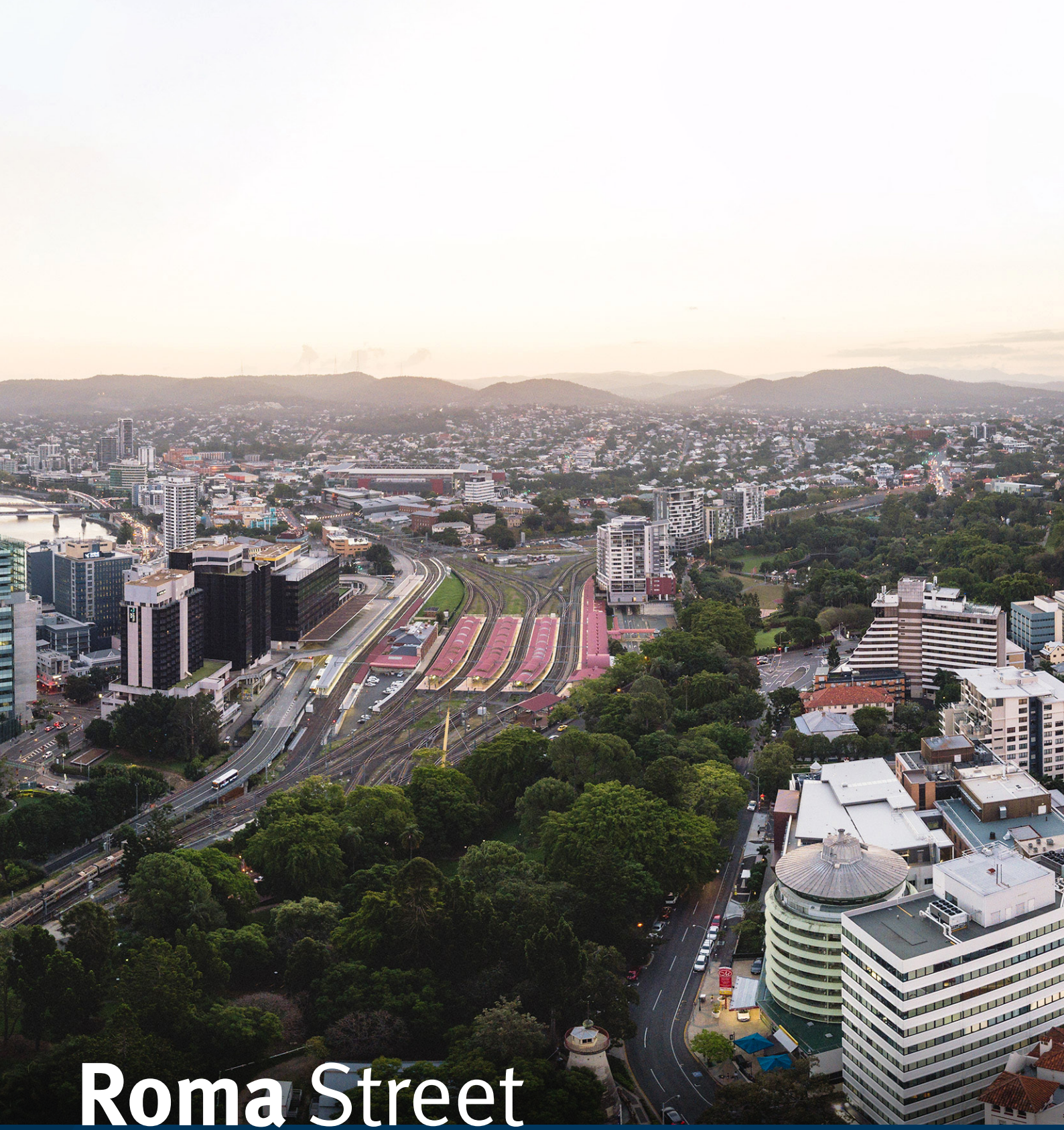


Roma Street

Cross River Rail Priority Development Area
Interim Land Use Plan

December 2019

CROSSRIVERRAIL

Queensland Government

The Department of State Development, Manufacturing, Infrastructure 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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Cross River Rail Delivery Authority

PO Box 15476, Brisbane City East, QLD 4002
Phone: 1800 010 875
Email: info@crossriverrail.qld.gov.au
Web: www.crossriverrail.qld.gov.au

Economic Development Queensland

Department of State Development, Manufacturing, Infrastructure and Planning GPO Box 2202, Brisbane Queensland 4002.

1 William Street Brisbane Qld 4000 (Australia)
Phone: 13 QGOV (13 7468)
Email: edq@dsdmip.qld.gov.au
Web: www.edq.qld.gov.au

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1. Preliminary

1.1 Economic Development Act

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

The main purpose of the ED Act[2] is to facilitate economic development and development for community purposes. The ED Act[3] 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[4] 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 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.

1.3 Application of the Interim Land Use Plan

The Roma Street CRR PDA Interim Land Use Plan (ILUP)[5] is applicable to development on land within the Roma Street CRR PDA.

This ILUP was made by the Minister of Economic Development Queensland and took effect on commencement of the declaration regulation for the CRR PDA. The declaration regulation provided for the ILUP to be effective for 18 months unless the development scheme for the PDA takes effect earlier.

1.4 Components of the ILUP

This ILUP consists of the following components:

a. the strategic context for the PDA (section 2), including the Vision (section 2.2)
b. development assessment procedures (section 3)
c. development requirements (section 4)
d. levels of assessment (section 5)
e. infrastructure requirements (section 6), and
f. schedules (section 7).

1.4.1 Strategic context

The strategic context includes background information and the vision for the PDA.

