Figure 11: Potential major sport, recreation and entertainment facility – concept image



Image credit: Cross River Rail Delivery Authority & Archipelago / Woods Bagot

Development within sub-area 2 will provide:

1. city centre uses such as offices and other centre activities that complement the community and entertainment significance of the precinct within the context of the overall city centre character.
2. built form outcomes consistent with those expressed for the Roma Street gateway precinct<sup>57</sup>.
3. wide, uninterrupted footpaths, along the northern side of Roma Street that cater for pedestrian demand and provide connectivity to King George Square. Footpath width along the northern side of Roma Street will be determined having regard to the interface of a potential major sport, recreation and entertainment facility.
4. vehicular, loading and servicing access that is limited to the consolidated vehicle access on Parkland Boulevard through integrated basement parking servicing multiple buildings.

### 2.6.3 Precinct 3: City centre transition precinct

#### Precinct intent

The city centre transition precinct creates a sensitive interface with the Roma Street Parkland, Parkland Residences and surrounding areas in Spring Hill and Petrie Terrace.

Development is of a lower scale and intensity than the Roma Street gateway precinct, with building height tapering to Roma Street Parkland and the adjoining communities of Petrie Terrace, Spring Hill and the Parkland Residences. Other sensitive interfaces including the Victoria Barracks Commonwealth Heritage Site and major transport and services infrastructure must also be addressed.

The precinct includes state transport corridors, namely railway and busway corridors. Development must not compromise the role and function of these public passenger transport networks. The precinct facilitates major connections from the city centre to the northern and western suburbs including the active transport links of the Normanby Bikeway, Roma Street to Suncorp Stadium via the Barracks and Caxton Street.

#### Preferred land use

Development provides for a range of centre activities, residential, community and education uses to support the city centre function of the PDA whilst complementing the character of surrounding areas.

Preferred land uses are identified in Table 6.

**Table 6: Preferred land uses**

Preferred uses	
Bar	Park (including ancillary maintenance, administrative and other supporting uses associated with Roma Street Parkland)
Centre activities (activity group)	
Garden Centre (where integrated into the ground floor or undercroft of a multistorey development)	Research and technology industry (where integrated into a multistorey development)
Hotel where not in sub-area 3	Residential care facility
Market	Retirement facility
Multiple dwelling	Rooming accommodation
	Telecommunication facility
	Utility installation

<sup>57</sup> Refer to section 2.6.1.



## Connectivity, access and public realm

Development within the city centre transition precinct:

1. ensures the retention of all publicly accessible green space for the enjoyment of the community.
2. protects and enhances the Normanby Bikeway link to Parkland Boulevard, establishing an adjacent pedestrian pathway to facilitate greater separation of pedestrian and cyclists within the PDA.
3. allows for a future connection from Roma Street Parkland to the Victoria Barracks that extends over Countess Street, busway and railway infrastructure.
4. provides for pedestrian and cyclist access and movement with connectivity that links to the Roma Street Parkland, Roma Street Railway Station and associated multi-modal transport interchange.
5. is designed to celebrate and respect the cultural qualities and significance of Roma Street Parkland including memorials, artwork and features within the parkland.
6. ensures any modification to the key intersection of Parkland Boulevard, College Road, Wickham Terrace and Gregory Terrace addresses its significant gateway function to the Roma Street Parkland and maintains Memorial Corner as a significant parkland feature.
7. where within sub-area 3, development minimises vehicular crossovers to Parkland Boulevard through the use of integrated points of vehicular access.

## Built form (refer to Table 7 building parameters – City centre transition precinct for further guidance)

Development within the city centre transition precinct:

1. transitions in scale and building height to define the edge of the city centre and complement the intended built form<sup>58</sup> in surrounding areas outside of the PDA by including:
  - a. street buildings with medium rise towers along frontages to Roma Street and Countess Street, and
  - b. campus style medium rise towers throughout the remainder of the precinct.
2. includes façade treatments that are designed to:
  - a. address and activate Roma Street and Countess Street with a high level of permeability, landscaping, shade and shelter (including awnings and shade structures along the street interface).
3. provides for a height and façade length that:
  - a. creates a human-scaled environment and activity at street level and ground level of adjoining publicly access spaces
  - b. avoids large extents of unbroken building walls through articulation while maintaining key view corridors, and
  - c. ensures an open and permeable environment for pedestrian movement throughout the precinct and beyond.
4. provides for vertical and horizontal variations in tower forms and the upper elements of buildings that create visual interest and articulation.

<sup>58</sup> Refer to the Brisbane City Plan 2014 City West neighbourhood plan and Spring Hill neighbourhood plan.

Development within sub-area 3:

1. provides a building height that is:
  - a. consistent with existing building heights for the Parkland Residences buildings along Parkland Boulevard, and
  - b. transitions to be consistent with intended building heights along College Road in Spring Hill.
2. minimises overshadowing of Roma Street Parkland grassed areas, ensuring 4-hour minimum solar access is achieved in winter months, to allow for continued growth of plants and turf.
3. provides for building setbacks, uses and design features that complement Roma Street Parkland setting including landscaped spaces on ground level areas, roofs, balconies, terraces, and edges of buildings and provides passive surveillance.
4. protects the ongoing function of the existing high pressure trunk water main infrastructure that traverses through the precinct.
5. ensures vehicular and services access is maintained to major state infrastructure including the rail corridor and Roma Street Parkland.

Figure 12: SW1, South Brisbane



*Image credit: Christopher Frederick Jones*

*Note: Figure 12 illustrates a development designed by Cox Architecture that creates a permeable human-scaled environment, with shelter and activation at street level; landscaping, articulation and variation in building facades and roof projections, adding interest and variation.*

