



# Woolloongabba

**Cross River Rail Priority Development Area**  
**Interim Land Use Plan**  
April 2020



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# 1. Preliminary

## 1.1 Economic Development Act

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

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

## 1.2 Priority Development Area description

The Woolloongabba Cross River Rail (CRR) PDA was declared by a regulation<sup>4</sup> on 3 April 2020.

The Woolloongabba CRR PDA, identified in map 1, is approximately 21 hectares and is located approximately 1-kilometre south-east of Brisbane's city centre.

The Woolloongabba CRR PDA is generally bounded by Vulture Street to the north, Stanley Street to the south, Allen Street to the west and the Gabba stadium to the east. The Woolloongabba CRR PDA does not include the East Brisbane State School.

It incorporates vacant land previously occupied by the State Government's GoPrint, Landcentre and Dental Hospital buildings and the existing Woolloongabba busway station. The Woolloongabba CRR PDA also includes the Gabba stadium, Woolloongabba Place Park, the Gabba Towers commercial building and the heritage listed former Woolloongabba Police Station building and Morrison Hotel on the corner of Stanley Street and Merton Road.

## 1.3 Application of the Interim Land Use Plan

The Woolloongabba CRR PDA Interim Land Use Plan (ILUP)<sup>5</sup> is applicable to development on land within the Woolloongabba 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.

<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.

<sup>5</sup> The ILUP has been prepared pursuant to Section 38 of the ED Act.

### 1.4.6 Schedules

Schedule 1 identifies PDA accepted development.

Schedule 2 identifies material changes of use that are not likely to require public notice.

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.

**Map 1: Woolloongabba CRR PDA boundary**



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

## 2. Strategic context

### 2.1 Background

#### 2.1.1 The Cross River Rail project

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

CRR includes a new underground Woolloongabba station which is proximate to the Gabba stadium, Queensland Children's Hospital, Mater Hospital and Kangaroo Point Cliffs Park.

On 26 March 2010, the Coordinator-General declared CRR a significant project under the *State Development and Public Works Organisation Act 1971* (SDPWO Act) and required the preparation of an environmental impact statement (EIS). Following an evaluation of the EIS by the Coordinator-General, the project was approved with conditions on 20 December 2012. The Coordinator-General has subsequently approved 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 CRR PDA. A CRR PDA is defined as a PDA declared under the ED Act for proposed development for the CRR project or a part of the project.

The Woolloongabba CRR PDA will accommodate one of the five new CRR stations, integrating with the existing Woolloongabba busway 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.

#### 2.1.2 History of the Woolloongabba CRR PDA land

Pre-European settlement, Woolloongabba was an important area for Aboriginal groups south of the Brisbane River, due to its elevated position close to the river, availability of fresh water and location on a significant traditional pathway.

Since settlement, the land covered by the Woolloongabba CRR PDA has been used for a range of purposes. It most recently accommodated the State Government's GoPrint, Landcentre and Dental Hospital, in addition to the continuing Gabba stadium operations. In previous decades the central part of the PDA had been used as rail yards. The heritage listed former Woolloongabba Police Station building and the Morrison Hotel remain as reminders of the area's history.

#### 2.1.3 Relationship to the former Woolloongabba PDA

The Woolloongabba CRR PDA replaces the Woolloongabba PDA which was declared by regulation in April 2010. The development scheme for the former Woolloongabba PDA (which was given effect in April 2011) anticipated a new underground rail station and associated mixed-use, transit oriented development outcomes. The delivery certainty for the CRR project has provided the opportunity to revisit the planning for this area including an improved interface and visitor experience with the Gabba stadium.

On declaration of the Woolloongabba CRR PDA, the former Woolloongabba PDA ceased to exist. The Woolloongabba CRR PDA ILUP is now the relevant planning instrument for the PDA. The Woolloongabba CRR PDA extends east over the Gabba stadium to better facilitate the connection to the stadium from the CRR and busway stations and provides an improved interface and public realm outcome for spectators, visitors and the local community.

#### 2.1.4 Infrastructure designations

Under the *Planning Act 2016* (Planning Act) both public and non-public sector entities can seek a designation of premises for development of infrastructure (a designation). The designation process provides entities with a streamlined assessment process to facilitate the delivery of community infrastructure. Once a designation is made there is no need to obtain further planning approvals that would otherwise be regulated by the Planning Act or the ED Act, unless development departs from the designation.

Where within a PDA, the ability for an entity to continue to operate under an existing designation, and seek new designations, remains unaffected by the ED Act. The process of making and determining a designation is set out within the Ministers Guidelines and Rules<sup>6</sup>.