The vision establishes the overall outcomes to be achieved in the PDA that:

a. seek to achieve the purpose of the ED Act for the PDA, and
b. provides the basis for the PDA development requirements.

1.4.2 Development assessment procedures

The development assessment procedures outline matters relating to the interpretation and operation of the ILUP.

1.4.3 PDA development requirements

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

a. PDA-wide criteria, and
b. precinct provisions.

1.4.4 Levels of assessment

The following levels of assessment are established for all development within the PDA in section 5:

a. PDA accepted development — Column 1, and
b. PDA assessable development — Column 2

1.4.5 Infrastructure requirements

This component identifies how infrastructure requirements will be determined for development. These must be taken into account in the preparation of PDA development applications.

1.4.6 Schedules

Schedule 1 identifies PDA accepted development.

Schedule 2 provides details of car parking rates that, if exceeded, trigger a requirement for public notification of a PDA development application.

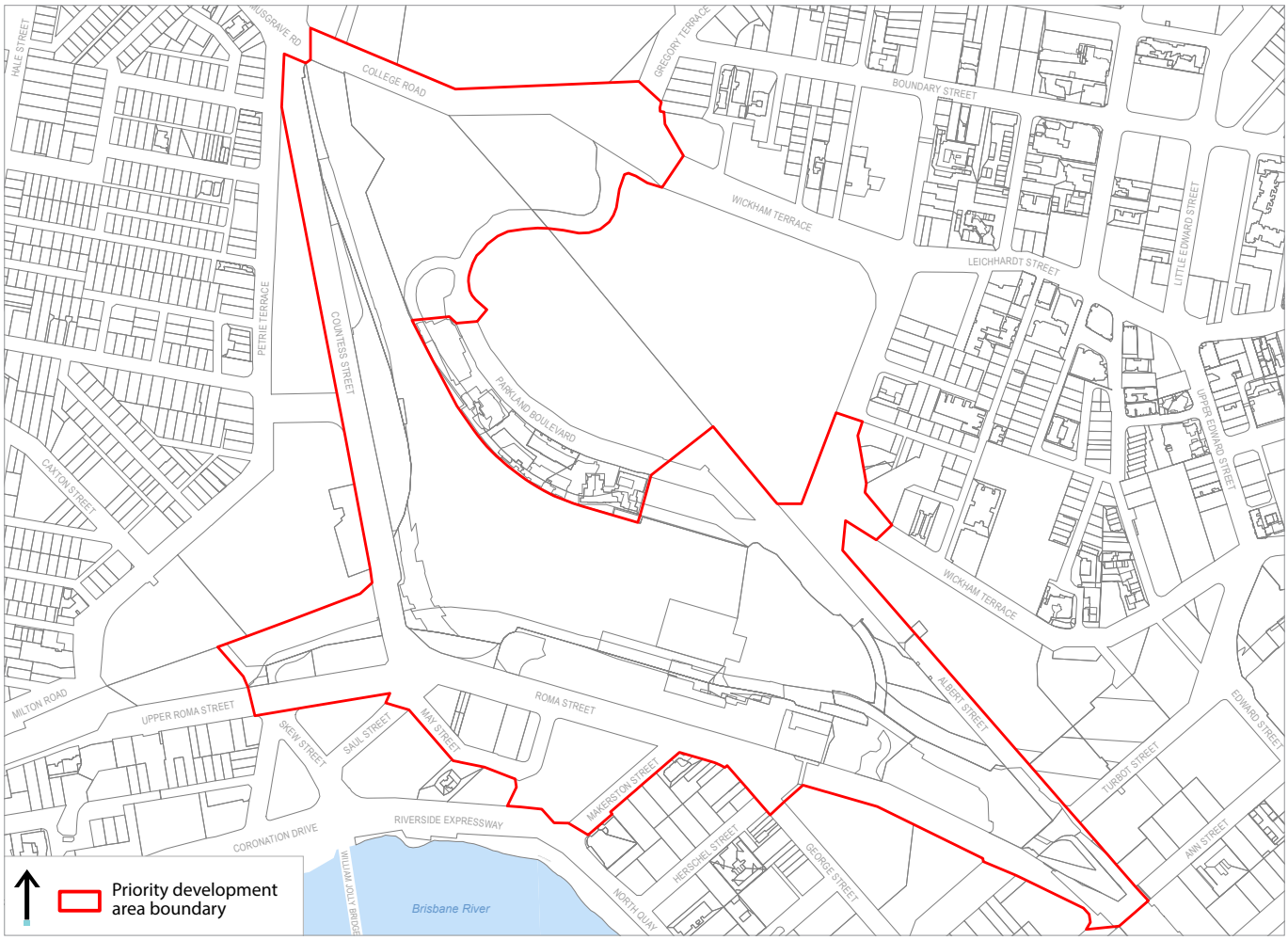
Schedule 3 defines terms used in the ILUP.

Schedule 4 identifies heritage places within the PDA, including those listed in the Queensland Heritage Register and the Brisbane Heritage Register and *Brisbane City Plan 2014* Heritage Overlay.

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1 *See section 8 of the ED Act.*
2 *See section 3 of the ED Act.*
3 *See section 4 of the ED Act.*
4 *See section 37 of the ED Act.*
5 *The ILUP has been prepared pursuant to Section 38 of the ED Act.*

Map 1: Roma Street CRR PDA Boundary



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

2. Strategic context

2.1 Background

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.

The Roma Street CRR PDA will accommodate one of the five new CRR stations, co-located with the existing interstate and suburban rail hub, busway station and proposed Brisbane Metro station. Declaration of a CRR PDA is not required to construct the rail infrastructure but has occurred to enable the CRRDA to carry out its functions and obligations to facilitate economic development and development for community purposes.