**Table 7: Building parameters – City centre transition precinct<sup>59</sup>**

Where a Street building		
Building height		Maximum 20m above: <ul style="list-style-type: none"> <li>i. ground level; or</li> <li>ii. rail or busway platform level where development is over state transport infrastructure<sup>60</sup>.</li> </ul>
Front setback where not fronting College Road or Parkland Boulevard		0m
Where a Tower		
Building height		Where within sub-area 3, a maximum average building height of 12 storeys.
Tower separation		Minimum of 10m.
Tower site cover / tower floor plate		<ul style="list-style-type: none"> <li>i. 50% for residential tower floorplates, up to a maximum allowable tower floor plate of 1200m<sup>2</sup>, or</li> <li>ii. 55% for non-residential tower floorplates up to a maximum allowable tower floor plate of 1,500m<sup>2</sup>.</li> </ul>
Façade articulation		<p>The length of a uniform treatment of a tower elevation without variation, substantial articulation or openings, is no more than 30m.</p> <p><i>Note – Substantial articulation is a full break of 6m or a change in building line of 2m plus or minus for a length not less than 5m</i></p>
Minimum front setback	Minimum side setback	Minimum rear setback.
3m	5m, or 8m for residential components if the windows of habitable rooms are oriented towards that boundary	8m for residential components.
Where a multiple dwelling		
Communal open space		<p>Development provides communal open space that is:</p> <ul style="list-style-type: none"> <li>i. a minimum 25% of the site area, and</li> <li>ii. a minimum area of 40m<sup>2</sup> and a minimum dimension of 4m, and</li> <li>iii. a combination of ground storey, vertically integrated or roof top settings.</li> </ul> <p>Communal open space excludes driveways, storage or turning areas.</p>

<sup>59</sup> Refer to the EDQ guidelines and practice notes available on EDQ's website for additional guidance.

<sup>60</sup> Refer to maps 6 and 7.

Private open space	<p>Development provides all dwellings with private open space that:</p> <ul style="list-style-type: none"> <li>i. is a minimum area of <ul style="list-style-type: none"> <li>a. 9m<sup>2</sup> for a one-bedroom dwelling; or</li> <li>b. 12m<sup>2</sup> for a two or more bedroom dwelling, and</li> </ul> </li> <li>ii. has a minimum dimension of 3m.</li> </ul> <p>Balconies are appropriately screened to maximise privacy between buildings and the public realm, without compromising Crime Prevention Through Environmental Design principles.</p> <p>Ground storey private open space must provide privacy but still allow overlooking of the street to promote passive surveillance.</p>
Where in sub-area 3	
Building setbacks	6m where fronting College Road or Parkland Boulevard.
Building separation	Minimum of 10m (includes all building levels).
Site cover	55%

## 2.6.4 Levels of assessment

Table 8: PDA assessable development – levels of assessment

Column 1	Column 2 - PDA assessable development	
PDA accepted development	Column 2A Permissible development	Column 2B Prohibited development
All development specified in Schedule 1	All development including PDA-associated development (as specified in Schedule 5) and Interim Uses, other than development mentioned in Column 1 and 2B.	Nil



# 3. Infrastructure plan

## 3.1 Purpose

The purpose of this infrastructure plan is to ensure that the vision is achieved through:

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

## 3.2 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 (roads, intersections, public passenger transport infrastructure, pedestrian and cycle paths)
4. parks, public realm and community facilities
5. electricity and gas
6. telecommunications, and
7. PDA-associated development (as described by Schedule 5).

Table 9 identifies key infrastructure that will be provided to enable the vision to be delivered.

## 3.3 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.

### 3.3.1 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.

### 3.3.2 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, in accordance with the relevant responsible entity's requirements and as specified in a condition of a PDA development approval. Non-trunk infrastructure will not be eligible for an infrastructure charges offset.

### 3.3.3 Other infrastructure

Other infrastructure includes BCC 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 state government, other infrastructure providers or by developers who may be required to deliver or preserve the ability to provide this infrastructure by a condition of a PDA development approval.

**Table 9: Infrastructure catalogue for the Roma Street CRR PDA**

Infrastructure network	
<p>This table includes infrastructure which is trunk infrastructure, non-trunk infrastructure and other infrastructure. As such, the inclusion of infrastructure in Table 9 does not in itself make it eligible for an infrastructure charges offset. Further information is provided in the accompanying development charges and offset plan for the CRR PDA. The identified infrastructure in this table reflects current understanding of infrastructure needs at the time of making the development scheme.</p>	
Wastewater	
Conveyance and treatment	<p>As required to service the PDA and may include the following augmentations and / or new items:</p> <ul style="list-style-type: none"> <li>• Makerston Street sewer (new)</li> <li>• North Quay 750mm sewer (augmentation)</li> <li>• Parkland Boulevard sewer (augmentation)</li> <li>• sewer mains to support major sport, recreation and entertainment facility and Brisbane Metro</li> <li>• total water cycle management (TWCM) sustainability initiatives</li> <li>• internal sewerage conveyance, and</li> <li>• provide connections.</li> </ul>
Water supply	
Potable water	<p>As required to service the PDA and may include augmentations to:</p> <ul style="list-style-type: none"> <li>• internal water supply reticulation, and</li> <li>• provide connections.</li> </ul> <p>Protection of:</p> <ul style="list-style-type: none"> <li>• corridor along existing 910mm major water main in northern sub-precinct.</li> </ul>

<b>Stormwater</b>	
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"> <li>• detention delivered as part of potential major sport, recreation and entertainment facility</li> <li>• northern sub-area 3 detention</li> <li>• major development site detention</li> <li>• potential Roma Street improvements, and</li> <li>• internal network relief.</li> </ul> <p>Protection of and maintaining clearance to the existing 2400mm brick culvert stormwater pipes within the PDA (including under Roma Street, Makerston Street and rail corridor land).</p>
<b>Transport</b>	
Intersections and site access	<p>As required to service the PDA and may include enhancements to address intersection and site access requirements for development supported by comprehensive traffic and transport studies (undertaken by the applicant and approved by the CRRDA) to manage and mitigate impacts on local road network and state -controlled roads including pedestrian and cyclist movements. This may include works to:</p> <ul style="list-style-type: none"> <li>• Roma Street and Countess Street intersection</li> <li>• Roma Street and Skew Street intersection</li> <li>• Roma Street, Garrick Street intersection including for consolidated vehicular access</li> <li>• Roma Street and Makerston Street intersection</li> <li>• Roma Street, Herschel Street and George Street intersection delivered as part of CRR Tunnels, Stations and Development (TSD) project</li> <li>• Roma Street and Parkland Boulevard intersection</li> <li>• Roma Street and Turbot Street intersection</li> <li>• Roma Street, Albert Street and Turbot Street intersection delivered as part of potential major sport, recreation and entertainment facility or BCC’s Albert Street Green Spine project works</li> <li>• Roma Street and Ann Street intersection</li> <li>• Albert Street and Ann Street intersection</li> <li>• Albert Street and Wickham Terrace intersection delivered as part of a potential major sport, recreation and entertainment facility or BCC’s Albert Street Green Spine project works</li> <li>• College Road, Gregory Terrace, Parkland Boulevard and Wickham Terrace intersection delivered to support PDA development including access for the northern sub-precinct development or to support a major sport, recreation and entertainment facility</li> <li>• service vehicle access for the Western Services Building delivered as part of CRR TSD project</li> <li>• service vehicle access for a potential major sport, recreation and entertainment facility, and</li> <li>• service vehicle access to the Roma Street Parkland.</li> </ul>