For the Woolloongabba CRR PDA there is an existing designation over the Brisbane Cricket Ground as detailed in Table 1<sup>7</sup>.

Table 1: Infrastructure designations

ID reference	Description	ID type	Date of gazettal
231	Brisbane Cricket Ground	(i) Park and recreational facilities	17/09/2004

<sup>6</sup> For guidance, refer to chapter 7 and 8 of Ministers guidelines and rules <https://dsdmiprd.blob.core.windows.net/general/GuidanceforMGRfinal.pdf>  
<sup>7</sup> To access details of existing MIDs, refer to <https://planning.dsdmip.qld.gov.au/planning/better-development/infrastructure-designations?source=decisions&noScroll=true>



### 2.1.5 Focus of the new Woolloongabba CRR PDA

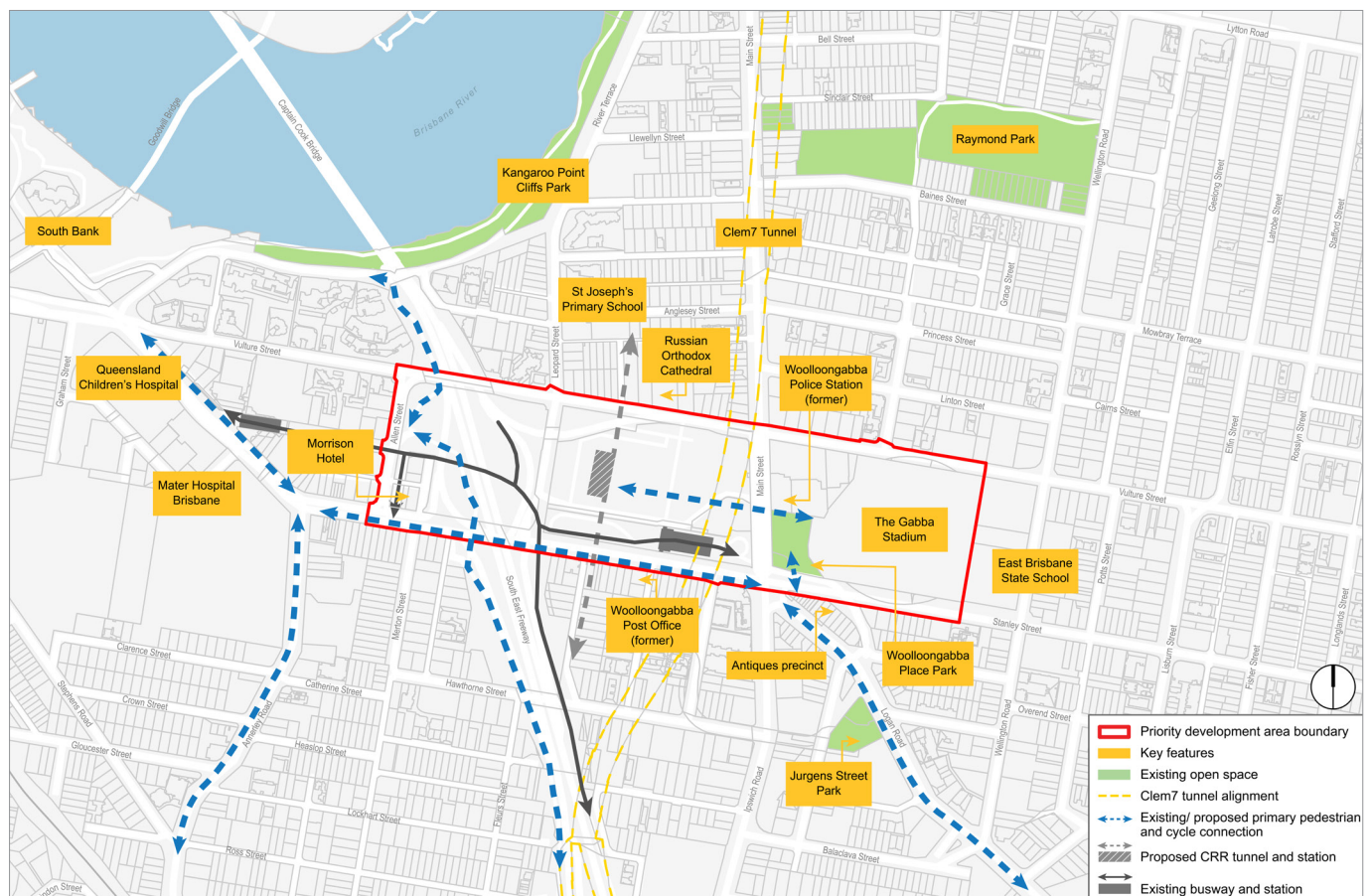
Building upon the former development scheme, the ILUP enables the delivery of a dedicated pedestrian connection from the new CRR station, over Main Street to the Gabba stadium.