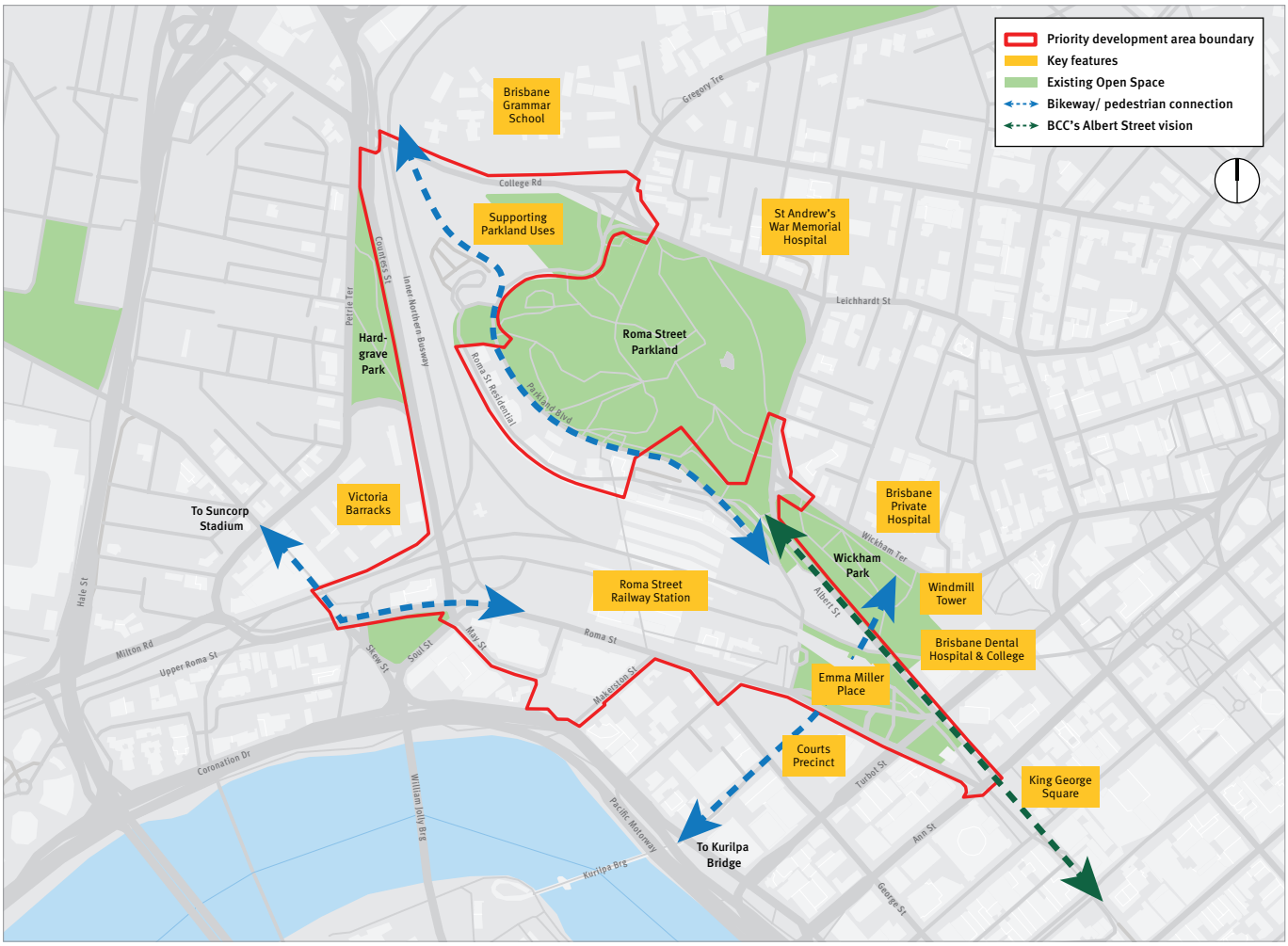
The Roma Street CRR PDA provides the opportunity to better connect the area to a significant network of parkland and public space, to the city centre and to the nearby neighbourhoods of Petrie Terrace and Spring Hill. To do this, the PDA extends over a number of government land holdings, state transport corridors and roads.

Revitalisation within the Roma Street CRR PDA may be considered within precinct 1 during the ILUP.

Precinct 2 represents an area where major development is not expected to occur during the ILUP (with the exception of Cross River Rail project works).

Further consideration of economic development and community outcomes will be undertaken for the Roma Street CRR PDA during the preparation of the development scheme. The Queensland Government is investigating the establishment of a major entertainment facility within the PDA, which could act as a catalyst to revitalisation and add to the area's appeal as a city centre destination.

Map 2: Key features – Roma Street CRR PDA and surrounds



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

2.2 Vision

The Roma Street CRR PDA, located at one of Brisbane's most significant city centre arrival points, will become a key economic and community hub, built around reinvigorated heritage places, extensive new public spaces, strong connections to nearby major parklands and major facilities.

Development in the Roma Street CRR PDA will better connect the area with the city centre, Spring Hill and Petrie Terrace and with the Brisbane River and Kurilpa Bridge. New development will create active street frontages, a range of safe and inviting public spaces and permeable connections for pedestrians and cyclists. Visual and physical connections to and through the area will be strengthened along George Street, Roma Street, Albert Street and Tank Street.

Development will be well suited to the transit-rich environment and city centre context including surrounding civic, education, health and research institutions.