<b>Transport</b>	
Streets and laneways	<p>As required to service the PDA and may include enhancements to the local road network and state-controlled roads (including pedestrian and cyclist movements) to manage and mitigate impacts of development as required by comprehensive traffic and transport studies for the PDA. This may include:</p> <ul style="list-style-type: none"> <li>• Roma Street – street and active transport improvements</li> <li>• George Street – street and active transport improvements</li> <li>• Garrick Street – street and active transport improvements</li> <li>• Makerston Street – street and active transport improvements</li> <li>• May Street – street and active transport improvements</li> <li>• Wickham Terrace – street and active transport improvements delivered as part of a potential major sport, recreation and entertainment facility or Albert Street Green Spine</li> <li>• Turbot Street – street and active transport improvements</li> <li>• Parkland Crescent – street improvements</li> <li>• Parkland Boulevard realignment (northern section)</li> <li>• Parkland Boulevard Cycle Street, and</li> <li>• Albert Street – lane closure, street and active transport improvements delivered as part of a potential major sport, recreation and entertainment facility or the BCC’s Albert Street Green Spine project works.</li> </ul> <p>In addition to the items listed above, all other streets in the CRR PDA may require upgrades, improvements or widening to deliver the carriageway, parking or verge width specifications for its functional design.</p>
Pedestrian and cyclist movement	<p>As required to service the PDA and may include improvements/enhancements to:</p> <ul style="list-style-type: none"> <li>• pedestrian access across Roma Street to Roma Street Station (various) delivered as part of CRR transport project works (tunnels and stations) and future development along Roma Street frontage</li> <li>• potential major active transport bridge from Roma Street to Roma Street Parkland that may be delivered as part of a potential major sport, recreation and entertainment facility or other development outcome</li> <li>• potential major active transport connection from Roma Street Station / a potential major sport, recreation and entertainment facility to the existing Palace Barracks/ Caxton Street link should this be achievable through redevelopment and Inner Northern Busway realignment works</li> <li>• Parkland Boulevard Cycle Street</li> <li>• on street cycle network allocations and markings</li> <li>• Albert Street Green Spine delivered in partnership with BCC including for a potential major sport, recreation and entertainment facility</li> <li>• pedestrian access across Wickham Terrace delivered as part of potential major sport, recreation and entertainment facility intersection works</li> </ul>

<b>Transport</b>	
Pedestrian and cyclist movement continued	<ul style="list-style-type: none"> <li>• potential major active transport bridge (across Roma Street) from Emma Miller Place to the existing Queensland Place ramp link delivered as part of a potential major sport, recreation and entertainment facility or other development outcome</li> <li>• alternative cycle connection from Emma Miller Place to Roma Street Parkland delivered as part of a potential major sport, recreation and entertainment facility</li> <li>• potential shared active transport bridge from Roma Street Parkland to Victoria Barracks that may be delivered in conjunction with a future Victoria Barracks redevelopment project</li> <li>• pedestrian laneway (cross block link) between North Quay and Roma Street</li> <li>• pedestrian laneway (cross block link) between North Quay and Garrick Street</li> <li>• pedestrian laneway (cross block link) between Roma Street and the plaza opportunity area, and</li> <li>• casual cycle parking facilities (various).</li> </ul> <p>Protection of:</p> <ul style="list-style-type: none"> <li>• northern precinct active transport corridor linking Normanby cycleway.</li> </ul>
Public passenger transport	<p>As required to service the PDA and surrounding city centre activities, including:</p> <ul style="list-style-type: none"> <li>• new Roma Street (CRR) station and tunnel delivered as part of CRR TSD project</li> <li>• new Roma Street Metro Station</li> <li>• on street bus stops, including servicing the potential major sport, recreation and entertainment facility project and CRR station project, and</li> <li>• taxi and ride-share drop off areas, including servicing the potential major sport, recreation and entertainment facility project and CRR station project.</li> </ul> <p>Protection of the functions of the following infrastructure:</p> <ul style="list-style-type: none"> <li>• Coach Terminal</li> <li>• Inner Northern Busway corridor</li> <li>• CRR tunnel corridor</li> <li>• rail transport infrastructure</li> <li>• other rail infrastructure</li> <li>• Roma Street public passenger transport interchange (rail, bus)</li> <li>• private/chartered coach bus set down</li> <li>• bus layby facilities</li> <li>• taxi rank, and</li> <li>• passenger loading zone for rideshare and private vehicles.</li> </ul>

<b>Parks, public realm and community facilities</b>	
Parks, plazas and public realm	<p>Provide public realm infrastructure consistent with the vision of the PDA, including:</p> <ul style="list-style-type: none"> <li>• Roma Street Station Arrival Plaza delivered as part of the CRR TSD project</li> <li>• expanded Roma Street Station Plaza (opportunity area) subject to constraints resolution</li> <li>• Herschel Street pocket park delivered as part of the CRR TSD project</li> <li>• streetscape improvements on Roma Street delivered as part of the CRR TSD project</li> <li>• streetscape improvements on Roma Street delivered as part of subsequent development including the potential major sport, recreation and entertainment facility</li> <li>• a substantial arena forecourt and activated landscaped plaza delivered as part of the potential major sport, recreation and entertainment facility, that may include an outdoor grassed area and stage(or similar) to support community assembly</li> <li>• enhancements to Emma Miller Place as part of the potential major sport, recreation and entertainment facility or through future embellishment</li> <li>• streetscape improvements on Albert Street delivered as part of BCC's Green Spine project works and the potential major sport, recreation and entertainment facility</li> <li>• convenient and safe pedestrian accessways throughout the CRR PDA</li> <li>• landscaping and streetscape works</li> <li>• deep street tree and public realm mature shade tree planting</li> <li>• green infrastructure including green walls and green roofs</li> <li>• street furniture</li> <li>• signage and wayfinding</li> <li>• public art and monuments</li> <li>• services, security and lifts / escalators in locations with steep gradients, and</li> <li>• key gateway entry improvements such as signage, lighting and public art.</li> </ul>
Community facilities	<p>Provide opportunities for community, recreation and entertainment activity in the PDA, including:</p> <ul style="list-style-type: none"> <li>• delivery of a potential major sport, recreation and entertainment facility</li> <li>• potential re-purposing the Roma Street Railway Station heritage building</li> <li>• potential outdoor event space and improved community assembly area as part of BCC's Albert Street Green Spine project and modifications to Emma Miller Place as part of a potential a major sport, recreation and entertainment facility</li> <li>• delivery of multi-purpose community spaces with a gross floor area of approximately 600–800m<sup>2</sup> based on threshold of residential development, and</li> <li>• parking station, accessible to the public, meeting the needs of the community to access city centre services and destinations that may be delivered as part of the potential major sport, recreation and entertainment facility or other precinct development.</li> </ul>