Importantly, the ILUP addresses the Gabba stadium interface and new economic and community development outcomes that may be considered as part of the first stage of precinct delivery, identified as precinct 1 (refer to map 3). Precinct 1 also includes the Morrison Hotel land where development may occur 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, including community consultation, will be undertaken for the Woolloongabba CRR PDA during the preparation of the forthcoming development scheme.

Map 2: Key features – Woolloongabba CRR PDA and surrounds



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

## 2.2 Vision

The Woolloongabba CRR PDA will create a renewed focal point for Woolloongabba and Kangaroo Point South supporting improved connections to the precinct including the new underground CRR station, the Woolloongabba busway, and the Gabba stadium. New public realm<sup>8</sup> will enhance local amenity and support an outdoor, community-oriented lifestyle. As part of the public realm, a net increase in park will be provided.

The mix of uses will be well aligned with the investment in infrastructure in the locality. Development will improve the visitor experience during events at the Gabba stadium and provide for easy community access to the Woolloongabba CRR and busway stations. Access to the area by public transport, walking and cycling will be prioritised over private vehicles.

New public realm and thoroughfares will assist in creating direct interchange between rail and bus and connecting the area with the Gabba stadium and the South Brisbane knowledge and technology precinct<sup>9</sup>, Woolloongabba and Kangaroo Point.

Development in the Woolloongabba CRR PDA will:

1. be transit-oriented and well integrated with the Woolloongabba CRR and busway stations
2. deliver a mix of uses, facilitating employment and entertainment activities and other supporting community facilities
3. provide an extensive and interconnected public realm, including park<sup>10</sup>, which creates a focus for community activity, and incorporates high-quality landscaping treatment
4. achieve a highly permeable environment, with a connected movement network within the PDA and to surrounding areas which prioritises pedestrian and cyclist movements
5. 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

6. provide a safe, legible and convenient connection between the Woolloongabba CRR and busway stations and the Gabba stadium to improve spectator experience for events at the Gabba stadium and accessibility for the wider community
7. be designed to take advantage of Brisbane's subtropical climate and contribute to its identity and outdoor lifestyle, by delivering high-quality, sub-tropical architecture of outstanding merit, and buildings and public realm, including park<sup>11</sup>, that are open, welcoming and engaging and green, with public art, shaded spaces and opportunities to interact with the street
8. protect the functional requirements of state transport infrastructure, state transport corridors and future state transport corridors as well as the Clem 7 Tunnel, to ensure the operational efficiency, integrity and safety of the transport network is maintained
9. provide for the conservation of heritage places within the PDA, including adaptive re-use, and the conservation of the cultural heritage significance of heritage places adjacent to the PDA<sup>12</sup>.

<sup>8</sup> Public realm is defined in the Brisbane City Plan 2014 as any publicly accessible streets, pathways, cross-block links, arcades, plazas, parks, open spaces and any public and civic building and facilities.

<sup>9</sup> The South Brisbane knowledge and technology precinct is identified in Shaping SEQ: South East Queensland Regional Plan 2017 as a regional economic cluster including Queensland Children's Hospital Griffith University, South Bank campus Mater Private Hospital Brisbane, Queensland Cultural Precinct, South Bank Institute of Technology and Brisbane Convention and Exhibition Centre.

<sup>10</sup> For guidance, refer to requirements set out in the Park planning and design code and Infrastructure design planning scheme policy in Brisbane City Plan 2014.

<sup>11</sup> Ibid

<sup>12</sup> Schedule 4 Heritage places identifies heritage places within the Woolloongabba CRR PDA. The Queensland Heritage Act 1992 defines conservation as including "protection, stabilisation, maintenance, preservation, restoration, reconstruction and adaptation".



# 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 PDA assessable development<sup>13</sup>.

## 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<sup>14</sup>, 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<sup>15</sup>.

## 3.3 Plans of Development<sup>16</sup>

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 Notice of applications

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

- a. may, in the opinion of the MEDQ:
  - i. have adverse impacts on the amenity or development potential of adjoining land under separate ownership, or
  - ii. be for a use or of a size or nature which warrants public notice, or
- b. be in precinct 1 and is for a material change of use that is not listed in schedule 2, or
- c. is for any material change of use in precinct 2.

## 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<sup>17</sup>.

<sup>13</sup> Section 94(2) of the ED Act.