Development in the Roma Street CRR PDA will:

1. ensure the street level is highly walkable and pedestrian-oriented with tree-lined streets, fine-grain tenancies of active uses addressing the street, and that the visual and physical impact of vehicles and servicing on the pedestrian environment is minimised
2. 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, particularly for residential towers
3. include diverse tenancy sizes that provide flexible and innovative incubator spaces for businesses
4. be designed to take advantage of Brisbane's subtropical climate and contribute to Brisbane's identity and outdoor lifestyle, by delivering high-quality, subtropical architecture of outstanding merit and buildings, public realm and landscaping that are open, engaging and green, with public art, shaded spaces and opportunities to interact with the street
5. create a net gain in public open space and provide for a well-connected and accessible public realm network that is permeable for pedestrians and cyclists, links attractions, public passenger transport infrastructure, nearby parkland and neighbourhoods
6. deliver a large public plaza between Roma Street and the Roma Street 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 cater to high-volume pedestrian movements
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. protect the amenity of adjoining development, public realm and parks, and
10. provide for the conservation of heritage places within the PDA, in particular their adaptive re-use, and the conservation of the cultural heritage significance of heritage places adjacent to the PDA[6].

6 *Schedule 4 Heritage places identifies heritage places within the Roma Street CRR PDA.*

3. Development assessment procedures

3.1 Types of development

Section 5 of this ILUP prescribes the following levels of assessment for development in the PDA:

a. PDA accepted development, which is development that does not require a PDA development approval under the ED Act, and

b. PDA assessable development which requires a PDA development approval. A PDA development permit is required to carry out the development[7].

3.2 Development consistent with the ILUP

PDA assessable development is consistent with the ILUP if it complies with all relevant PDA development requirements set out in section 4.

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

a. the development is an interim use that due to its nature, scale, form or intensity does not conflict with the vision, or

b. both of the following apply:

   i. the development does not conflict with the vision for the PDA (section 2.2), and

   ii. there are sufficient grounds to justify the approval of the development despite the non-compliance with the relevant PDA development requirements.

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

a. superior design outcomes[8], and

b. overwhelming community need.

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

Development that is inconsistent with the ILUP cannot be granted a PDA development approval[9].

3.3 Plan of Development[10]

A Plan of Development (PoD) may:

a. accompany a PDA development application for a material change of use or reconfiguring a lot

b. consider any proposed use, and any associated building work or operational work, and

c. form part of a PDA development approval.

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

3.4 Notification of applications

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

a. is for a material change of use involving new premises or existing premises with an increase in gross floor area where:

   i. a residential tower with a tower site cover greater than 45%, or

   ii. a non-residential tower with a tower site cover greater than 50%, or

   iii. is for a material change of use that exceeds the car parking rates outlined in Schedule 2, or

b. is for a material change of use in precinct 2, or

c. may, in the opinion of the MEDQ:

   i. have adverse impacts on the amenity or development potential of adjoining land, or

   ii. is for a use or of a size or nature which warrants public notice.

3.5 State interests

Relevant matters of state interest have been considered in the preparation of the ILUP and will be considered further as part of the assessment of a PDA development application[11].

7 *Section 94(2) of the ED Act.*

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

9 *See section 86 of the ED Act.*

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

11 *Section 87 of the ED Act states that any relevant state interest must be considered in deciding a 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.*

3.6 Relationship with other legislation

In addition to assessment against the ILUP, development may require assessment against other legislation including, but not limited to, *Transport Infrastructure Act 1994, Environmental Protection Act 1994, Plumbing and Drainage Act 2002, Building Act 1975* and the *Planning Act 2016* (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[12].

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

3.7 Relationship with *Brisbane City Plan 2014*

Schedule 6 of the *Planning Regulation 2017* (Planning Regulation) prohibits *Brisbane City Plan 2014* from making PDA-related development assessable under the Planning Act. However, schedule 3 of the ILUP adopts certain definitions from schedule 1 of the *Brisbane City Plan 2014* and calls up various other parts of the *Brisbane City Plan 2014* as guidance.

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

3.8 Interim uses

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

A PDA development application for an interim use must demonstrate that the use will not prejudice or delay:

a. an appropriate long-term use
b. an appropriate intensity of development, or
c. infrastructure delivery envisaged by the vision for the PDA.

The PDA development requirements also apply to PDA assessable development that is an interim use.

The MEDQ may impose a condition of approval related to the interim use including, for example, limiting the duration of an interim use.

Information to support a PDA development application for an interim use may include:

a. a suitability assessment, and
b. plans showing how the development could transition from the proposed interim use to an appropriate longer-term use.

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

4. PDA development requirements

4.1 PDA-wide criteria

4.1.1 Urban design, built form and heritage[13]

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 architectural merit, and:
   a. contributes to Roma Street's role as a significant arrival point to Brisbane's city centre
   b. creates an integrated and cohesive precinct, with well-connected, functional and attractive interfaces between different development sites
   c. creates an active and continuous streetscape edge
   d. enhances the character and identity, safety and attractiveness of the Roma Street CRR PDA, and
   e. on larger sites, 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. on larger sites, presents a highly landscaped environment, including:
   a. landscaping and outdoor spaces that make the most of Brisbane's subtropical climate, and
   b. landscaped subtropical spaces and water features on ground levels, roofs, balconies, terraces, and edges of buildings
4. on larger sites, exhibits best practice subtropical and climate-responsive design, including orientation, to mitigate heat and reduce the need for mechanical heating, cooling and lighting
5. 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 on nearby sites, to allow for light penetration, air circulation, views, vistas and privacy, particularly for residential towers, and
   b. if on a smaller site with a primary street frontage of less than 20m, is proportionate to the site area and frontage width
6. 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 and city skyline
7. frames, respects and activates the public realm, with buildings creating a human-scaled environment
8. where incorporating a street building, has a height and façade length that contribute to the vibrancy of the street and avoid large extents of unbroken building walls along Roma Street
9. where incorporating a street building, facade treatments 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
   b. contribute to an attractive streetscape
   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
10. creates and maintains views:
    a. along George Street to Red Hill, and along Tank Street across Queensland Place (to Wickham Park and the Old Windmill) as key view lines, and
    b. to the Roma Street Station heritage place[14] and arrival plaza, and across to Roma Street Parkland from Roma Street
11. to the extent possible, showcases heritage places within and adjoining the PDA as key civic landmarks by maintaining sightlines and improving access to them[15]