<b>Infrastructure and PDA-associated development</b>	
Gas mains & infrastructure	Protection of: <ul style="list-style-type: none"> <li>• corridor containing existing MP gas line in northern precinct, and</li> <li>• existing gas regulator on the corner of Roma Street and Parkland Boulevard.</li> </ul>
<b>Electricity</b>	
Electrical network	As required to service the PDA.
<b>Telecommunications</b>	
Fibre optic cable	Protection of: <ul style="list-style-type: none"> <li>• corridor containing existing major fibre optic cable infrastructure within rail environment.</li> </ul>
<b>PDA-associated development</b>	
All infrastructure networks	Land, works, investigations, enhancements external to the PDA boundary: <ul style="list-style-type: none"> <li>• Parkland Boulevard and Parkland Crescent to enable delivery of PDA development and active transport connections, and</li> <li>• Courts precinct, to facilitate active transport connections to the PDA.</li> </ul>

### 3.4 Infrastructure charges, funding and condition

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

1. a Development Charges and Offset Plan (DCOP) is approved for the PDA, or
2. an infrastructure agreement is entered into between the applicant and the MEDQ<sup>61</sup>.

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 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 development approval.

The infrastructure identified in Table 9 will be funded from a combination of development charges and other revenue sources. State expenditure on infrastructure will be subject to consideration through normal state budgetary processes and will be part of an approved state agency capital works program.

The infrastructure identified in Table 9 reflects current understanding of infrastructure needs at the time of making the development scheme. However, further detailed infrastructure investigations will occur as development progresses. Infrastructure requirements and delivery responsibilities will be reviewed and may be amended over time to reflect the outcomes of these investigations and changing circumstances.

Infrastructure requirements established in the conditions of a PDA development approval must be delivered at the time of development occurring unless otherwise agreed with MEDQ<sup>62</sup>.

### 3.5 Infrastructure agreements

An infrastructure agreement may be negotiated and entered into with MEDQ and other relevant infrastructure providers to address the provisions and requirements of the infrastructure plan. To the extent an infrastructure agreement is inconsistent with a PDA development approval, the infrastructure agreement prevails.

### 3.6 Infrastructure standards

Infrastructure will be delivered in accordance with the standards of MEDQ, BCC, Urban Utilities, state government or relevant infrastructure providers at the time a PDA development application or an IMP<sup>63</sup> is approved.

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<sup>61</sup> The MEDQ may delegate certain functions and powers under section 169 of the Act, Development assessment powers have been delegated by the MEDQ to the Cross River Rail Delivery Authority.

<sup>62</sup> The MEDQ may delegate certain functions and powers under section 169 of the Act, Development assessment powers have been delegated by the MEDQ to the Cross River Rail Delivery Authority.

<sup>63</sup> An IMP identifies existing and future trunk infrastructure required to service ultimate development of a single development approval within a PDA.

# 4. Implementation strategy

## 4.1 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 plan.

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

The PDA supports the delivery of a new underground railway station and associated development, together with new development opportunities both above and around the new station capitalising on the transformative infrastructure by catalysing economic development and community outcomes. The station and associated public realm will transform the way people access, use and experience this part of the city centre, and nearby major destinations, generating significant pedestrian activity throughout the day and night.

## 4.2 Implementation objectives and actions

### 4.2.1 Public realm guideline

#### Objective

Prepare a design guideline for delivery of public realm works within the PDA to create a network of quality streets and public places, consistent with the PDA's function as a significant arrival point to the city centre. The public realm of the PDA will cater for thousands of commuters, residents, and visitors creating diverse and engaging experiences that balance significant pedestrian activity, cyclists, street-level uses, landscaping works and pedestrian comfort and shelter.

#### Actions

- The CRRDA works together with BCC, Queensland Rail (QR) and other relevant state agencies, to develop a Roma Street CRR PDA public realm planning and design guideline. This guideline will identify preferred design outcomes, treatments and standards for public realm works, and streetscape improvements for Roma Street boulevard, Albert Street Green Spine, Roma Street plaza opportunity area and key gateway intersections to support the development scheme and guide future development in the PDA.
- The guideline will support a consistently high-quality public realm outcome for these important public spaces and address functionality for public and active transport users through the consideration of urban design, landscaping, placemaking, services and transport outcomes.
- The CRRDA, Department of Transport and Main Roads (TMR) (inc. Translink), QR and BCC work together to investigate active transport and public passenger transport service integration opportunities within the public realm surrounding the new underground station and ensure new development opportunities appropriately respond to the existing transport environment context.
- The CRRDA, BCC, Department of Energy and Public Works, Department of Resources, TMR and QR work together to determine the optimal tenure arrangement for public realm within the PDA taking into account access and place management requirements.



## 4.2.2 Urban design and city centre interface

### Objective

Ensure that the station and PDA development integrate seamlessly with its surrounding city centre or city fringe environments in a way that is accessible, rich in activity and demonstrates high quality subtropical design.

### Actions

- Utilise an urban design review panel<sup>64</sup> to undertake detailed design review of significant development applications in the PDA, and those that require consideration of superior design outcomes, to ensure high-quality urban design and promotion of design excellence.
- Operate and update the DNA digital model, including detailed representations of existing and approved built form. In consultation with applicants, the assessment manager may request the provision of a 3D model in a specified compatible format, to assist in the assessment and communication of development in the PDA.

## 4.2.3 Sustainability and innovation

### Objective

Promote opportunities to deliver ecologically sustainable and innovative outcomes through the design, construction, and operation of development in the PDA.