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

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

<sup>16</sup> For further advice on preparing a PoD refer to the applicable EDQ practice note available at [www.edq.qld.gov.au/resources/priority-development-areas-guidelines-and-practice-notes.html](http://www.edq.qld.gov.au/resources/priority-development-areas-guidelines-and-practice-notes.html)

<sup>17</sup> Section 87 of the ED Act states that any relevant state interest must be considered in deciding a PDA development application. For the purposes of addressing state interests in development assessment, the State Development Assessment Provisions (SDAP) 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, the *Transport Infrastructure Act 1994*, *Environmental Protection Act 1994*, *Plumbing and Drainage Act 2002*, *Building Act 1975* and the Planning Act including subordinate legislation. Relevant local laws made under the City of *Brisbane Act 2010* apply in the PDA to the extent they are not replaced by a by-law made under the ED Act<sup>18</sup>.

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

### 3.7 Relationship with 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 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.

<sup>18</sup> 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 public realm<sup>19</sup>

Development:

1. is designed to enhance the character, safety and attractiveness of the Woolloongabba CRR PDA by:
  - a. accommodating a diverse range of uses and promoting day and night time activities
  - b. creating an integrated and cohesive precinct, with well-connected, functional and attractive interfaces between developments and to the public realm, and
  - c. delivering a built form which creates a legible, permeable and pedestrian and cyclist friendly environment.
2. exhibits outstanding architectural merit and:
  - a. addresses all elevations, with front, rear and side elevations displaying a high level of articulation and high-quality materials and finishes
  - b. incorporates an articulated tower shape and setbacks that reduce the visual width and scale of buildings and provides variation, maintains the openness of street vistas and contributes positively to the streetscape
  - c. provides tower separation that ensures access to light, promotes air circulation, minimises overshadowing and maximises amenity and privacy for both occupants and neighbours
  - d. integrates building services (including air conditioning, lift wells, fire and electricity components) into the building design, ensuring these features do not visually, acoustically or climactically detract from the building or its use, and
  - e. addresses the skyline and silhouette by tapering, sculpting or other measures that reduce building mass and bulk at the upper floors.
3. responds to the local sub-tropical climate and improves the urban amenity of Woolloongabba by:
  - a. orientating buildings to mitigate climatic impacts and reduce the need for mechanical heating, cooling and lighting
  - b. maximising natural light and air flow in private spaces
  - c. ensuring natural lighting and access to cooling breezes and reducing direct solar heating in streets, public spaces and park
  - d. incorporating landscaping, outdoor spaces and water features on ground levels, roofs, balconies, terraces, and edges of buildings, that make the most of Brisbane's sub-tropical climate, and
  - e. using appropriate landscape, vegetation and large trees, eaves and structures to provide shade and shelter for pedestrians and cyclists.
4. ensures buildings at the ground-plane are designed to:
  - a. define and address the adjacent street or public space, creating active and continuous edges
  - b. establish a high level of landscaping, shade and shelter along these edges
  - c. be highly permeable and articulated, avoiding blank walls and ensuring car parking at ground level is sleeved with active uses
  - d. have a height and façade length that reflect human-scale and contribute to the vibrancy of the street or public space, and
  - e. minimise driveways and service entries.

<sup>19</sup> For guidance, refer to:

- a. Brisbane City Council's New World City Design Guide: Buildings that Breathe
- b. Crime Prevention through Environmental Design, Guidelines (Queensland Government 2007) and the Crime prevention through environmental design planning scheme policy in Brisbane City Plan 2014, and
- c. Park planning and design code and Infrastructure design planning scheme policy in Brisbane City Plan 2014



5. creates a public realm that:
  - a. is connected, legible, permeable, comfortable and safe
  - b. allows for universal access for all members of the community and their mobility needs
  - c. creates a highly landscaped, attractive sub-tropical environment
  - d. ensures any significant vegetation removed during development is replaced with advanced stock of suitable tree species
  - e. supports a wide range of passive and active recreational and community activities
  - f. includes new areas of park to support the needs of the future population
  - g. includes public art as an integral part of the landscape design, and
  - h. is provided with lighting that reinforces the night time presence of buildings and public spaces.
6. ensures residential development provides generous private open space and universally accessible communal open space which:
  - a. may be provided through a combination of ground level, vertically integrated or roof top settings
  - b. is located or screened to maximise privacy
  - c. includes landscape and deep planting shade trees or structures, and
  - d. is positioned for good solar orientation and to minimise water use.