13 *For guidance, refer to the requirements set out in the following components of the Brisbane City Plan 2014:*
- *a. City Centre neighbourhood plan code*
  - *i. Table 7.2.3.7.3.B – Urban context report*
  - *ii. For larger site design, Table 7.2.3.7.3.D – Sustainable development criteria and Brisbane City Council's New World City Design Guide – Buildings that Breathe*
  - *iii. For tower separation and setbacks, Table 7.2.3.7.3.A – Performance outcomes and acceptable outcomes (AO9/PO9) and Table 7.2.3.7.3.E – Minimum tower setbacks*
- *b. Landscape work code*
- *c. Planting species planning scheme policy*

14 *This heritage place is identified in schedule 4.*

15 *Schedule 4 Heritage places identifies heritage places within the Roma Street CRR PDA.*

12. provides for the conservation and adaptive re-use of heritage places within the PDA, including Roma Street Station, in a way which[16]:
    a. preserves its cultural heritage significance while allowing for the functional requirements of the new use
    b. respects the historic built form character and setting
    c. does not compromise the structural integrity of heritage places including protection of the building fabric during construction
    d. minimises impacts on cultural heritage significance, having regard to building setback, bulk, massing and form that is complementary to the architectural character of the heritage place and respects the landscape and setting of the place
    e. ensures streetscapes adjoining a heritage place and views to and from the heritage place are maintained where these aspects form part of the significance of the place, and
13. ensures building services (including air conditioning, lift wells, fire and electricity components) form an integral part of the building design and do not visually, acoustically or climactically detract from the building or its use.

4.1.2 Streetscape and public space

Development:

1. on larger sites, includes provision of a significant amount of publicly accessible space, major public linkages and connections that enhance the functioning of the western parts of the city centre and its public realm
2. ensures public spaces and parkland are designed and physically 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. transforming Albert Street into a green spine linking Roma Street Parkland to Wickham Park, Emma Miller Place and King George Square
    b. ensuring the cultural qualities and significance of Emma Miller Place is celebrated and respected, including any memorials
    c. transforming Roma Street, with broad footpaths, street trees and improved pedestrian crossings
    d. providing new or enhanced active transport links to surrounding neighbourhoods, including Spring Hill, Petrie Terrace and South Brisbane via Kurilpa Bridge
    e. allowing for universal access for all members of the community and their mobility needs, and
    f. ensuring any significant vegetation removed during development is replaced with advanced stock of suitable tree species
3. facilitates:
    a. attractive and convenient pedestrian connections between public transport stations and surrounding streets and public spaces that cater to high volume pedestrian traffic
    b. on larger sites, 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, lanes and shared zones
    c. easy wayfinding through design and signage, and
    d. pedestrian movement networks with a high level of attractiveness and comfort
4. 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
5. contributes to the role of the city centre as a focus for vibrant commercial activity and community life by:
    a. delivering active uses at ground storey of all buildings
    b. above ground storey in a street building, ensuring façades contribute to an attractive pedestrian environment and overlooking of the street and publicly accessible space

16 *For guidance, refer to the State Development Assessment Provisions (SDAP) State Code 14: Queensland Heritage.*

c. ensuring footpath space and design that caters for pedestrian movement and amenity, including congregation at intersections and destinations[17], and

d. providing strong physical and visual integration between the ground storey and the adjoining verge to support high levels of pedestrian movement and activity

6. provides:
   a. weather protection along major pedestrian routes, and
   b. awnings at a height that provides weather protection to pedestrians and aligns with adjoining awnings
7. locates vehicle crossovers away from major pedestrian-oriented streets. The design of vehicular access, on-site servicing and parking does not compromise the walkability or activation of the street frontage, and opportunities for co-location of servicing and parking openings within single buildings or with adjoining developments is maximised
8. on smaller sites, minimises the impact of servicing requirements on the streetscape and frontage continuity by utilising smaller refuse vehicles and frequent refuse collection, enabling smaller service entries. Where no on-site service vehicle access is provided, on-street loading and refuse collection does not compromise the walkability or activation of the street frontage
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[18]
10. on larger sites, provides artwork of a capital city quality, commensurate with the status and scale of the proposed development and site, and is designed:
    a. as an integral part of the project design
    b. to be conceptually relevant to the city centre
    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 safely integrate with the development design response to the public realm and is visually accessible.
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.

4.1.3 Impacts and amenity[19]

Development:

1. ensures the continued successful operation of Roma Street Parkland, having regard to:
   a. access, movement and parking arrangements
   b. the operation and efficiency of parkland administration, maintenance and other support facilities, and
   c. potential impacts on water management and water quality, gardens and horticultural activities
2. is designed, constructed and operated to minimise lighting, noise, odour and air-quality impacts, having regard to impacts generated by the development itself, impacts of nearby transport noise corridors and impacts of other existing or anticipated development within or near to the PDA
3. reduces exposure of residential uses to noise, lighting or other impacts from major sport, recreation and entertainment facilities[20]
4. 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

17 *For guidance, for provision, construction and embellishment of a footpath refer to the specifications of the Infrastructure design planning scheme policy.*

18 *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.*

19 *For guidance, refer to the mapping and requirements set out in the following components of the Brisbane City Plan 2014:*
   a. Airport environs overlay code
   b. Filling and excavation code
   c. Flood overlay code
   d. Infrastructure design code
   e. Landscape work code
   f. Operational work code
   g. Outdoor lighting code
   h. Potential and actual acid sulfate soils overlay code
   i. Stormwater code, and
   j. Infrastructure design planning scheme policy.