### Actions

- The CRRDA to consult with utility providers and the development industry to facilitate the delivery of sustainably measures within the PDA where possible, including opportunities for local recycled water management, centralised energy, district cooling and heating.
- The CRRDA engage with BCC (or other service provider responsible for the management of the parkland) and Urban Utilities, to address potential stormwater infiltration on water cycle infrastructure, including quality and management, to support more efficient water resource outcomes.
- The CRRDA, in collaboration with TMR and BCC 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) within the PDA.

## 4.2.4 Roma Street Parkland

### Objective

Where development is proposed in Precinct 1 – sub-area 1 or Precinct 3 – sub-area 3, provide for the ongoing operation and function of existing maintenance, administrative and other supporting uses associated with the Roma Street Parkland in an efficient and effective form.

Note: existing maintenance, administrative and other supporting uses include the:

- parkland administration office, amenities and parkland cafe
- security facilities
- maintenance and storage depot
- public car parking and coach parking facilities, and
- stormwater inflow, harvesting and treatment infrastructure for the parkland.

<sup>64</sup> An urban design review panel will provide guidance to the Cross River Rail Delivery Authority on design aspects of major development proposals and acceptance of superior design outcomes.

## Actions

- The CRRDA, in collaboration with state departments and BCC (or other service provider responsible for the management of the parkland), undertake an analysis of potential permanent locations for the identified Roma Street Parkland maintenance, administrative and other support facilities and uses.
- The CRRDA to collaborate with state departments, BCC (or other service provider responsible for the management of the parkland) and landowners/developers to determine design, management and tenure arrangements of the Roma Street Parkland maintenance, administrative and other supporting uses.

### 4.2.5 Major sport, recreation and entertainment facility

#### Objective

A new entertainment arena is designed and delivered to activate the Roma Street CRR PDA, providing a world class community facility that accounts for sensitive development interfaces, provides a great patron experience and a comfortable welcoming public realm for all to enjoy.

#### Actions

- The CRRDA to work together with QR, Department of Energy and Public Works, Department of Resources, and BCC to resolve existing complex tenure arrangements over major public passenger transport corridors, roads, and open space areas to enable the delivery of an entertainment arena.
- The CRRDA to work together with BCC, Department of State Development, Infrastructure, Local Government and Planning, Department of Energy and Public Works and the Department of TMR for the design and delivery of any associated Roma Street Parkland Gateway link works and the Albert Street Green Spine. Interfaces to Wickham Park and Roma Street Parkland, and opportunities for the coordination of design and delivery of any future park improvements, should be considered.
- A traffic management plan is prepared and implemented that addresses various event access scenarios including taxis / ride share / pick up and drop off areas / active transport options (including e-bikes and scooters) / coaches / and major pedestrian desire lines to public passenger transport. Priority must be given to maximise convenience for access via public and active transport including the city centre walk-up catchment.
- The CRRDA to work together with BCC, TMR and Department of Justice and Attorney General to investigate and resolve an active transport link from Roma Street to Albert Street across Emma Miller Place (and a potential alternative cycle connection for arena events in Map 3) able to be utilised by pedestrians and cyclists during events as required).
- A signage and wayfinding strategy is prepared to address the city centre walk up catchment and public passenger transport stations that enables adaptable digital notices to advise when major events are scheduled to support public passenger transport and walking to the arena.
- Emma Miller Place is a significant community gathering space and includes memorials, water features, green landscaping and artwork, with these key features to be carefully considered in any future embellishment or incorporation of the parkland into the arena forecourt / plaza area. Opportunities to address significant grade variations and better integration with the Albert Street Green Spine must be considered to create a more functional community gathering space.

#### **4.2.6 Inner Northern Busway**

##### **Objective**

Investigate the future form, function, and location of the Inner Northern Busway, to maximise integration between different transport infrastructure within the PDA and surrounding uses, improve connectivity and visual permeability within the PDA.

##### **Action**

- The CRRDA continue to work collaboratively with TMR (inc. Translink) and QR, to establish future options for the Inner Northern Busway and resolve a long-term form and function of this transport infrastructure.

#### **4.2.7 Roma Street plaza opportunity area**

##### **Objective**

Deliver a new public plaza, generally located between the Roma Street CRR station building and the Roma Street Railway Station heritage place, should the existing Inner Northern Busway be sufficiently modified and potential reorganisation of rail platforms is achievable. This plaza may act as an extension of the Roma Street CRR station plaza, providing a high quality public realm outcome, further enhancing connectivity, city centre sense of arrival, visual connection and enjoyment of the Roma Street Railway Station heritage place.

##### **Actions**

- Include a preferred design treatment for the Roma Street plaza opportunity area as part of the Roma Street public realm planning and design guideline, to deliver public realm works with a degree of consistency with the Roma Street CRR station plaza whilst also providing appropriate design outcomes that are sympathetic to the interface and character of the Roma Street Railway Station heritage place.
- The CRRDA work collaboratively with Department of Environment and Science, BCC, QR and TMR to determine the spatial extent of the plaza opportunity area and appropriate interfaces and respect for the Roma Street Railway Station heritage place is achieved, the space is activated throughout the day and night, and it is easily accessible for the public including direct connectivity to public and active transport infrastructure.
- The CRRDA, Department of Environment and Science, TMR, and QR work together to determine the optimal tenure and funding arrangement for the Roma Street plaza opportunity area, taking into account access and place management requirements.

#### **4.2.8 Local community facility (multi-purpose community space)**

##### **Objective**

Determine a suitable location for a new multi-purpose community facility including community meeting rooms, catering for residents in the PDA and the nearby local catchment, that provides for community needs in accordance with relevant operational requirements.

##### **Actions**

- The CRRDA, BCC, Department of Tourism, Innovation and Sport and developer/s work together to determine the optimal location, design, ownership, funding and tenure arrangement for a local community facility 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, to the south or east of the existing Parkland residences.
- The CRRDA ensures development within the PDA commits to the delivery of a suitable facility, based on a fit-for-purpose community needs analysis submitted with any development application that will deliver residential development, such that the cumulative residential development in the PDA will exceed 1000 dwellings.
- Commitment to delivery of the community facility may be demonstrated through a contract with the CRRDA and / or another relevant government entity or non-profit provider, such as through a development agreement, infrastructure agreement or the like.

## 4.2.9 Major transport connections

### Objective

Deliver a range of major transport connections, including as indicated on Map 3: Structural elements plan, which improve pedestrian and cyclist connectivity within the PDA, and resolve access arrangements for Parkland Boulevard / Parkland Crescent, that address accessibility requirements for development within the PDA and to better connect the PDA to surrounding key destinations including, Roma Street Parkland, Kurilpa Bridge, the Bicentennial Bikeway, Victoria Barracks, Spring Hill and King George Square.