#### 4.1.2 Heritage<sup>20</sup>

Development:

1. showcases heritage places within and adjoining the PDA and the Stanley Street and Logan Road streetscapes as key civic landmarks, by maintaining sightlines and improving public access to them, to the extent possible, and
2. provides for the conservation and adaptive re-use of heritage places within the PDA in a way which<sup>21</sup>:
  - a. is compatible with their cultural heritage significance while allowing for the functional requirements of the new use
  - b. respects their historic built form character and setting
  - c. does not compromise their structural integrity including protection of building fabric during construction
  - d. minimises adverse 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, and
  - e. ensures streetscapes adjoining a heritage place and views to and from the heritage place are maintained where these aspects form part of the significance of the place.

#### 4.1.3 Connectivity

Development:

1. prioritises access by public transport, walking and cycling over private vehicles
2. facilitates a highly permeable movement network within the PDA and improves connectivity to key destinations and with the surrounding area
3. establishes seamless and legible pedestrian connectivity between the CRR and busway stations, and
4. establishes a new grade-separated active transport link catering to high volume spectator traffic which connect the Gabba stadium to the Woolloongabba CRR and busway stations.

<sup>20</sup> Schedule 4 Heritage places identifies heritage places within the Woolloongabba CRR PDA

<sup>21</sup> For guidance, refer to the State Development Assessment Provisions (SDAP) State Code 14: Queensland Heritage.

#### 4.1.4 Impacts and amenity<sup>22</sup>

##### Development:

1. ensures the continued successful operation of the Gabba stadium<sup>23</sup>, having regard to:
  - a. access, movement, servicing and parking arrangements, and
  - b. the operation and efficiency of event management, administration, maintenance and other support facilities.
2. is designed to minimise adverse lighting, noise, odour and air-quality impacts, having regard to impacts generated by the development itself, nearby transport corridors, the Gabba stadium or other existing or anticipated development within or near to the Woolloongabba CRR PDA<sup>24</sup>
3. is designed to ensure public health and safety and the integrity and efficient operation of emergency services and public utilities, including major electricity infrastructure traversing the PDA
4. 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>25</sup>
5. is managed to avoid environmental harm from disturbance of acid sulfate soils or contaminated land, and potential for erosion and sedimentation
6. has regard for the archaeological potential of the site<sup>26</sup>
7. implements water sensitive urban design 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.
8. ensures landscape works are undertaken to an appropriate standard to ensure sustainable, functional, attractive, safe and well-integrated landscape design.

<sup>22</sup> For guidance, refer to the mapping and requirements set out in the following components of the Brisbane City Plan 2014:

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

<sup>23</sup> The existing Brisbane Cricket Ground infrastructure designation made under the Planning Act will continue to have effect pursuant to section 47 of the ED Act.

<sup>24</sup> Residents close to the Gabba stadium can expect generally higher levels of noise and light spill. Building should be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedroom or living room, of LLeq,T 20dB at 63Hz where adjoining a lawfully operating entertainment venue.

<sup>25</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>26</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'.

#### 4.1.5 Service infrastructure<sup>27</sup>

Development:

1. ensures the design of vehicular access, on-site servicing and parking does not compromise the walkability, amenity or activation of a public space or street frontages, and opportunities for co-location of servicing and parking openings within single buildings or with adjoining developments is maximised
2. provides car parking, bicycle parking and end of trip facilities to meet the functional requirements of the PDA
3. provides water, wastewater and other services and utilities to meet the needs of the development in a timely, orderly and integrated manner
4. provides utilities and services to the standards that ensure an acceptable level of environmental performance, safety and efficiency
5. facilitates opportunities for sustainable, integrated on-site water, waste water, waste, energy or other systems, 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.
6. appropriately integrates with and does not detract from existing or planned infrastructure within or external to the PDA
7. ensures the efficient delivery and functioning of major electricity infrastructure is not compromised
8. does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure that is existing or proposed<sup>28</sup>
9. 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, or
  - e. expose the public to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure.

<sup>27</sup> For guidance, refer to the mapping and requirements set out in the following components of the Brisbane City Plan 2014:

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

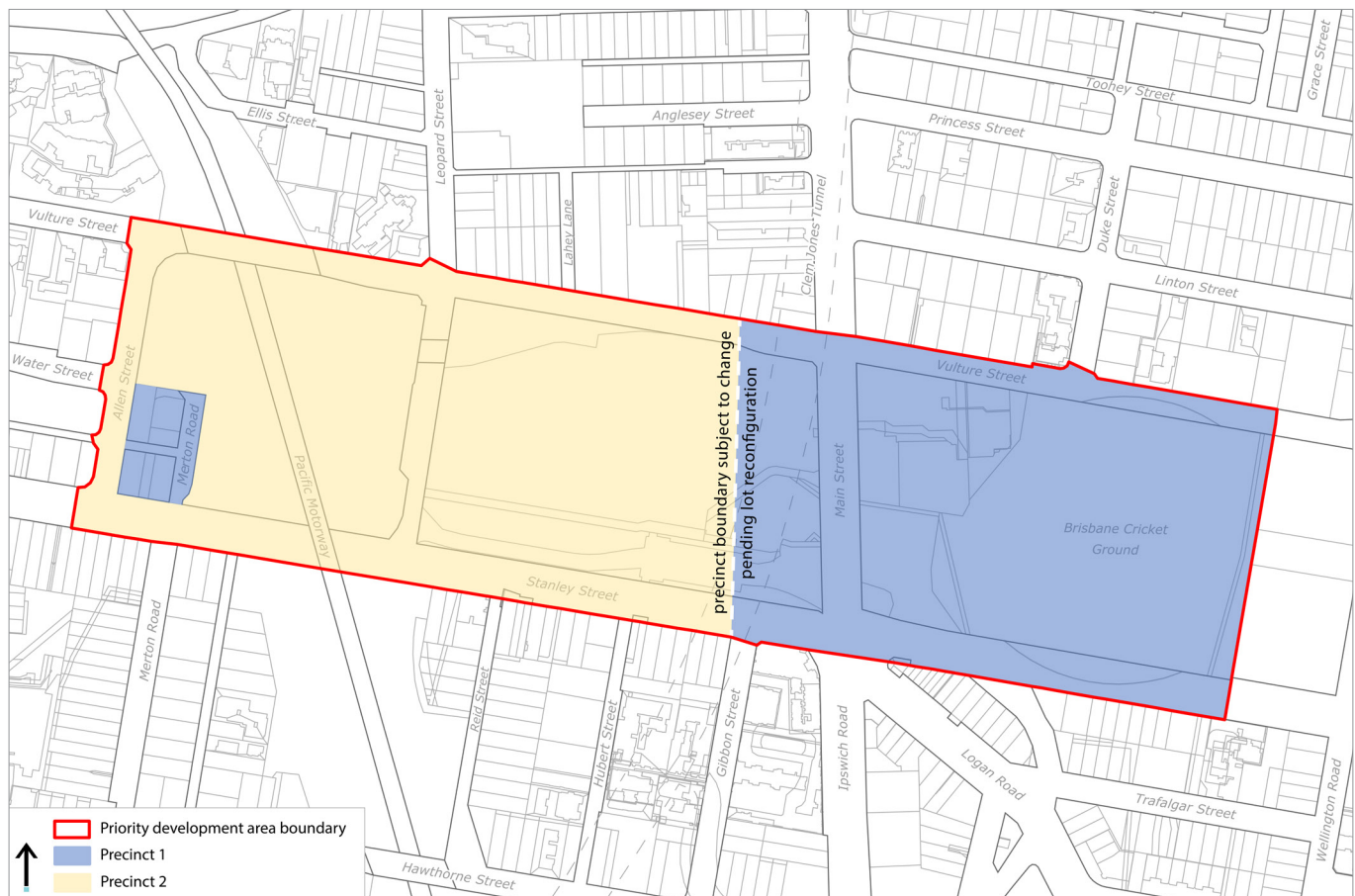
<sup>28</sup> Development located in proximity to sub-surface transport infrastructure is to be supported by the submission of engineering and geological reports and certification or consent provided by the relevant infrastructure owner.



## 4.2 Precinct provisions

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

Map 3: Woolloongabba CRR PDA Precinct Plan



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

#### 4.2.1 Precinct 1

##### Precinct intent

Precinct 1 is anchored by the Gabba stadium and heritage sites including the former Woolloongabba Police Station and the Morrison Hotel. The precinct spans Main Street to include part of the former GoPrint, Landcentre and Dental Hospital site.

Development in precinct 1 will accommodate a mix of uses and activities that complement the Gabba stadium's role and optimise proximity to the Woolloongabba CRR and busway stations. Development may include new commercial, short-term accommodation, community facilities and key worker housing. There will be a focus on substantial new investment in the public realm and in improved pedestrian connections.

On the eastern side of Main Street, a new public forecourt is intended to form the western entry to the stadium and include high quality landscaping and shade structures. Day-to-day, the forecourt will provide public realm accessible to the surrounding community while on event days it will accommodate a range of event-related activities. Parking and stadium back-of-house service facilities will be accommodated below the forecourt level.

A dedicated spectator (for stadium events) and active transport (outside of stadium events) connection above Main Street is intended to connect the Gabba stadium to precinct 2 and the Woolloongabba CRR and busway stations. Improved connections will also be provided across Stanley Street and Vulture Street. These new connections will improve community accessibility, safety and experience.