20 *Building should be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedroom or living room, of LLeq,T 20dB at 63Hz where adjoining a lawfully operating entertainment venue.*

5. 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)34 for the Brisbane Airport[21]
6. within overland flow paths:
   a. maintains the conveyance of flood waters
   b. does not worsen flood behaviour outside the development site, and
   c. minimises the risk to people and property from water flows
7. is managed to avoid environmental harm from disturbance of acid sulfate soils or contaminated land, and potential for erosion and sedimentation
8. has regard for the archaeological potential of the site[22]
9. ensures water sensitive urban design is implemented through stormwater and drainage systems, by:
   a. maximising infiltration and opportunities for capture and reuse to minimise run off and peak flows
   b. using natural drainage paths and integrate with landscaping wherever possible
   c. ensuring sufficient capacity to safely convey runoff
   d. maintaining or improving water quality leaving the development site
   e. 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
10. ensures landscape works are undertaken to an appropriate standard to ensure sustainable, functional, attractive, safe and well-integrated landscape design.

4.1.4 Service infrastructure[23]

Development:

1. provides for access and movement for all transport modes, with safety and convenience for walking and cycling prioritised over private and service vehicles
2. does not impact on the efficiency or safety of surrounding transport networks
3. provides car parking to meet the functional requirements of the PDA
4. provides water, wastewater and other services and utilities are provided to meet the needs of the development in a timely, orderly and integrated manner
5. provides utilities and services are provided to the standards that ensure an acceptable level of environmental performance, safety and efficiency
6. ensures opportunities for sustainable, integrated on-site water, waste water, 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
7. appropriately integrates with and does not detract from existing or planned infrastructure within or external to the PDA

21 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.

22 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'.

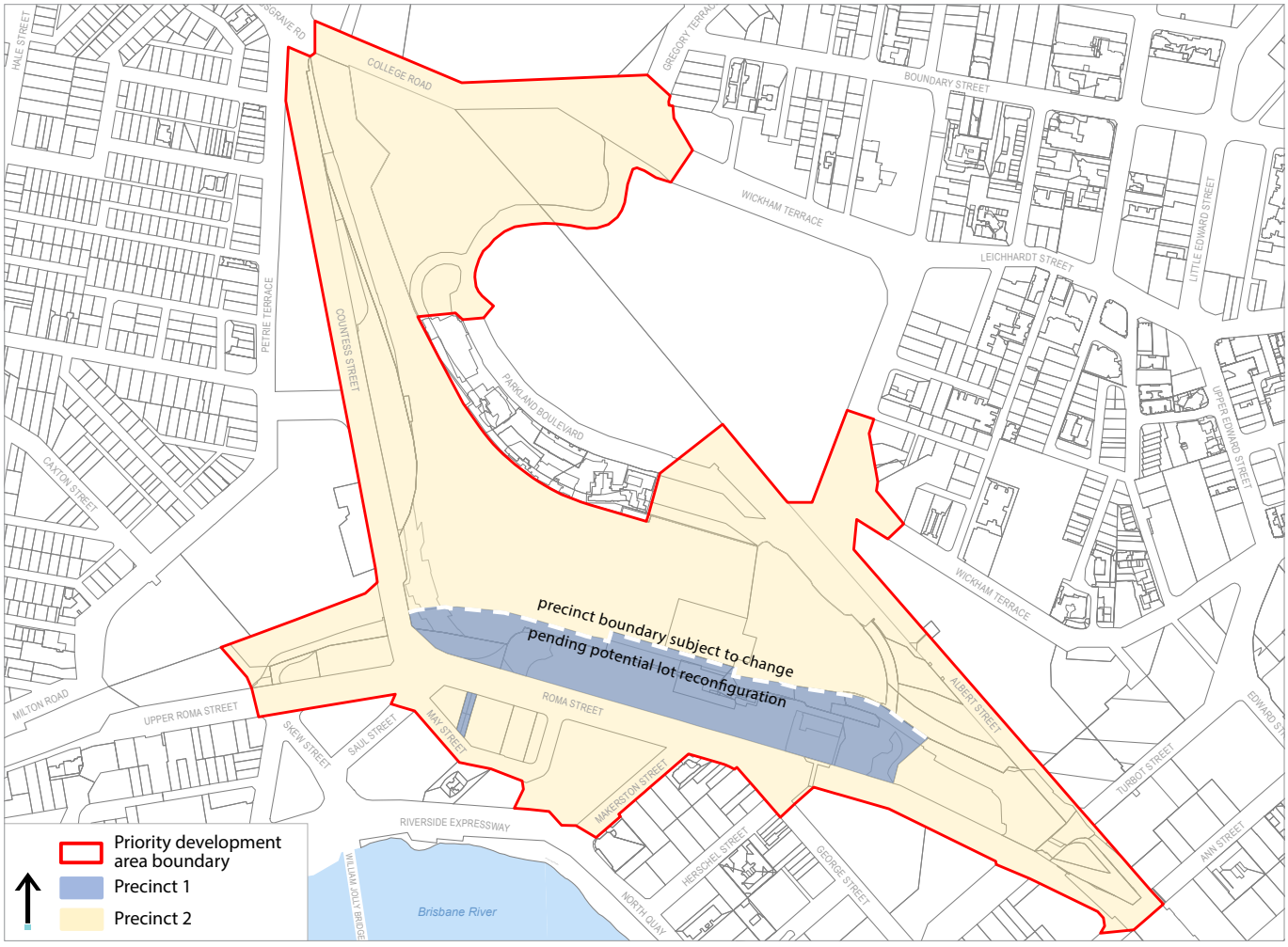
23 For guidance, refer to the mapping and requirements set out in the following components of the Brisbane City Plan 2014:
a. Infrastructure design code
b. Transport, access, parking and servicing code
c. Stormwater code
d. Wastewater code
e. Infrastructure design planning scheme policy, and
f. Transport, access, parking and servicing planning scheme policy.