### Actions

- The CRRDA to collaborate with BCC and state departments to investigate the timing, funding, ownership and management arrangements for major active transport connections.
- The CRRDA collaborate with BCC, relevant asset owners and landowners to determine elements such as structural design, landing arrangements, design treatments and interfaces including integration with existing major active transport connections.
- The CRRDA work together with BCC and TMR to develop accessibility, wayfinding and design treatment strategies for each major active transport connection to deliver visually appealing and integrated connections within the overall PDA, including on street cycle access where appropriate, and to surrounding access networks in consultation with TMR and BCC.
- The CRRDA to collaborate with BCC and state departments to deliver a Cycle Street<sup>65</sup> treatment to Parkland Boulevard<sup>66</sup>, along the area nominated as a major active transport connection in Map 3 – Structural elements plan, to better facilitate a mixed traffic environment that encourages use by cyclists.
- The CRRDA to collaborate with BCC, state departments and landowners to resolve the design, management and tenure arrangements of the Parkland Boulevard and Parkland Crescent<sup>67</sup> (including intersections).
- The CRRDA work with BCC and TMR to investigate how to provide the principal cycle route west of Herschel Street with options to consider including Roma Street (preferred should road corridor allocation and interface constraints enable this) or alternative options (for instance North Quay / future pedestrian laneway / May Street) to be considered.

## 4.2.10 Long-term planning for the Brisbane coach terminal

### Objective

Determine and secure a suitable location for a permanent coach terminal<sup>68</sup>, while maintaining the existing function of the temporary coach terminal until the permanent coach terminal is established.

### Actions

- TMR, in collaboration with government and industry stakeholders, undertake an analysis of potential permanent locations for the coach terminal and other associated infrastructure (e.g. private/chartered coach bus set down, bus layby facilities, taxi rank, passenger loading zone) to identify a preferred permanent location.
- TMR work collaboratively with relevant stakeholders to establish the design and functional requirements of the Brisbane coach terminal in its preferred location setting.
- The CRRDA, as delegated assessment manager, ensure development within the PDA protects the function of the temporary coach terminal and any permanent coach terminal, and its other associated infrastructure, should it be located within the PDA.

<sup>65</sup> For further information on a 'Cycle Street' refer to section 3.2 of Volume 1: Part 8 – Local area traffic management of the Department of Transport and Main Roads – Traffic and Road Use Management manual.

<sup>66</sup> Delivery of a Cycle Street treatment should consider and demonstrate consistency with the Roma Street Parkland Site Management Plan in place for management of contamination containment cells located within the Parkland and under Parkland Boulevard and the entrance to College Close Car Park.

<sup>67</sup> Ibid

<sup>68</sup> Refer to the Temporary Coach Terminal in Map 3.



#### 4.2.11 Parking station

##### Objective

The previous Brisbane Transit Centre incorporated a publicly accessible parking station. Where a new public parking station is proposed, it is of a smaller scale than the previous parking station provided in the Brisbane Transit Centre, having regard to the significant new public passenger transport capacity being delivered to the precinct by Cross River Rail and Brisbane Metro. This parking station can support the function of the PDA, including a potential major sport, recreation and entertainment facility, and provide for community access to the existing Roma Street Police Headquarters, Watch House, Supreme and District Courts and Brisbane Magistrates Court. As a preferred outcome, the parking station would be integrated with a potential major sport, recreation and entertainment facility.

##### Actions

- The CRRDA works collaboratively with the development industry to identify a preferred location, scale and design for a maximum of one (1) parking station that may be delivered in Precinct 1 and 2 combined.
- The parking station is not intended to exceed the maximum number of car parking spaces identified within Schedule 2 – Car parking rates guideline, with a preference to consolidate existing public parking in Precinct 2 (Albert Street to make way for Green Spine) and Precinct 3 (e.g. for Roma Street Parkland) into the new parking station.
- It is acknowledged that an interim parking station could be delivered in Precinct 1 and operate until such a time as a permanent parking station is established in Precinct 2. This could assist with the development staging and access management for Precinct 1 and Precinct 2.
- A traffic impact assessment and traffic management plan is prepared in support of any parking station proposal addressing the day to day access and operational aspects of the proposal as well as in event mode that accounts for its potential function supporting a new arena, Suncorp Stadium, and other major events held in Roma Street Parkland.

# 5. Schedules

## Schedule 1: PDA accepted development

<b>Building work</b>
Carrying out minor building work where not on a heritage place.
Carrying out building work, where for demolition of a building or other structure where not on a heritage place or within 10 metres of a heritage place.
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.
<b>Reconfiguring a lot</b>
Reconfiguring a lot involving road widening and truncations required as a condition of development approval.
<b>Material change of use</b>
Making a material change of use of premises for a park or utility installation if provided by a public sector entity.
Making a material change of use of premises for the following where in an existing building that is not on a heritage place, and involving no increase in gross floor area: <ul style="list-style-type: none"> <li>a. Caretaker’s accommodation</li> <li>b. Centre activities</li> <li>c. Home based business</li> <li>d. Market, and</li> <li>e. Rooming accommodation.</li> </ul>
<b>Operational work</b>
Carrying out operational work for filling or excavation where not on a heritage place and: <ul style="list-style-type: none"> <li>a. Not resulting in a retaining wall greater than 1 vertical metre, or</li> <li>b. Not resulting in an increase in the depth or height of the ground level or finished design level greater than 1 vertical metre.</li> </ul>
Carrying out operational work in accordance with the conditions of a PDA development approval.
Carrying out operational work that is clearing of vegetation other than significant vegetation, unless the clearing of significant vegetation is carried out by or on behalf of a public sector entity, where the works being undertaken are authorised under a state law.
Carrying out operational work for advertising devices 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>
<b>Plumbing work or drainage work</b>
Carrying out plumbing work or drainage work.
<b>All aspects of development</b>
Development consistent with an approved plan of development.
Development prescribed in Schedule 6 of the <i>Planning Regulation 2017</i> , other than Part 5 Section 28.
Development prescribed in Schedule 7 of the <i>Planning Regulation 2017</i> .
Development for the Cross River Rail project.
Development on a heritage place if an exemption certificate has been given under the <i>Queensland Heritage Act 1992</i> for the work.