Ground level below the elevated forecourt and connections will be subject to careful design treatment to ensure a safe, comfortable and attractive pedestrian environment is created. Development is to be designed to manage changes in levels and create sensitive interfaces to the surrounding streets and public realm. Active or community uses are to be established at ground level to the greatest extent practicable. This will include the adaptive reuse of the heritage listed former Woolloongabba Police Station.

In addition to the forecourt area, the precinct will continue to provide parks for the community's use. There will be no net loss of park.

Development will also ensure the stadium's operational requirements and flexibility for future upgrades are protected.

Development in precinct 1 will:

1. have a building height of no greater than 20 storeys
2. not prejudice opportunities for redevelopment of the remainder of the precinct
3. ensure there are no significant adverse impacts on the surrounding transport network
4. where building over Main Street, provide highly activated, safe and welcoming public streetscape and spaces at ground level, and
5. ensure car parking and back-of-house service facilities below the Gabba stadium forecourt level are not visually obvious from street frontages.

#### 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 Woolloongabba 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 time the PDA development application is 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

<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.
Carrying out building work associated with a material change of use that is PDA accepted development.
<b>Reconfiguring a lot</b>
Reconfiguring a lot involving road widening and truncations required as a condition of development approval.
<b>Material change of use</b>
Making a material change of use of premises for a park or utility installation if provided by a public sector entity.
<p>Making a material change of use of premises for the following where in an existing building that is not a heritage place, and involving no increase in gross floor area:</p> <ol style="list-style-type: none"> <li>caretaker's accommodation</li> <li>centre activities</li> <li>funeral parlour</li> <li>home-based business</li> <li>hospital</li> <li>hotel</li> <li>market</li> <li>multiple dwelling</li> <li>outdoor sport and recreation</li> <li>residential care facility</li> <li>retirement facility</li> <li>rooming accommodation</li> <li>showroom.</li> </ol>
<b>Operational work</b>
Carrying out operational work for filling or excavation where not on a heritage place and:
<ol style="list-style-type: none"> <li>not resulting in a retaining wall greater than 1 vertical metre, or</li> <li>not resulting in an increase in the depth or height of the ground level or finished design level greater than 1 vertical metre.</li> </ol>
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 where not on a heritage place.
<i>Note: The Brisbane City Council Advertisements Local Law 2013 and Advertisements Subordinate Local Law 2005, as amended or replaced from time to time, apply in the PDA.</i>
<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 Planning Regulation, other than Part 5 Section 28.
Development for the Cross River Rail project.
Development on a heritage place if an exemption certificate for that development has been issued under the <i>Queensland Heritage Act 1992</i> .

## Schedule 2 – Material changes of use that do not require notification

For the purposes of section 3.4(b) of this ILUP, development applications for the following uses will not require notification if they occur in precinct 1. However, the MEDQ retains the power to mandate public notice for any development application under 3.4(a).

Uses
Bar
Centre activities
Community residence
Home based business
Hospital
Hotel
Major sport, recreation and entertainment facility (where for the Gabba stadium)
Major electricity infrastructure
Market
Medium impact industry (if for boutique food or beverage production)
Multiple dwelling
Outdoor sport and recreation
Park
Research and technology industry
Residential care facility
Retirement facility
Sales office
Service industry
Substation
Tourist facility



### 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** – refer to schedule 24 of the *Planning Regulation 2017*.

*Note: Future State transport corridor means:*

- a future state-controlled road
- a future railway corridor
- a future busway corridor, or
- a future light rail corridor.

**Heritage place** – means places within the PDA which are identified in schedule 4, and places outside the PDA which are listed in the Queensland Heritage Register, the Brisbane Heritage Register or the Commonwealth Heritage List or National Heritage List.

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

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

- a transit terminal for public passenger services (for example, an airport terminal, a coach terminal, a cruise ship terminal)
- a ferry terminal, jetty, pontoon or landing for ferry services
- a bus stop, bus shelter, bus station or bus lay-by
- a busway station
- a light rail station
- a taxi rank, limousine rank or limousine standing area
- a railway station

- vehicle parking and set-down facilities
- pedestrian and bicycle paths and bicycle facilities, or
- a road on which a public passenger transport service operates.

**Significant vegetation** – means all vegetation, except that listed as pest vegetation by state or local government - 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, or
- amenity value to the general public<sup>29</sup>.