8. does not:
   a. create a safety hazard for users of a state transport corridor, a future state transport corridor or state transport infrastructure, by increasing the likelihood or frequency of loss of life or serious injury
   b. compromise the structural integrity of 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 operating performance of state transport infrastructure and associated transport networks
   d. compromise the state's ability to construct, maintain or operate state transport infrastructure, and
   e. expose the public to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure.

4.2 Precinct provisions

Map 3 – Roma Street CRR PDA Precinct Plan shows the location and boundaries of the two precincts in the PDA.

Map 3: Roma Street CRR PDA Precinct Plan



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

4.2.1 Precinct 1

Precinct Intent

Precinct 1 allows for the integrated development of land interfacing with the new underground CRR and busway tunnels and stations, new station plaza and the existing Roma Street railway station. The land holding at 260 Roma Street is included in the precinct.

The extent of the precinct is guided by the ability to facilitate over station development by consolidating existing transport infrastructure, new transport infrastructure, and associated development services and access arrangements. Over station development presents a strong opportunity to revitalise Roma Street to create a more activated, safe and comfortable public realm that successfully manages high levels of pedestrian activity.

1. Development in precinct 1 accommodates a diverse range of centre activities including:
   - commercial
   - retail
   - government, services
   - community and cultural activities
   - education and research,
   - entertainment and recreation functions
   - restaurants and bars
   - creative and craft industries, and
   - visitor accommodation and permanent residences.
2. Residential components:
   a. provide a wide choice in housing sizes and housing adaptability that meets the needs of a diverse population and responds to residents' life-cycle needs, and
   b. may include a home-based business where it is of a scale and nature that protects the amenity of adjoining residents
3. Opportunities for sustainable area wide systems for energy, waste or water cycle management are accommodated to the extent practical.

4.2.2 Precinct 2

Precinct Intent

Precinct 2 includes existing government land holdings, facilities and infrastructure. Major redevelopment activities (other than for CRR project related works) are not anticipated over this land during the ILUP. Further detailed planning, including community engagement, will inform the overall future outcomes for development in this area, as part of the forthcoming development scheme.

5. Levels of assessment

Column 1 - PDA accepted development	Column 2 – PDA assessable development
All development specified in schedule 1.	Any development not mentioned in Column 1.

6. Infrastructure requirements

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

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

Infrastructure charges will be based on the applicable local government infrastructure charges instrument in force at the PDA development application approved unless:

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

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

7. Schedules

Schedule 1 – PDA accepted development

Building work
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.
Carrying out building work associated with a material change of use that is PDA accepted development.
Reconfiguring a lot
Reconfiguring a lot involving road widening and truncations required as a condition of development approval.
Material change of use
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: a. Caretaker's accommodation b. Centre activities c. Home based business d. Market e. Rooming accommodation
Operational work
Carrying out operational work for filling or excavation where not on a heritage place and: a. Not resulting in a retaining wall greater than 1 vertical metre, or b. Not resulting in an increase in the depth or height of the ground level or finished design level greater than 1 vertical metre
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. *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.*
Plumbing work or drainage work
Carrying out plumbing work or drainage work.
All aspects of development
Development consistent with an approved plan of development.
Development prescribed in Schedule 6 of the Planning Regulation 2017, other than Part 5 Section 28.
Development for the Cross River Rail project.
Development on a heritage place if an exemption certificate has been issued under the *Queensland Heritage Act 1992*.

Schedule 2 – Car parking rates

Column 1 Use	Column 2 Car parking rates – maximum number of spaces
Uses other than multiple dwelling, rooming accommodation and short term accommodation	1 space per 200m2 gross floor area
Multiple dwelling *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,* and Rooming accommodation, if for a dwelling (other than for on-site management or staff accommodation) *Note: Any part of rooming accommodation that can be defined as a dwelling requires car parking at a rate equivalent to a multiple dwelling*	0.5 space per 1 bedroom dwelling 1 space per 2 bedroom dwelling 1.5 spaces per 3 bedroom dwelling 2 spaces per 4 and above bedroom dwelling 1 visitor space for every 20 dwelling units Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling. At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.
Rooming accommodation in all other cases, and Short term accommodation	0.25 spaces per room

Schedule 3 – Definitions

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

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

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

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

Future State transport corridor: is defined in schedule 24 of the *Planning Regulation 2017*.

Note: future State transport corridor means:

- *a future busway corridor; or*
- *a future light rail corridor; or*
- *a future railway corridor; or*
- *a future State-controlled road.*

Heritage place: means places within the PDA which are identified in schedule 4, and places outside the PDA which are listed in the State Heritage Register or a local heritage register.

Public passenger transport infrastructure: is defined in the *Transport Planning and Coordination Act 1994*.

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

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

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

- ecological value at local, state or national levels
- contribution to the preservation of natural landforms
- contribution to the character of the landscape
- cultural or historical value
- amenity value to the general public[24].

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

State transport corridor: is defined in schedule 24 of the *Planning Regulation 2017*.