## Schedule 2: Car parking rates

Column 1 Use	Column 2 Car parking rates – maximum number of spaces
Uses other than multiple dwelling, parking station, rooming accommodation and short term accommodation (which are separately identified below)	1 space per 300m <sup>2</sup> gross floor area.
<p>Multiple dwelling</p> <p><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></p>	<p>0.5 space per 1 bedroom dwelling</p> <p>1 space per 2 bedroom dwelling</p> <p>1.5 spaces per 3 bedroom dwelling</p> <p>2 spaces per 4 and above bedroom dwelling</p> <p>1 visitor space for every 20 dwelling units</p> <p>Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling.</p> <p>At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.</p>
Rooming accommodation, and Short term accommodation	0.25 spaces per room
Parking station	<p>Where integrated with a Major sport, recreation and entertainment facility in Precinct 2 – up to 550 spaces, or</p> <p>Where integrated with other development within Precinct 1 or Precinct 2, sub-area 2 – the maximum number of spaces dedicated to a parking station does not exceed the equivalent maximum number of car parking spaces achieved by the car parking rates identified above.</p>

## Schedule 3: Definitions

Unless defined below or in the ED Act, the definitions in Schedule 1 of the *Brisbane City Plan 2014* apply to all development<sup>69</sup>.

Term	Definition
<b>Brisbane City Plan 2014</b>	Means the <i>Brisbane City Council Planning Scheme 2014</i> , as amended and replaced from time to time.
<b>Average building height</b>	Means the average height of buildings within the development.
<b>Building height</b>	Means – <ol style="list-style-type: none"> <li>the vertical distance, measured in metres, between the ground level of the building and the highest point on the roof of the building, other than a point that is part of an aerial, chimney, flagpole or load-bearing antenna; or</li> <li>the number of storeys in the building above ground level.</li> </ol> <p><i>Note – building height includes the ground storey and all street building and tower storeys above ground level. Building height does not include a storey where that storey is dedicated as communal open space.</i></p>
<b>Building separation</b>	The shortest distance, measured horizontally, between the outermost projection of a building and the outermost projection of an adjoining building.
<b>City centre</b>	Means the spatial extent of the City Centre Neighbourhood Plan Area in the <i>Brisbane City Plan 2014</i> .
<b>Cross River Rail project</b>	Means the project known as the Cross River Rail project described in the Coordinator-General’s report for the Environmental Impact Statement for the project, dated December 2012, under the <i>State Development and Public Works Organisation Act 1971</i> and any Coordinator-General’s change report for the project under that Act.
<b>Future state transport corridor</b>	Is defined in Schedule 24 of the <i>Planning Regulation 2017</i> . <i>Note – Future state transport corridor includes a future railway corridor.</i>
<b>Ground level</b>	Ground level means – <ol style="list-style-type: none"> <li>the level of the natural ground; or</li> <li>if the level of the natural ground has changed, the level lawfully changed.</li> </ol>
<b>Heritage place</b>	Means places within the PDA which are identified in Schedule 4, and places outside the PDA which are entered in the Queensland Heritage Register or a local heritage register or list.
<b>Interim use</b>	Refer to section 2.2.11.
<b>Non-trunk infrastructure</b>	Refer to section 3.3.2.
<b>Other infrastructure</b>	Refer to section 3.3.3.

<sup>69</sup> Note that Schedule 1 of the *Brisbane City Plan 2014* includes use definitions, activity groups, industry thresholds and administrative terms.





Term	Definition
<b>Other rail infrastructure</b>	See Schedule 6 of the <i>Transport Infrastructure Act 1994</i> .
<b>Over station development</b>	Development that is built above a station or within the airspace above a rail corridor.
<b>Plan of development</b>	Refer to section 2.2.5.
<b>Primary street frontage</b>	The street frontage that is most commonly addressed by other buildings in the block.
<b>Public passenger transport</b>	Means the carriage of passengers by a public passenger service using a public passenger vehicle.
<b>Public passenger transport infrastructure</b>	Is defined in Schedule 1 the <i>Transport Planning and Coordination Act 1994</i> .
<b>Rail transport infrastructure</b>	See Schedule 6 of the <i>Transport Infrastructure Act 1994</i> .
<b>Sensitive land use</b>	Is defined in Schedule 24 of the <i>Planning Regulation 2017</i> .
<b>Shared zone</b>	Means a pathway that provides for shared use by pedestrian, cyclists and vehicles.
<b>Significant vegetation</b>	Means all vegetation, except that listed as pest vegetation by state or local government, that is significant in its: <ul style="list-style-type: none"> <li>a. ecological value at local, state or national levels including remnant vegetation, non juvenile koala habitat trees in bushland habitat and marine plants; or</li> <li>b. contribution to the preservation of natural landforms; or</li> <li>c. contribution to the character of the landscape<sup>70</sup> or</li> <li>d. cultural or historical value; or</li> <li>e. amenity value to the general public<sup>70</sup>.</li> </ul> <p><i>Note – vegetation may be living or dead and the term includes their root stock.</i></p>
<b>State transport corridor</b>	Is defined in Schedule 24 of the <i>Planning Regulation 2017</i> .
<b>State transport infrastructure</b>	Is defined in State Code 6: Protection of state transport networks. <p><i>Note – state transport infrastructure also includes the coach terminal (whether temporary or permanent).</i></p>
<b>State-controlled transport tunnel</b>	Is defined in Schedule 24 of the <i>Planning Regulation 2017</i> .
<b>Street building</b>	Comprises all levels of a building up to a height of 20m.
<b>Tower</b>	Comprises all levels of a building above a street building.
<b>Tower floor plate</b>	The area bounded by the outside of the external wall of a tower, including balconies but excluding projections.
<b>Tower separation</b>	The shortest distance, measured horizontally, between the outermost projection of a tower and the outermost projection of an adjoining tower.

<sup>70</sup> As part of a relevant development application, a tree survey may be required to determine what is considered significant vegetation.

Term	Definition
<b>Tower site cover</b>	Is the combined average area of the 10 largest storeys of each building (being the full area of any storey located wholly or partially above 20m above ground level) as a portion of the original site area, and is calculated as the area bounded by the outside of the external wall, including balconies but excluding projections.
<b>Transport network</b>	Is defined in State Development Assessment Provisions.
<b>Trunk infrastructure</b>	Refer to section 3.3.1.