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

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

*Note: State transport corridor means:*

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


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

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

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

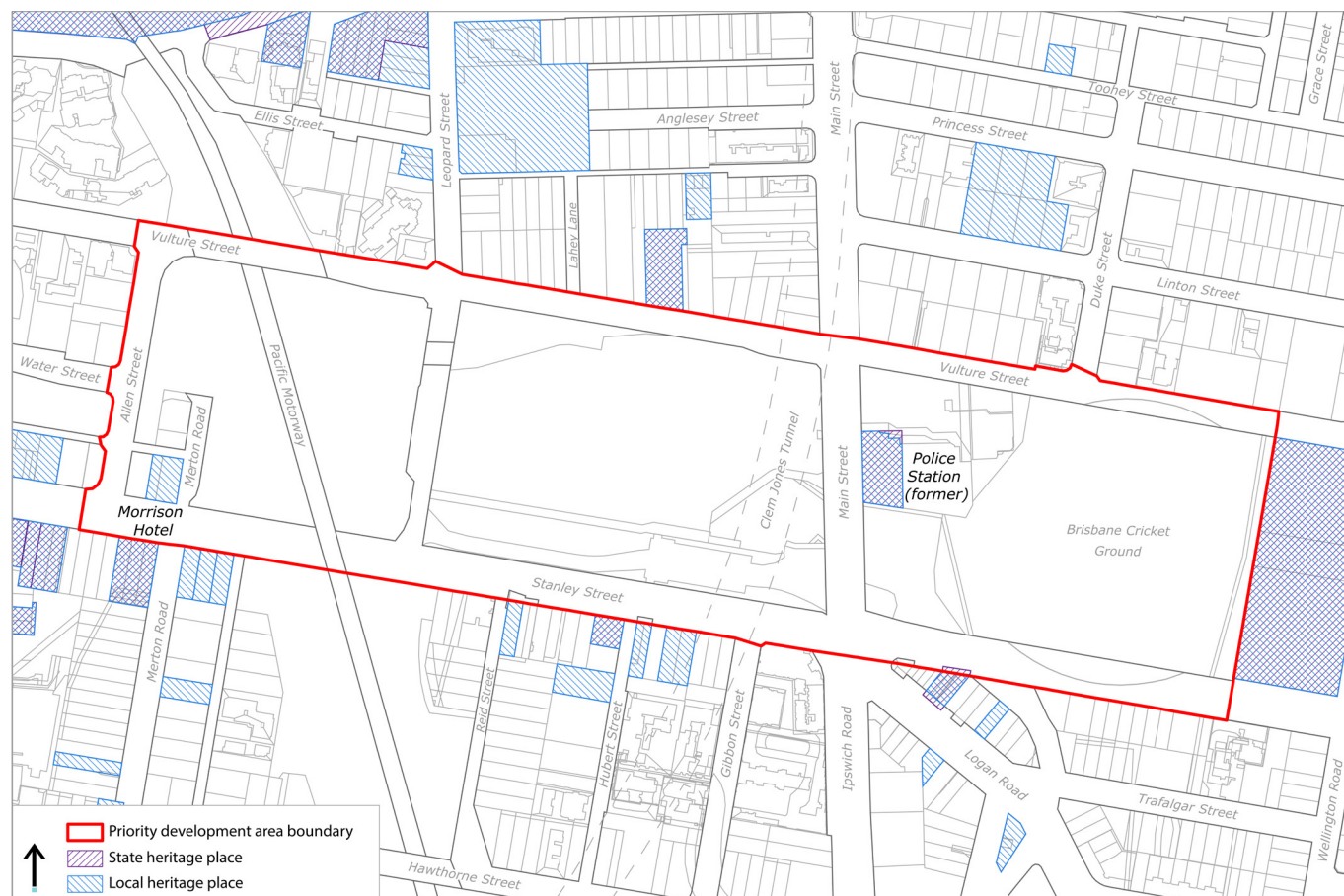
<sup>29</sup> As part of a relevant development application, a tree survey may be required to determine what is considered significant vegetation.

#### Schedule 4 – Heritage places

Heritage place name	Address / property description	Register <sup>30</sup>	
<b>Woolloongabba Police Station (former)</b>	842-848 Main Street, Woolloongabba Lot 11 on SP177815 and Lot 1 on SP182798 (part)	Queensland Heritage Register place ID no. 601382 Local Heritage Register (Brisbane)	
<b>Morrison Hotel</b>	638 & 640 Stanley Street, Woolloongabba Lot 4 on RP20298 Lot 5 on RP20298	Local Heritage Register (Brisbane)	

<sup>30</sup> Details of the places on the Queensland Heritage Register, including boundaries and statements of cultural heritage significance, can be found at <https://environment.ehp.qld.gov.au/heritage-register>. Use the place ID number to search for the former Woolloongabba Police Station.

## Map 4: Heritages places



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