Note: State transport corridor means:

- *a busway corridor; or*
- *a light rail corridor; or*
- *a railway corridor; or*
- *a State-controlled road.*

State transport infrastructure: is defined in State code 6: Protection of state transport networks.

Note: State transport infrastructure means any of the following:

- *State-controlled road; or*
- *busway transport infrastructure under the Transport Infrastructure Act 1994; or*
- *light rail transport infrastructure under the Transport Infrastructure Act 1994; or*
- *rail transport infrastructure under the Transport Infrastructure Act 1994; or*
- *other rail infrastructure under the Transport Infrastructure Act 1994; or*
- *active transport infrastructure under the Transport Planning and Coordination Act 1994.*
- *Public passenger transport infrastructure.*

Street building: comprises all levels of a building below which a set back tower commences and up to a maximum height of 20m.

Tower site cover: means 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 by the area bounded by the outside of the external wall, including balconies but excluding projections.

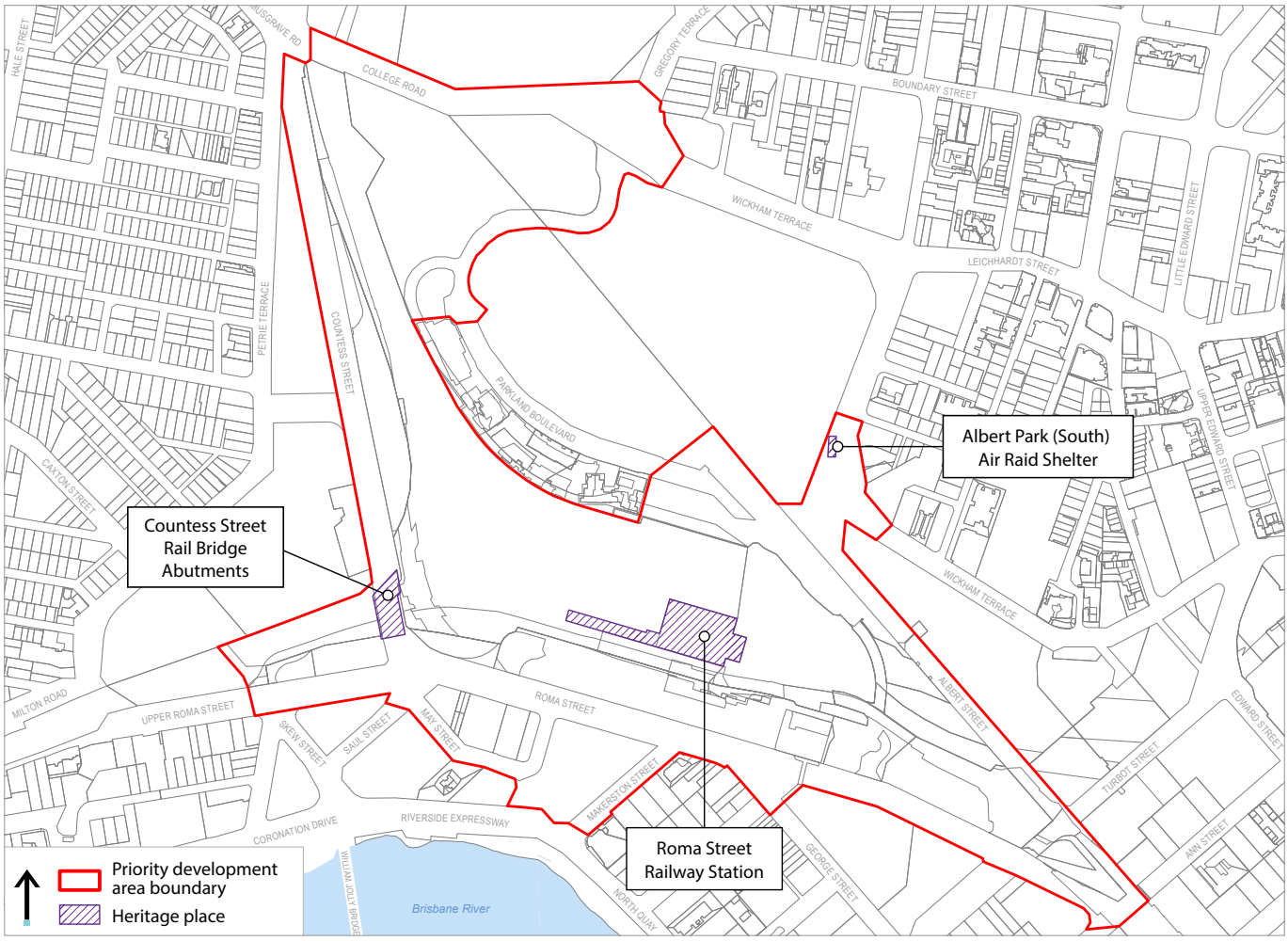
24 *As part of a relevant development application, a tree survey may be required to determine what is considered significant vegetation.*

Schedule 4 – Heritage places

Heritage place name	Address / property description	Register[25]	
Roma Street Station	15 Countess St, Brisbane Lot 35 on SP207219	Queensland Heritage Register 601208 Local Heritage Register (Brisbane)	
Albert Park Air Raid Shelter south corner	Wickham Terrace, Brisbane City near intersection with Albert Street	Queensland Heritage Register 602474 Local Heritage Register (Brisbane)	
Countess Street Rail Bridge Abutments	Countess Street Road reserve	Local Heritage Register (Brisbane)	

25 *Details of the places on the State Heritage Register, including boundaries and cultural heritage significance, can be found at https://environment.ehp.qld.gov.au/heritage-register/ for up-to-date.*

Map 4: Heritage places



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

CROSSRIVERRAIL

Queensland Government