## Schedule 4: Heritage places

Heritage place name	Address / property description	Register <sup>71</sup>	
Roma Street Railway Station	15 Countess St, Brisbane  Lot 35 on SP207219	Queensland Heritage Register (place ID 601208)  Local Heritage Register (Brisbane)	
Albert Park Air Raid Shelter south corner	Wickham Terrace, Brisbane City near intersection with Albert Street	Queensland Heritage Register (place ID 602474)  Local Heritage Register (Brisbane)	
Countess Street Rail Bridge Abutments	Countess Street Road reserve	Local Heritage Register (Brisbane)	

<sup>71</sup> Details of the places on the State Heritage Register, including boundaries and cultural heritage significance, are available on DES's website.

## Schedule 5: PDA-associated development

Description of PDA-associated development

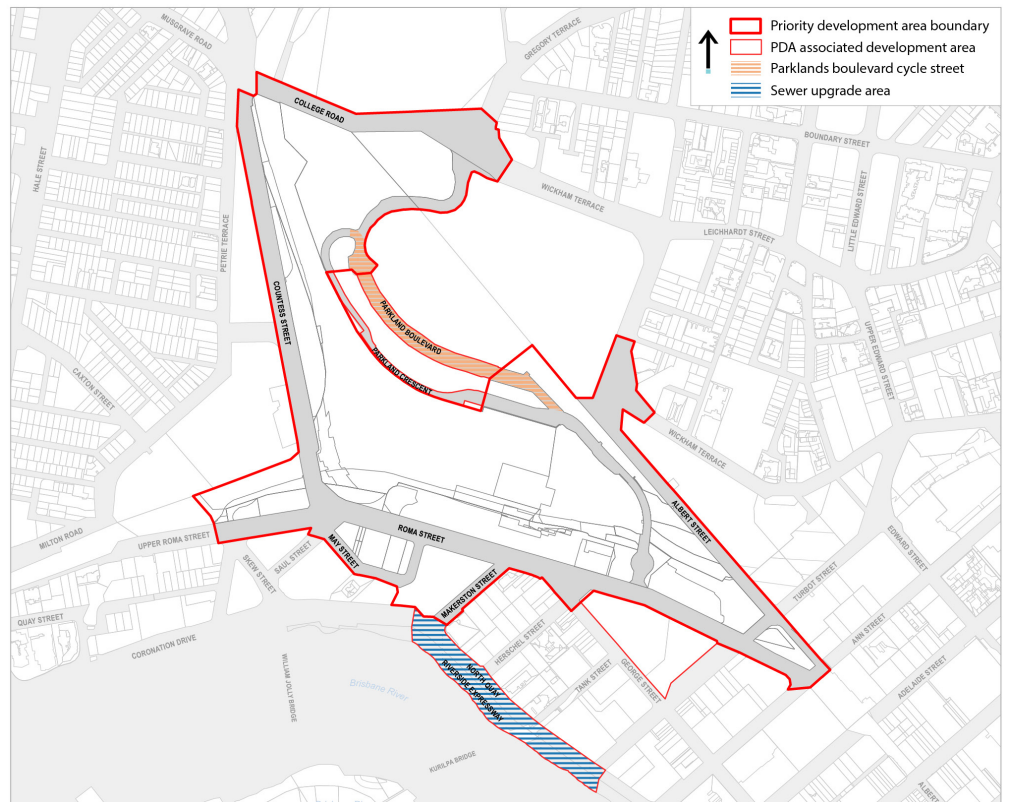
All aspect of development if the works:

1. are carried out by or on behalf of the CRRDA or the MEDQ.
2. provide development infrastructure for the Roma Street Cross River Rail PDA to address the impacts of any development within the PDA, whether or not the development infrastructure has another function or purpose.
3. include one or more of the following:
  - a. roadworks
  - b. active transport connections
  - c. landscape and footpath works
  - d. stormwater works
  - e. water connection service works
  - f. sewer connection service works
  - g. public passenger transport infrastructure works, and
  - h. associated ancillary works.

Description of PDA-associated land

- Part of Volumetric Lot 44 on SP152171 (Parkland Boulevard & Parkland Crescent)
- Lot 12 on SP147396 & Lot 13 on SP168000 (Brisbane Supreme Court and District Court and Queensland Place), and
- Part of North Quay Road Reserve between Makerston Street to Turbot Street – Makerston Street to Turbot Street (containing future sewer upgrade for connection to the S1 Sewer).

PDA-associated land map (Map 10)





## Schedule 6: Guideline for preparing an urban context report

All development applications are required to be submitted with an urban context report.

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

The CRRDA has prepared a 3D digital model for the CRR project 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 the CRRDA for incorporation into the 3D digital model.

The urban context report is to address the following (where relevant).

Content	
Site characteristics	To demonstrate how the site's constraints and attributes have been considered in the design of the development.
Cityscape and built form	To demonstrate how the development: <ol style="list-style-type: none"> <li>provides a site-responsive built form taking into account site characteristics and form of surrounding development, including the relationship with other buildings and public passenger transport infrastructure in terms of setbacks, site cover, privacy, light and air</li> <li>provides a contextually responsive built form taking into account site location within the PDA (e.g. interface with rail or busway infrastructure and areas adjoining the PDA, Roma Street Parkland, river edge, key gateway intersections etc)</li> <li>impacts on views identified in the PDA development scheme and broader views across the cityscape and of the city skyline, and</li> <li>represents outstanding architecture.</li> </ol>
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"> <li>street building height, setbacks and design</li> <li>ground level activation, including proportion of glazing and openings</li> <li>awning heights, coverage and continuity, and</li> <li>footpath width, continuity and design.</li> </ol>
Heritage, landmarks, natural assets, views and vistas	To demonstrate how the development: <ol style="list-style-type: none"> <li>respects the streetscape and public realm context and setting of nearby heritage buildings and places, landmarks and natural assets, and</li> <li>maintains or creates views and vistas from public vantage points to heritage places, landmarks and natural assets such as the Roma Street Parkland, and across public realm.</li> </ol>
Public realm, connections, attractors and movement network	To demonstrate how the development: <ol style="list-style-type: none"> <li>respects, enhances, expands and/or connects to adjoining and nearby public realm</li> <li>maintains and enhances river access, and</li> <li>maintains and enhances pedestrian and cyclist permeability, including to major attractors such as transit stations, community destinations and the wider movement network.</li> </ol>
Subtropical climate	To demonstrate how the development design incorporates orientation, shading, outdoor spaces, natural ventilation, landscaping and articulation to reduce heat loading, protect from weather, optimise natural light and support outdoor lifestyles.

